



# Transit Report



**Minnesota's 2004  
Public Transit Guide**



## Dear Transit Partners:

Gov. Pawlenty and I have a goal of enhancing transportation. But this can only be done with a balanced transportation system that provides options for commuters and those traveling in and between regions. Minnesota's ability to compete in the regional, national and global marketplace depends on reliable transportation for people of all ages, abilities, backgrounds and incomes.

We are committed to helping Minnesota people and communities meet their mobility needs with modal choices. Transit helps provide these choices.

Transit is an option to the single occupant vehicle in congested areas. It is an important link to employment and services that some citizens may not otherwise have. Transit provides connections to other transportation systems. And, it helps Minnesota meet the needs of its citizens and businesses for safe, timely and predictable travel.

It's been a good year despite a national funding stalemate. Transit systems have been examining their service delivery plans in an effort to operate more efficiently and improve productivity. As a result, in 2003, Greater Minnesota public transit systems have delivered over 9.2 million passenger trips and the Twin Cities Metropolitan public transit systems have delivered over 78 million passenger trips.

We honor our partnerships with citizens, communities, business leaders, legislators and service providers. The insight you provide will help us understand where to focus our transportation investments to support Minnesota's continued economic vitality.

Please take a few moments to read this report. It provides models of enhanced transit services and plans for improvements in the coming year and beyond!

Lt. Gov. Carol Molnau  
Commissioner of Transportation



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## 2004 TRANSIT SYSTEM OF THE YEAR

### KANDIYOHI AREA TRANSIT (KAT)

Kandiyohi Area Transit (KAT) was the 2004 recipient of the Minnesota Public Transit Association's Transit System of the Year award. This award is presented to the organization that demonstrates achievement in efficiency and effectiveness – including ridership, cost, safety, maintenance proficiency, agency policy and administration – and achievement of the organization's goals and objectives. KAT has excelled in all these areas.

KAT was formed in 1999 following a feasibility study to create a countywide transit system in Kandiyohi County. Since 1999, KAT has:

- Continuously made service enhancements to improve performance.
- Created an operating policy as a guide to service delivery. The policy includes the establishment of performance standards for rides per hour per route.
- Reduced the per-trip-cost, for the fourth consecutive year.
- Established in-house maintenance to improve overall bus condition and significantly reduced maintenance costs.
- Constructed a transit facility to house administrative offices, vehicles and storage.



John Groothius and Tiffany Collins accepting the award on behalf of KAT.

These outstanding achievements are attributed to KAT's goal to provide quality and efficient transit services in Kandiyohi County. KAT truly puts its customers first.



# INTRODUCTION



The Pawlenty/Molnau administration's transportation goal is to move the greatest number of people, to the right places, in the most cost-efficient manner. Transit programs strive to meet this goal by providing choices and improving access to markets, jobs, goods and services. However, like other public services in the state, transit systems have struggled to keep up with additional demand in an era with few, if any, budget increases.

Transit providers, as in all areas of transportation, must focus on what's important and do it well. That is what Minnesota transit providers and partners did in 2004. They met the needs of Minnesota citizens by being innovative and operating more efficiently. But there is much that still needs to be done.

The future of transit, and all transportation in Minnesota, will be brighter with increased partnerships, collaboration and use of technology. By working together, transit in Minnesota can continue to improve.

The 2004 Annual Transit Report provides an overview of Minnesota Department of Transportation and Metropolitan Council projects and events in 2004. Examples include a grant to continue several rural intercity bus lines that would have been discontinued and the development of safety and security plans to better coordinate response to natural disasters, acts of terrorism or other catastrophes.

The report is divided into eight major sections:

- Program Overview
- Mn/DOT projects
- Metropolitan Council Projects
- Greater Minnesota Fact Sheets
- Metropolitan Area Fact Sheets
- Section 5310 Recipients
- Capital and Operating Costs
- Glossary

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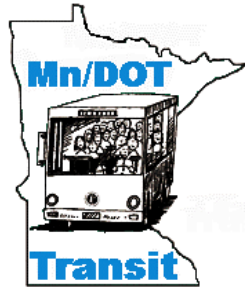
John Groothius and Tiffany Collins accepting the award on behalf of KAT.

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## Program Overview

### Mn/DOT's Mission –

The mission of the Minnesota Department of Transportation, Office of Transit, is to help people and communities meet their mobility needs by supporting safe, responsive, efficient and environmentally sound transit services. This mission is accomplished by:



- Leading the development and implementation of transit policy within a multi-modal network;
- Managing Mn/DOT's transit investment;
- Advancing transit programs that are responsive to the mobility needs of Minnesotans;
- Directing statewide transit planning and coordination activities and the development of technologies; and
- Focusing on customer needs through public involvement in information gathering and decision-making.

### Statutory Purpose – Mn/DOT

Mn/DOT's mission is based on state laws that created the Public Transit Participation Program in 1977. This program provides financial assistance to transit systems in Greater Minnesota. The purpose of the program is to:

- Provide access to transit for persons who have no available alternative mode of transit;
- Increase the efficiency and productivity of public transit systems;
- Alleviate problems of automobile congestion and energy consumption and promote desirable land use planning activities where such activities are cost effective;
- Maintain a state commitment to public transportation; and
- Meet the needs of individual transit systems so they are consistent with other objectives stated above.

### Metropolitan Council's Mission

The mission of the Metropolitan Council Transportation Division is to plan for effective regional transportation facilities and services and to provide effective regional transportation services to support growth and redevelopment objectives and a strong regional economy. This mission is accomplished by:



- Developing a regional consensus on transportation policies and strategies through the implementation of the Transportation Policy Plan
- Coordinating regional transportation priorities and investing transportation resources in a cost-effective manner through integrated programming of capital funds
- Ensuring that planning and operational activities of the transportation division are coordinated with the activities of other Council divisions
- Implementing transit service restructuring and promoting competition in the delivery of transit services according to the adopted Transit Redesign Plan
- Evaluating the ongoing performance of the regional transportation system with a focus on the regional transit system.

### Statutory Purpose – Metropolitan Council Transportation Division

The Metropolitan Council plans, coordinates, and administers a cost-effective system of transit services that is responsive to the needs of residents of the Twin Cities Metropolitan Area. The Metropolitan Council's transit-related purposes include:

- Providing, to the greatest feasible extent, a basic level of mobility for all people in the metropolitan area;
- Arranging, to the greatest feasible extent, for the provision of a comprehensive set



## Program Overview

of transit and paratransit services to meet the needs of all people in the metropolitan area;

- Cooperating with private and public transit providers to ensure the most efficient and coordinated use of existing and future transit resources; and
- Maintaining public mobility in the event of emergencies or energy shortages.

### Operating Costs for Public Transit

In calendar year 2003, public transportation provided nearly 88 million trips statewide with an investment of \$300.9 million.. **Table I** illustrates the breakdown of 2003 total operating costs for public transportation by funding class. **Graphs I and II** illustrate 2003 funding sources for operating costs in Greater Minnesota and the Twin Cities Metro Area respectively. **Maps I and II** illustrate the locations of public transit systems in the State.

**Table I – 2003 Minnesota Public Transit Total Operating Costs**

	Total Cost (in millions)
Twin Cities Regular Route (1 Metro Transit)	\$195.8
Private Operators (18 systems)	\$9.4
Opt-Out Communities*	\$23.1
Metro Mobility	\$24.6
Urbanized Greater MN	\$16.9
Elderly & Handicapped - Greater MN	\$2.7
Small Urban - Metro	\$1.9
Small Urban - Greater Minnesota	\$3.8
Rural - Metro	\$7.4
Rural - Greater Minnesota	\$15.3
<b>Total</b>	<b>\$300.9</b>

\* Transit systems operate under M.S. 473.338

### Public Transit Ridership

The main purpose of all public transit programs in Minnesota is to transport people where they need to go. Transit ridership figures for Calendar Year 2003 are displayed in Table II.

**Table II – 2003 Minnesota Public Transit Ridership**

	Total Rides
Greater Minnesota . . . . .	9,211,511
Urbanized . . . . .	6,181,908
Small Urban . . . . .	642,825
Rural . . . . .	2,193,034
Elderly and Handicapped . . .	193,744
 Twin Cities Metropolitan Area. .	 78,314,776
Metro Transit . . . . .	67,200,000
Private Operators . . . . .	1,686,416
Metro Mobility . . . . .	1,142,767
Opt-Out . . . . .	3,427,038
Small Urban . . . . .	354,152
Rural . . . . .	718,800
Campus Shuttle Service* . . . .	3,785,603

(\*Service is self-supported, no state appropriation is provided.)

## Program Overview

### Urbanized

Duluth Transit Authority (DTA)  
Regular Route  
East Grand Forks City Bus  
LaCrescent Apple Express  
Moorhead Metropolitan Area  
Transit (MAT)  
Rochester City Lines  
St. Cloud MTC

### Small Urban

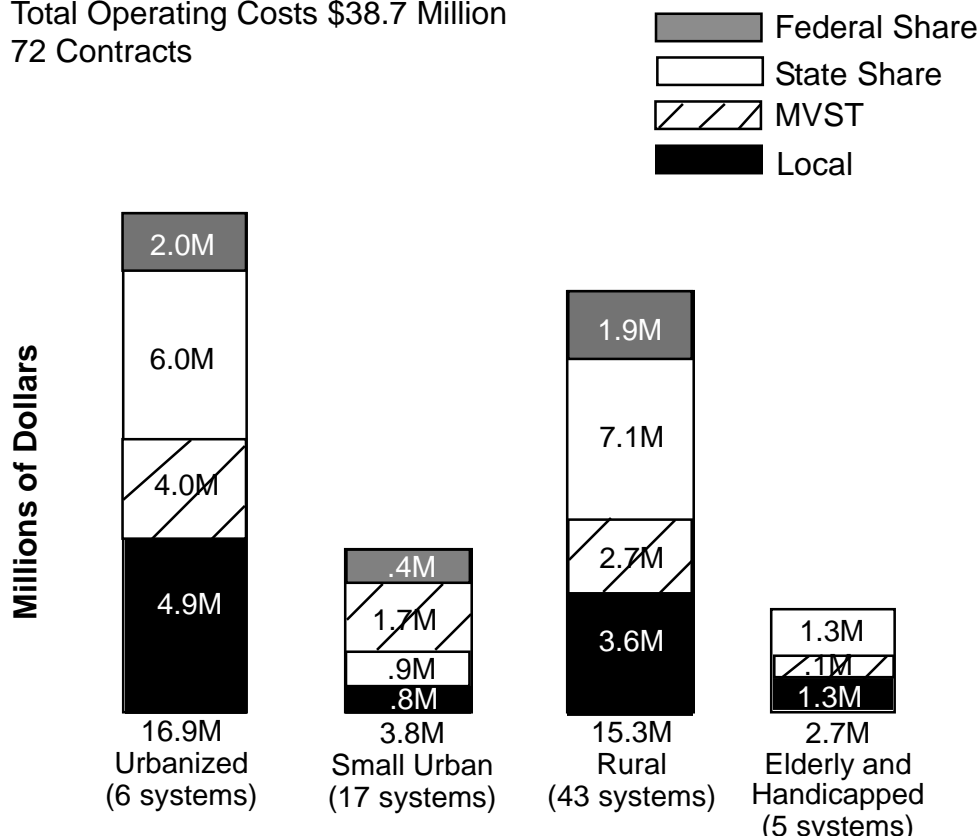
Benson Heartland Express  
Cloquet Public Transit System  
Faribault Flyer  
Granite Falls Heartland Express  
Hibbing Area Transit  
LeSueur Heartland Express  
Mankato Heartland Express  
Montevideo Heartland Express  
Monticello Heartland Express  
Morris Transit  
Northfield Transit  
Red Wing RIDE  
Saint Peter Transit  
Senior Resources of Freeborn  
County Transit (Albert Lea)  
Stewartville Heartland Express  
Virginia Dial-A-Ride  
Winona Transit Service

### Rural

Annandale Heartland Transit  
Arrowhead Transit  
Becker County Transit  
Brown County Heartland Express  
Chisago-Isanti County Heartland  
Express  
Clay County Rural Transit (CCRT)  
Cottonwood County Transit  
Crow Wing Transit  
Dawson Heartland Express  
Far North Transit  
Faribault County Prairie Express  
Fosston Heartland Express  
Grant County Alpha Transit  
Hubbard County Heartland  
Express  
Kandiyohi Area Transit (KAT)  
Lincoln Heartland Express

## Graph I - 2003 Greater Minnesota Funding Sources for Total Operating Costs

Total Operating Costs \$38.7 Million  
72 Contracts



Mahnomen Heartland Express  
Martin County Express  
Meeker County Public Transit  
MorrTrans  
Mower County Transit  
Murray County Heartland Express  
Nobles County Heartland  
Express  
Paul Bunyan Transit  
Pelican Rapids Transit  
Pine River Ride With Us Bus  
Pipestone County Transit  
Prairie Five RIDES  
Rainbow Rider Transit  
Red Lake Transit  
Renville County Heartland Express  
RiverRider Public Transit System  
Rock County Heartland Express  
Rum River Transportation  
Collaborative  
SEMCAC Transportation

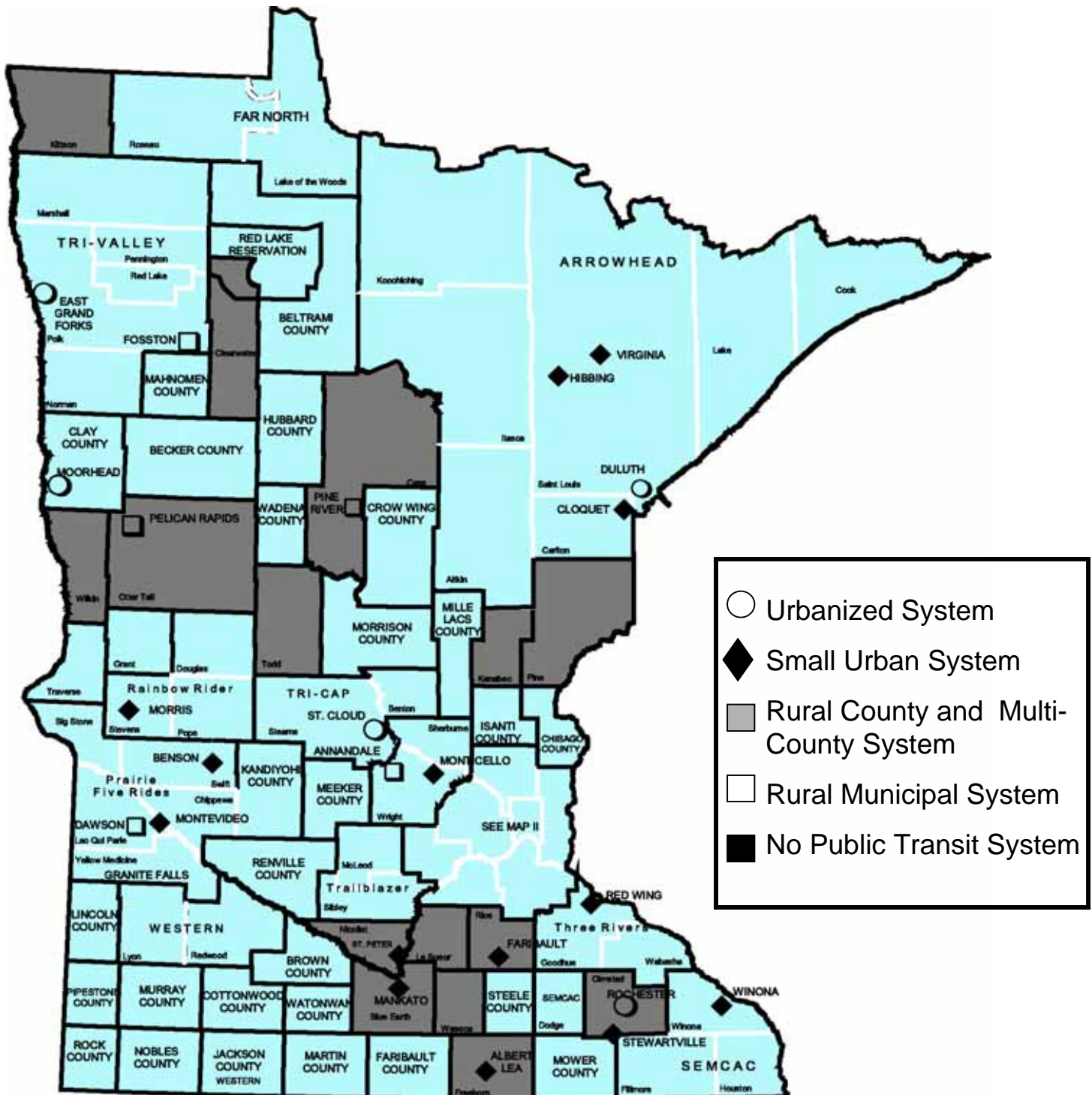
Steele County Area Transit  
(SCAT)  
Three Rivers Hiawathaland  
Transit  
Trailblazer Transit  
Tri-CAP Transportation  
Tri-Valley Heartland Express  
Wadena County - Friendly Rider  
Watonswan Take Me There  
Western Community Action  
Transportation Program

### Elderly and Handicapped

Duluth Transit Authority Stride  
East Grand Forks Paratransit  
Moorhead Area Transit  
Paratransit and Dial-A-Ride  
Rochester Zumbro Independent  
Passenger Services (ZIPS)  
St. Cloud MTC Metro Paratransit

## Program Overview

### Map I – 2004 Greater Minnesota Public Transit Systems



## Program Overview

### Metro Mobility

#### Private Operators

Anoka County Traveler  
Be-Line Route 538/539  
East Metro Redesign  
Lake Area Bus  
Linwood Volunteer  
Northeast Suburban Transit (NEST)  
North Suburban Lines  
Roseville Area Circulator  
Route 55  
Route 417  
Route 66/614  
Route 661  
Route 78 & 71  
South County Circulator  
St. Croix Valley Transit  
West Metro Redesign

#### Rural




Anoka Traveler  
Anoka County Volunteer  
Carver County Rural Transit (CART)  
Dakota Area Regional Transportation Services (DARTS)  
Human Services Inc. (HSI)  
Scott County Transit  
Senior Community Services (SCS), Delano  
SCS - West Hennepin  
SCS - Westonka Rides  
Senior Transportation Program

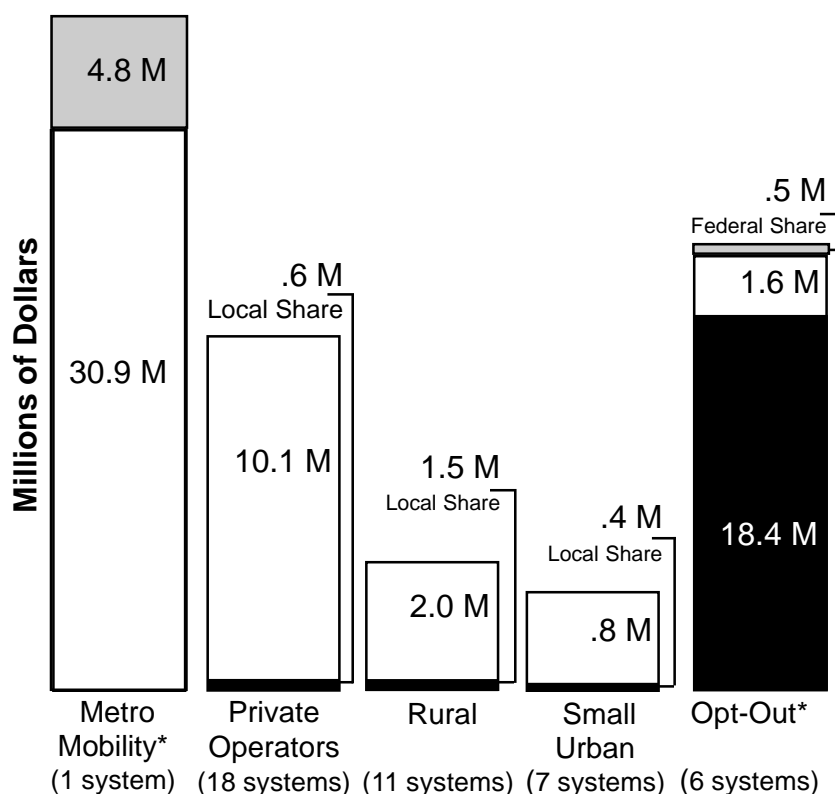
#### Small Urban

East Metro Design  
Demand Response  
Edina Dial-A-Ride  
Hastings TRAC  
Hopkins Hop-A-Ride  
Lake Area Bus Dial-A-Ride  
Minnetonka Dial-A-Ride  
NEST Dial-A-Ride  
Osseo Dial-A-Ride  
Park People Mover  
PRISM  
Route 246 Dial-A-Ride  
SCS - 71/78 Dial-A-Ride

**Graph II - 2003 Metro Funding Sources for Total Operating Costs**

Total Operating Costs  
44 systems  
(excludes Metro Transit)

 Federal Share  
 State Share  
 Local Share



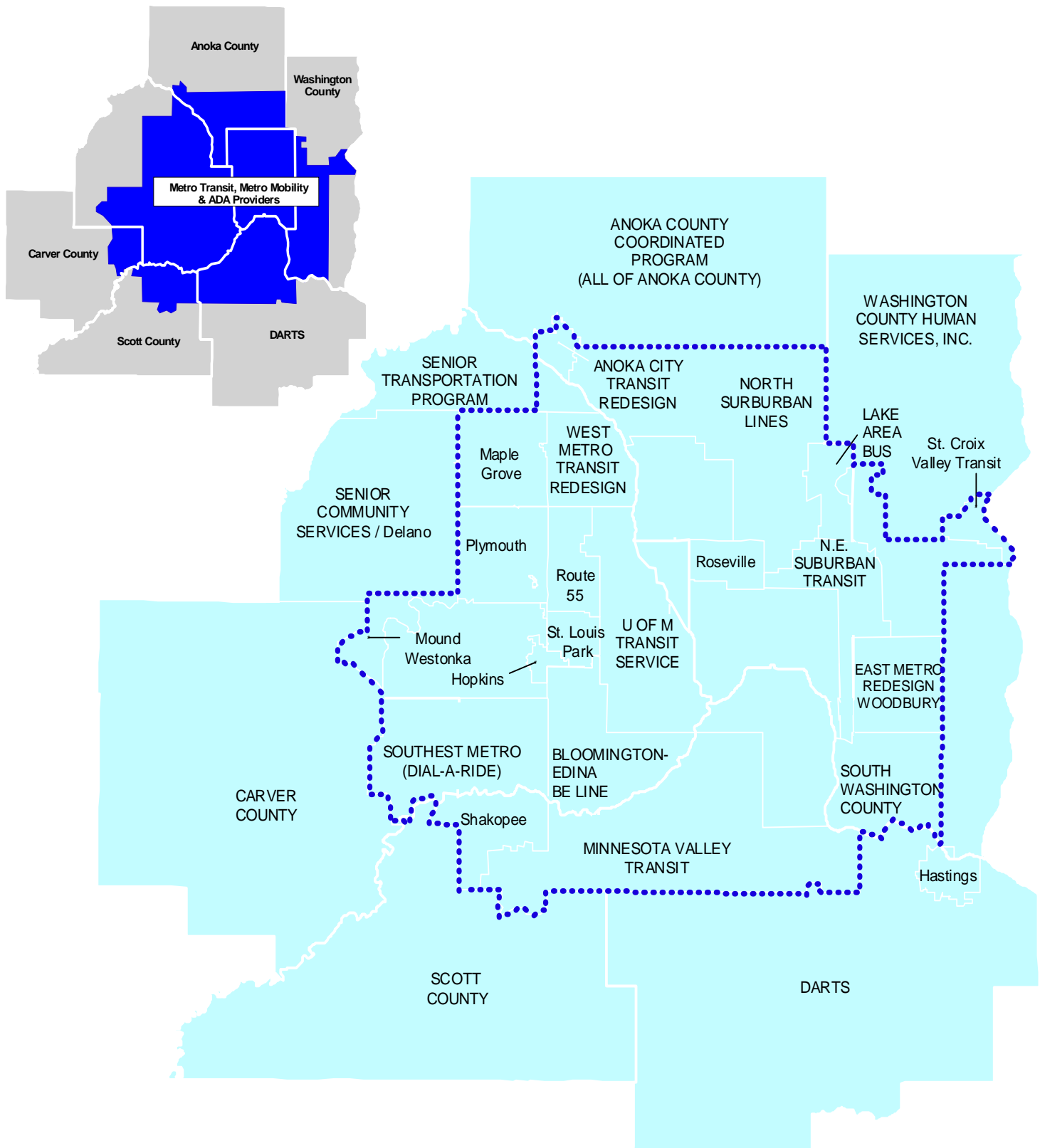
\* Figures do not include fare revenue.

#### Opt-Out

Laker Lines  
Maple Grove Transit  
Minnesota Valley Transit Authority Fixed Route  
Plymouth Metrolink  
Prior Lake Dial-A-Ride  
Shakopee Dial-A-Ride  
Shakopee Fixed Route  
Southwest Metro Transit Fixed Route  
Southwest Metro Transit Special Events

## Program Overview

### Map II - 2004 Twin Cities Metropolitan Area Public Transportation Systems





## Program Management

### Introduction

Mn/DOT is responsible for the administration of state and federal transit assistance funds for Greater Minnesota, including the following Federal Transit Administration programs:

- Section 5309 Capital
- Section 5303 Metropolitan Planning
- Section 5310 Elderly Persons and Persons with Disabilities
- Section 5311 Rural Transportation
- Section 5311 (f) Intercity Bus Transportation
- Section 5313 State Planning and Research.

Mn/DOT manages contracts for services, payments to transit systems and evaluates local transit systems. Procedures are in place to maximize Minnesota's use of federal transit funds and to ensure compliance with applicable federal regulations.

The Metropolitan Council is responsible for the administration of state and federal transit funds for the Twin Cities metropolitan area. In addition the Council provides leadership for a new vision and strategy for regional transit services.

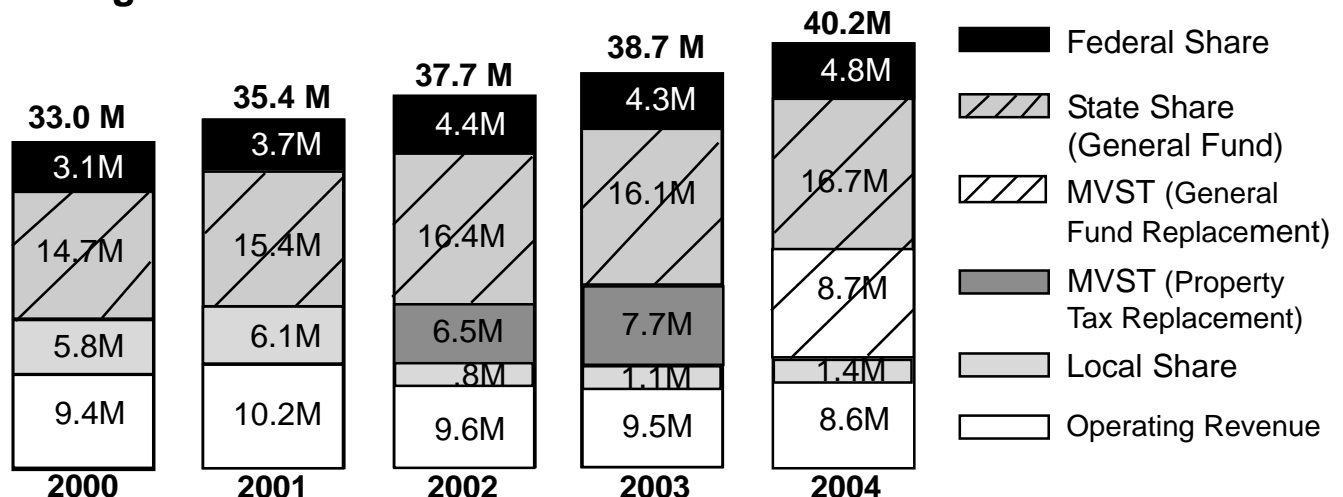
### Funding Partnerships

Public transportation programs in Minnesota are funded through a federal-state-local partnership. **Graph III** shows the costs shared by each level of government in Greater Minnesota for the past five years. Since January 1, 1984, all transit systems in Greater Minnesota have received state assistance through a fixed-share funding formula established in Minnesota Statutes, Section 174.24. This formula sets a maximum local share of the total operating cost. The local share of operating costs consists of a combination of revenue sources, including farebox receipts, auxiliary revenues and local tax levies. The remainder of the operating cost is paid from state and federal sources.

For calendar year 2004, the fixed local shares are as follows:

Elderly and handicapped .....	15%
Rural.....	15%
Small Urban .....	20%
Urbanized .....	20%

**Graph III - 2000 – 2004 Greater Minnesota – Funding Sources for Total Operating Costs**



Figures for 2000, 2001, 2002 and 2003 represent actual reported operating costs. 2004 figures are estimates.

## Program Management

### Greater Minnesota Transit Fund

The 2003 legislature replaced Property Tax Replacement Aid with the Greater Minnesota Transit Fund established in Minnesota Statutes, Section 16A.88. The source of this new Fund is the Motor Vehicle Sales Tax (MVST). According to Minnesota Statutes, Section 297B.09, for fiscal year 2004, 1.43 percent of the MVST money collected was deposited in the Greater Minnesota Transit Fund. This amount was approximately \$8.7 million for transit operations and \$400,000 for administration of the state program.

### State Public Transit Assistance

For fiscal years 2004 and 2005 the legislature appropriated a total of \$475,256,000 for public transit. These funds support:

- 66 public transit systems in Greater Minnesota
- 31 public transit systems in the Metropolitan Area
- Bonding authority for Metropolitan Council capital transit projects
- Northwest Busway Corridor
- Hiawatha Light Rail Transit operations

**Table III** illustrates the distribution of state funds for the 2004 - 2005 biennium.

**Table III - State Appropriations for 2004 - 2005 Biennium** (dollars in thousands)

	<b>FY2004</b>	<b>FY2005</b>	<b>Total</b>
<b>Greater MN Transit</b>			
Public Transit Assistance			
(General Fund)	\$15,957	\$15,958	\$ 31,945
Capital Assistance*	\$ 1,000	\$ 1,000	\$ 2,000
Transit Facilities	\$ 1,000	\$0	\$ 1,000
Greater MN Transit			
Fund (MVST)	\$ 8,667	\$ 8,667**	\$ 17,334
<b>Metro Area Transit</b>			
Public Transit Assistance			
(General Fund)	\$ 54,010	\$ 54,010	\$108,020
Hiawatha LRT			
Operations	\$ 2,800	\$ 3,900	\$ 6,700
Northwest			
Busway Bonding	\$ 1,000	\$0	\$ 1,000
Bonding Authority	\$ 45,000	\$0	\$ 45,000
Metro Area Transit			
Fund (MVST)	\$127,672	\$134,719	\$262,391
<b>Total</b>	<b>\$256,469</b>	<b>\$218,214</b>	<b>\$475,256</b>

*\*Laws of Minnesota, Chapter 19, Article 3, Section 4 provides that the Commissioner of Transportation may spend up to \$5 million through June 30, 2008, in federal transit funds for capital assistance to public transit systems under Minnesota Statutes, section 174.24.*

*\*\* estimates.*

## Program Management

### Federal Programs

Mn/DOT serves as the recipient and administrator of Federal Transit Administration (FTA) funds for all small urban and rural systems, for planning and technical assistance funds in urbanized areas, for statewide projects and for some capital and planning projects in the Twin Cities Metropolitan Area. To receive funds, Mn/DOT submits applications to the FTA, administers contracts with local transit providers and monitors their compliance with federal regulations. Several categories of federal funding provide support for capital purchases, operating assistance, demonstration projects, and other related operational, capital and transit planning assistance activities.

Metropolitan Council is the designated recipient of federal funds in the seven-county Metropolitan Area. Metropolitan Council administers FTA Capital Assistance and Urbanized Area Formula Programs within the Metropolitan Area.

Mn/DOT administers the following FTA programs: Capital Assistance, Consolidated Planning Grants, Elderly and Persons with Disabilities grants, Non Urbanized Area Formula grants, Intercity Bus, Rural Transit Assistance, some Urbanized Area Formula grants, and State Planning and Research. These programs affect public transit throughout Minnesota.

### Capital Assistance Program (Section 5309)

This program provides discretionary capital assistance for major capital needs, including the purchase of new equipment, acquisition of property and the construction of facilities for public transportation purposes. Maximum funding is 80 percent of eligible costs. For fiscal year 2004,

Minnesota was allocated discretionary funds for the following projects:

#### New Starts

Northstart Corridor	\$ 5,659,028
Hiawatha Corridor Light Rail Transit	\$73,793,730

#### National Planning and Research Program:

Hennepin County Community Transportation	\$ 1,192,920
--	--------------

#### Bus and Bus Related Equipment:

Metro Transit (buses/facilities)	\$ 4,321,943
Minnesota District 8 (buses/facilities)	\$ 785,808*
Minnesota (buses) and facilities	\$ 1,642,338*
Northwest Corridor busway	\$ 2,946,779
Southern Minnesota (facilities)	\$ 29,468*
Southern Minnesota (buses)	\$ 368,347*
St. Cloud (buses)	\$ 98,226
Union Depot multi-modal transportation hub	\$ 736,695

#### Fixed Guideway Modernization:

City of Minneapolis	\$ 5,993,572
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#### Job Access and Reverse Commute Programs:

Metropolitan Council Job Access	\$ 495,630
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\* Mn/DOT allocated the funds for Minnesota transit systems to Arrowhead Economic Opportunity Agency (AEOA), Duluth Transit Authority, St. Cloud MTC and the City of Rochester to purchase buses and facilities.

## Program Management

### **Consolidated Planning Grants (Sections 5303 and 5313 (b))**

The Consolidated Planning Grant is a combination of three separate planning programs: the FTA Metropolitan Planning Program (Section 5303), the FTA State Planning and Research Program (Section 5313 (b)) and the FHWA PL Program.

- The FTA Metropolitan Planning Program (Section 5303) provides funds to Metropolitan Planning Organizations (MPO) to conduct planning assistance and provide technical assistance for public transit services in metropolitan areas. Activities funded through the program include rider surveys, air quality improvement projects, route schedule planning, systems analysis, transit development plans and transportation improvement programs. Funds are distributed to the MPOs by formula, based up on urbanized area population and transit system miles. In federal fiscal year 2004 Minnesota's apportionment was \$862,830. These funds cover 80 percent of project costs.
- The FTA State Planning and Research Program (Section 5313 (b)) apportions funds to the states for purposes of planning, technical studies and assistance, demonstrations, management training and cooperative research activities. In the past, Mn/DOT's planning and research activities have included the development of a statewide transit marketing campaign, transit system studies, planning demonstration studies, long range plan development and the implementation of federal drug testing and education programs aimed at safety-sensitive employees in the transit industry. In federal fiscal year 2004 Minnesota's appropriation was \$175,256.
- The FHWA PL Program funds are the one-percent funds authorized under U.S.C. 104(f) to carry out the provision of 23 U.S.C. 134(a). The funds apportioned to Minnesota are distributed in

total to metropolitan planning organizations (MPOs) based on a formula developed jointly by the MPOs and approved by Mn/DOT and FHWA. This formula reflects the MPO area's urbanized population in Minnesota, the status of planning and transportation needs. In federal fiscal year 2004 Minnesota's appropriation was \$3,929,000.

### **Urbanized Area Formula Program (Section 5307)**

This formula grant program provides capital, planning and operating assistance for public transportation in urban areas with over 50,000 populations. Based on population and operating factors, FTA distributes these funds to the transit agency. The federal share for planning and capital assistance is generally 80 percent. Operating assistance is available only to urbanized areas with population under 200,000 and the federal share may not exceed 50 percent of the net project costs, with no limitation on the amount of the apportionment that may be expended for operating assistance.

In federal fiscal year 2004, Minnesota's apportionment was \$39,017,542 for the Twin Cities and \$3,580,024 for urbanized area with populations between 50,000 and 200,000.

### **Elderly and Persons with Disabilities Grant Program (Section 5310)**

The purpose of this federal grant program is to meet the special needs of elderly and persons with disabilities for whom existing transportation services are unavailable, insufficient, or inappropriate. Grants are made available for the purchase of lift-equipped vehicles for replacement, expansion of current service or initiation of new service. The grant program provides 80 percent of vehicle costs, and the recipient contributes 20 percent from non-federal funds. Operating costs are the responsibility of the recipient. In federal fiscal year 2004, Minnesota's apportionment was

## Program Management

\$1,361,686.

In calendar year 2004, the 5310 federal capital assistance program provided funds for 29 organizations to purchase lift-equipped vehicles. The following organizations received vehicles.



- American Red Cross, St. Paul
- Augustana Lutheran Homes, Litchfield
- Bay Lake Area Lions Charities, Inc., Deerwood
- Clearwater Day Activity Center, Bagley
- Dakota Area Resources and Transportation Systems (DARTS), West St. Paul
- Deer River Healthcare Center, Deer River
- East Side Neighborhood Services, Minneapolis
- East Suburban Resources, Cottage Grove
- East Suburban Resources, Forest Lake
- Epic Enterprises, Dundas
- Functional Industries, Inc., Buffalo
- Industries, Inc., Cambridge
- LeSueur County Developmental Services (LCDS), Waterville
- Mankato Rehabilitation Center, Inc. (MRCI), Mankato
- Martin Luther Manor, Bloomington
- Merrick, Inc., Vadnais Heights
- Midway Transportation, St. Paul
- Northeast Contemporary Services, Roseville
- Occupational Development Center, Inc., Warren
- Opportunity Partners, Minnetonka
- Options, Inc., Big Lake
- Phoenix Alternatives, White Bear Lake
- Polk County DAC, Crookston
- Pro-Act, Inc., Eagan
- Rise, Inc., Spring Lake Park
- STEP, Fairmont
- Twin City Linnea Home, St. Paul

- Valley View Nursing Home, Houston
- Volunteers of America, Golden Valley

### NonUrbanized Area Formula Program (5311)

Section 5311 is a formula grant program for small urban (under 50,000 population) and rural areas. In 2004, 62 transit systems received funds from this program. These funds may be used to finance up to 80 percent of capital costs and up to 50 percent of operating deficits. Currently, limited formula funds make the federal share of system operating deficits 20 percent and no funds remain for capital purchases. Minnesota's apportionment for federal fiscal year 2004 was \$5,874,251.

In addition to the apportioned Section 5311 funds for federal fiscal year 2004, Areawide Transportation Partnerships allocated \$2,262,284 in Federal Surface Transportation Program (STP) flexible funds to purchase 39 transit vehicles for Greater Minnesota.

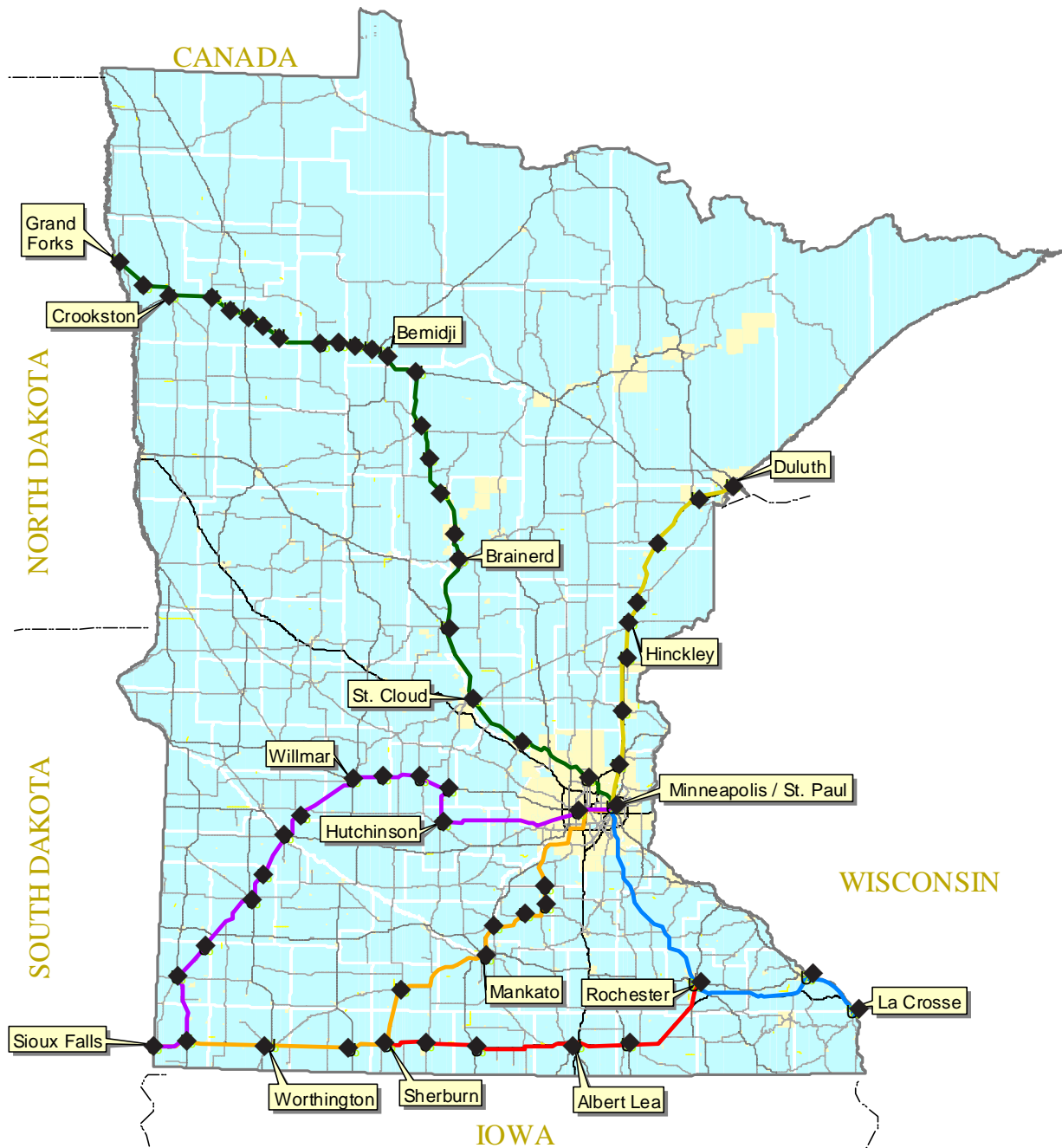
### Intercity Bus Program (5311(f))

This program requires states to spend 15 percent of their Section 5311 apportionment to develop and support intercity bus transportation. "Intercity service" is defined as regularly scheduled bus service for the general public which operates with limited stops over fixed routes connecting two or more urban areas not in close proximity, which has the capacity for transporting baggage carried by passengers, and which makes meaningful connections with scheduled intercity bus service to more distant points if such service is available. **Map III** illustrates the location of intercity bus program routes funded in 2005-2006.



## Program Management

### Map III – 2005- 2006 Intercity Bus Service

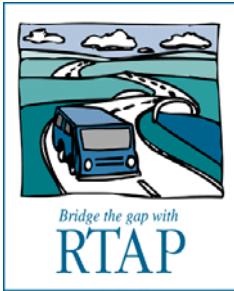


- Minneapolis/St. Paul to Sioux Falls, South Dakota (operating and marketing assistance)
- Minneapolis/St. Paul to Grand Forks, North Dakota (operating and marketing assistance)
- Minneapolis/St. Paul to Duluth (operating and marketing assistance)
- Minneapolis/St. Paul to La Crosse, Wisconsin (operating and marketing assistance)
- Minneapolis/St. Paul to Sioux Falls, South Dakota (operating and marketing assistance)
- Rochester to Sherburn (operating and marketing assistance)
- ◆ Cities Served

*All 2005/2006 Intercity Contracts are with Jefferson Bus Lines.*

## Program Management

### Rural Transit Assistance Program (RTAP) (Section 5311 (b))



The Rural Transit Assistance Program (RTAP) funds training, technical assistance and other support services for transit systems in nonurbanized areas. In federal fiscal year 2004, Minnesota's apportionment of RTAP funds was \$110,913.

In 2004, RTAP provided driver training in Passenger Assistance and Safety, Defensive Driving and Abuse Prevention to over 400 drivers statewide.

RTAP sponsors and supports the Statewide Bus Roadeo through funding, staff time and scholarships. Scholarships are also made available to transit managers, providers and board members who attend the annual Minnesota Public Transit Conference and most transit related workshops, classes and conferences.

## Mn/DOT Projects

### Minnesota Public Transit Conference

The 30<sup>th</sup> Minnesota Public Transit Conference was held October 5-6, 2004, in downtown



Minneapolis at The Depot.

The former site of the Milwaukee Road train depot was the perfect setting to celebrate Minnesota's transit history

and future challenges.

The conference program consisted of a variety of sessions and a Vendor Expo. Included were: transit system safety, security and emergency response; travel training; risk management; marketing; technology; fleet maintenance; and FTA's new initiative, "United We Ride". The Vendor Expo showcased a record number of buses and vendor products and services. Attendees also had an opportunity to participate in one of four mobile workshops.

The 22<sup>nd</sup> Annual Minnesota Public Transit Association awards recognized individuals and organizations demonstrating achievement and excellence in public transit across the state.

Award recipients were:

- Friend of Transit, presented to Hennepin County Commissioner, Peter McLaughlin.
- Distinguished Career, presented to Sandy Otto, FAR North Transit.
- Transit Professional of the Year, presented to Len Simich, Southwest Metro Transit.
- Transit System of the Year, presented to Kandiyohi Area Transit (KAT).
- Management Innovation, presented to Duluth Transit Authority (DTA).

### Transit System Evaluation Project

The Rural Public Transit System Evaluation Project, begun in 2000, continued through 2004 with nine transit systems undergoing day-long operational reviews. The purpose of the system evaluations is to identify best practices and assist transit systems in improving efficiency and effectiveness in service delivery. Areas covered during the review include system operations, service design and operating standards, and safety and emergency preparedness.

Systems evaluated in 2004 were:

- Cottonwood County
- Crow Wing County
- Far North Transit (Roseau and Lake of the Woods Counties)
- City of Fosston
- Kandiyohi Area Transit
- City of Montevideo
- Rainbow Rider (Douglas, Pope, Stevens and Traverse Counties)
- Tri-CAP Transit Connection (Benton and Stearns Counties)
- Watonwan (County) Take Me There

When all Section 5311 system evaluations are completed in 2005, follow up evaluations will be scheduled. Efficient and effective transit system service design will be the focus of ongoing evaluation visits.

Some of the need for public transit services in rural Minnesota can be filled by reallocation of scarce resources into more efficient service delivery. Since the publication of the Greater Minnesota Public Transportation Plan in 2001, transit systems have been using the suggested service delivery guidelines as tools to set local standards for service productivity and efficiency. After several years' experience comparing performance against standards, transit systems will be equipped to make changes in service delivery.

## Mn/DOT Projects

### 2004 Minnesota Statewide Bus Roadeo

The 17<sup>th</sup> Annual Statewide Bus Roadeo was held on July 24, 2004, on the campus of St. Cloud State University. The Roadeo was hosted by St. Cloud Metropolitan Transit Commission and sponsored by the Rural Transit Assistance Program (RTAP) and the Minnesota Department of Transportation. There were 26 drivers in Division 1 – Small Bus and 14 drivers in Division 2 – Large Bus.

This one-day event provides timely training and promotes and demonstrates the driving skills of the state's transit drivers. All who participate receive a certificate of participation, and the top four winners in each division receive a plaque. The winner in Division 1 will go on to compete in the Community Transportation Association of America's (CTAA) national roadeo in St. Louis, Missouri in 2005.



#### Division 2 – Large Bus Winners are: (L to R)

- 1<sup>st</sup> Place: Ken Rakke, St. Cloud MTC
- 2<sup>nd</sup> Place: Duane Dufner, St. Cloud MTC
- 3<sup>rd</sup> Place: Darell Hanson, Metro Transit
- 4<sup>th</sup> Place: Marshall Freeman, Metro Transit

### Greater Minnesota Rideshare

The Federal Highway Administration (FHWA) funds the Greater Minnesota Rideshare program. Technical assistance is offered to employers and employees in Greater Minnesota to help promote rideshare options. These options include car pooling, van pooling, biking and walking. The Greater Minnesota Rideshare Coordinator assists in marketing and development of rideshare programs.

In addition to promoting and marketing rideshare programs in Greater Minnesota, Bike, Bus or Pool (B-BOP) activities are encouraged. The 2004 B-BOP Day marked the 13<sup>th</sup> anniversary of this event that promotes rideshare alternatives. The B-BOP website ([b-bop.org](http://b-bop.org)) promotes B-BOP activities in Greater Minnesota and is the main source of information for Greater Minnesota rideshare activities.

The City of Rochester has become the "B-BOP Capitol" of Minnesota. The Mayo Clinic, IBM and Mn/DOT District 6 promoted B-BOP by creating innovative ways to educate the community and major employers on the value of commuting. In 2004, the City of Rochester showed its spirit for B-BOPing by offering



#### Division 1 - Small Bus Winners are: (L to R)

- 1<sup>st</sup> Place: Roger Benitt, Tri-Valley Heartland Express
- 2<sup>nd</sup> Place: Dennis Smith, Granite Falls Heartland Express
- 3<sup>rd</sup> Place: Tory Decker, St. Cloud MTC
- 4<sup>th</sup> Place: Todd DeZurick, St. Cloud MTC



## Mn/DOT Projects



free public transit rides during the week and a website was developed to pledge commute options to learn about commuting.

The Mayo Clinic received one of the 2004 Commuter Choice Awards, the Greater Minnesota Achievement Award,

for its subsidized bus pass program reducing the number of parking spots needed for employees.

The City of Rochester works with private and public partners build rapport and an atmosphere of participation in reducing the cost of driving alone. The promotions also help to reduce traffic congestion, air pollution and stress. During the past thirteen years, the City of Rochester has been a leader in safe, efficient and productive alternatives to driving alone.

### Low Cost Marketing Initiative

Federal funding became available in 2004 for a one-time transit marketing initiative. The purpose of the project is to assist Greater Minnesota public transit systems to develop "Small Agency Low-Cost, Low Tech Transit Marketing Plans." The goal is to raise transit visibility and improve ridership.

The National Transit Institute (NTI) arranged for a member trainer from the NTI Fellows program to conduct several workshops in the Twin Cities Area. Attendees at the workshops received practical information and resource materials. Topics covered included: how to get free radio, TV and other media coverage, how to get others

to advertise for you at their own expense, and how transit agencies and local schools and colleges can help each other. The importance of publishing clear, concise and readable program information was stressed. Each transit system manager in attendance received a critique of current materials from the instructor.

Following the workshops Greater Minnesota public transit system managers developed written marketing plans. They were submitted to Mn/DOT with the 2005 Annual Management Plan. Systems will evaluate the results of their initial efforts to determine what activities helped increase transit ridership.

### RTAP Training Videos

In 2003, RTAP produced two Award Winning training videos, *Assisting Your Transit Passengers* and *Driving Professionally and Defensively*. The videos won the first place for the National RTAP Award in the product service category. The videos were designed for drivers who need a refresher or for new drivers who have not been able to attend the full eight hour Passenger Assistance class or the four hour Defensive Driving class. The videos are not intended to be a substitute for the eight hour and four hour classes.



As of June 21, 2004, Mn/DOT's Special Transportation Services (STS) rules were re-



## Mn/DOT Projects

vised. Transit drivers now only need refresher training in every third year after their initial eight hour Passenger Assistance and four hour Defensive Driving and Abuse Prevention classes. These videos, as well as the newest video, *Recognizing and Reporting Passenger Mistreatment*, will serve as the basis for the refresher training, which will be two hours in length for Defensive Driving and two hours in length for passenger assistance and abuse prevention collectively.

### Bicycle Modal Plan

The Mn/DOT Bicycle Modal Plan will guide districts to accommodate bicycles into investment programs, project design, and maintenance programs. Although this plan will likely have broader jurisdictional infrastructure influence, it is explicitly focused on Mn/DOT owned, or directly influenced projects.

A Technical Steering Committee reflecting major Mn/DOT functional areas, plus city, county, and Regional Development Commission (RDC) representatives has been formed, and is operating on a consensus basis to develop the modal plan. Staff from Mn/DOT's Office of Transit and Bikes is managing this process, with the assistance of a consultant. A draft of the plan was released for internal agency review in August 2004, and will be finalized in early 2005.



### Developing a Bike Transportation Network: Metro Area Bikeways Mapping

The goal of the Metro Area Bikeways mapping project is to develop an electronic map and GIS database of all bikeways in the nine county metro area. The counties involved are Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, Washington, and Wright.

Bikeways include roads, bike lanes, shoulders and trails that connect employment centers, schools, shopping areas, and other locations that are essential to making biking a viable transportation choice. Evaluating the existing system is one of the first steps in developing a bicycle transportation system for safe, efficient, and pleasant bicycle travel.

The bikeway map provides information “at a glance” which helps Mn/DOT project managers plan bikeway access across interstates. It also helps identify vital bikeway bridge crossings in developing road construction plans. Cities and counties also use the bikeway map to assist in coordinating future bikeways that cross jurisdictional boundaries.

The next step is to collect bikeway information from metro cities, develop a web-based map for ease in presenting maps, and plan future bikeway data collection to ensure the map is up-to-date.

### Transportation Action Model (TAM)

Since 1996 the Bicycle and Pedestrian Section has been providing communities throughout Greater Minnesota with a planning process called the Transportation Action Model (TAM). By

uniting visual and technical information with a citizen driven decision process, TAM helps develop a framework for identifying and communicating a community's transportation issues.

## Mn/DOT Projects

The TAM was revised in 2004. The full document can be downloaded at:  
<http://www.dot.state.mn.us/sti/TAM.pdf>.

In 2000, Mn/DOT completed the Commuter Rail System Plan for the Twin Cities area defining three corridors for service prior to 2020 and three others for later service. This plan is also incorporated into the Metropolitan Council's Transit 2025 Plan in which corridors were defined for a variety of transit modes. Work on the top two priority corridors is underway and described below. Legislation in 2002 prohibits any further work on the third corridor intended for service prior to 2020, the Dan Patch Corridor, running from downtown Minneapolis south to Lakeville.

The \$265 million (FY 2008 dollars) Northstar Corridor Rail Project will be the first of the commuter rail lines. It will serve a 40-mile, 6-station corridor stretching from the Big Lake to downtown Minneapolis. It includes an extension of Hiawatha LRT to link with this rail project at the downtown Minneapolis Multi-Modal station. Preliminary engineering is complete and the Federal Transit Administration approved the environmental documentation in December 2002. Before the Federal Transit Administration approves the project to advance to the next phase of final design, the State and local governments must commit 50 percent of their total share of the project's capital cost. The State has not made that commitment to date. A portion of the local government's share is being used to advance the design work in an effort to keep the project on schedule for a late-2008 opening.

The second potential commuter rail line identified in the 2000 System Plan was Red Rock. Serving a 30-mile corridor from Hastings, through downtown St. Paul, to downtown Minneapolis, this line could share the downtown Minneapolis Multi-Modal station with the

Northstar project. A feasibility study was completed in 2001. Alternatives analysis to determine the best transit mode and route began in summer 2004.

## Metropolitan Council Projects

The Metropolitan Reorganization Act of 1994 put all public transportation responsibilities for the Twin Cities under the Metropolitan Council, presenting a unique opportunity in its role as both a Metropolitan Planning Organization (MPO) and a regional government service provider to provide leadership in the development of a new vision and strategy for regional transit services. The first step was a comprehensive assessment of the regional transit system in 1996, resulting in new service and evaluation standards set out in the Transit Redesign Study, and adopted into the Transportation Policy Plan of 1996. Most of these recommendations were realized through ongoing system changes that extended from 1996 to 1999.

In 1999, a new planning initiative, Transit Sector Studies, was introduced for the region. These studies included the multiple goals of realignment of routes into a grid, strengthening of frequency on mainline routes, rational anchoring of most routes at major transit hubs and trip generators, and enhanced neighborhood-to-neighborhood and cross-town service. These initiatives will systematically develop significant changes and improvements in the region to be implemented through 2006. The first areas implemented were Sector 1, Northeast Minneapolis and the Midway area, Sector 2. With the major route changes in place since 2001, Sectors 1 and 2 have consistently outperformed the rest of the system. Planning for the most ambitious study to date, the Central-South Transit Plan (Sector 5), which includes most of the southern third of the Twin Cities area, finished the final design and adoption phase in the first half of 2003. This plan will not only redesign local bus service, but will integrate Hiawatha Light Rail services and I-35W express services with the rest of the bus system, and initiate an I-494 corridor busway/circulator service. Phase I implementation occurred in June 2004, including startup of Hiawatha Light Rail operations over the 8 miles of route from Fort Snelling to downtown Minneapolis. Phase II, scheduled for approximately December 1, 2004, will complete

the bus system redesign and extend Hiawatha to the airport and Mall of America.

### Regional Fixed Route Services

Regional fixed-route services provide almost 98 percent of all passenger trips on the regional transit system, totaling about 74 million rides in 2004. Metro Transit, the Council's transit authority and main transportation operating division, accounts for almost 70 million of these trips on its over 140 routes and several opt-out express services. Metro Transit provides regular route public transit service for the core urban areas of Minneapolis and St. Paul, all of the inner suburbs, and most of the outlying suburbs to the east, north, and northwest. They operate the largest transit fleet in Minnesota, well over 750 40-foot standard transit coaches and 70-foot articulateds, all of which are handicap-accessible as of 2003.

The opt-out replacement services account for about half of the other rides not provided by Metro Transit in the region. These seven opt-outs represent 12 cities in the southern and western outer suburbs that have chosen to operate their suburban system independently of the core system. Through coordination with the Metropolitan Council, however, these systems share a high degree of integration with the rest of the region, especially in the areas of regional fare policy, promotions, commuter services, and reciprocity in service and revenue agreements. These systems have all been involved in regional planning and the adoption of new fare equipment and media, including Smart Card technology. The four long established systems, Maple Grove, Plymouth, Southwest Metro, and Minnesota Valley Transit Authority (MVTA) operate about 200 buses on weekdays and were joined in 2002 by Prior Lake Transit, a spin-off of the MVTA system.

## Metropolitan Council Projects

The Metropolitan Council and the opt-outs utilize several private providers under contract to deliver services, particularly in what would be low-volume or high-cost routes in a regular main-stream transit environment. Lorenz Bus Lines, a private operator with a 44-year history of service in the northern suburbs, provides express service and a Rice Street local service to St. Paul commuters. First Student operates Route 755, the University of Minnesota shuttles, and the Roseville circulators. Laidlaw Transit Services, MV Transportation, and Smitty and Sons round out the list of private bus companies providing service under contract to the Council or the various transit authorities. In addition, six non-profit agencies or commissions provide some contracted regular route services, primarily with small buses. They include Human Services Inc., Dakota Area Regional Transportation (DARTS), Anoka County, Senior Community Services, Lake Area Bus Commission, NorthEast Suburban Transit and Scott County.

### Hiawatha Light Rail Project

All construction on the Hiawatha Light Rail Line and facilities will be completed by December 4, 2004. Initial startup of the first eight miles of the line was delayed from April until June 26, 2004, due to interrupted Metro Transit operations as a result of the eight week work stoppage in March and April. Full operation between downtown Minneapolis, Minneapolis-St. Paul Airport, and the Mall of America will begin around December 1, 2004. To date, ridership has run significantly above projections for the partially completed route. System startup has been notable for the relatively smooth implementation, positive public response to the quality of the ride and the line's amenities, and the successful handling of crush loads during numerous sporting events at the Metrodome.

Programming and hardware problems hampered the implementation of the "Go To" Card, the "smart card" fare technology that is intended to enhance fare payments and boarding speeds on

Hiawatha and throughout the bus network, originally scheduled to go into operation before the light rail startup. Intensive work by Metro Transit, Metropolitan Council, and the contractor's staff is on track to remedy several problems, and system delivery is currently working.

### Busways

The Metropolitan Council and Dakota County are partnering on advanced planning for the Cedar Avenue busway, from Lakeville to the Mall of America. This planning work is developing specifications for routing of the alignment, developing dedicated bus lanes, and the possible integration of Bus Rapid Transit (BRT) technology. Planning for the Northwest Busway, along Hwy. 81 from Maple Grove to Minneapolis is continuing, but implementation has been delayed pending approval of more capital funding. Also, the 2003 Legislature charged Mn/DOT with performing a feasibility study for a busway or BRT system on I-35W from Lakeville to Minneapolis, due to be completed by December, 2004.

### Community Based Services

The Metropolitan Council currently supports 18 locally managed and operated systems that are funded in part with local dollars. These are for Demand-Responsive services that fall into one of three categories. The small urban services are city or community centered operations. Rural, small county service provides coverage in a second niche, with support shared between the Council and Mn/DOT. The third category involves rural, large-scale county operations with both demand response and some fixed route service, also contracting with Metro Mobility to provide the ADA service in their county. All of these systems may employ a mix of vehicles including cars, accessible vans, and small buses, utilizing both paid and volunteer driver staff. In 2001, the state legislature mandated a permanent extension of the Perfor-

## Metropolitan Council Projects

mance Based Funding program to subsidize these systems. This provides a predictable subsidy-per-ride formula for ongoing support of community-based services, and capped the possible financial exposure of local jurisdictions to 41.5 percent of operating costs.

### Transit Sector Studies

The Metropolitan Council formally adopted the revised Central-South Final Transit Plan (Sector 5) in June 2003. First phase of implementation will occur in June 2004, concurrent with the opening of the first phase of the Hiawatha Light Rail Line. Sector 5B, centered on the Hiawatha corridor and coordinating redesigned bus service with startup of the Light Rail Transit (LRT), will be implemented at that time along with Sector 5C, Southwest St. Paul and the Highland Park area. Sector 5A covering the I-35 W corridor south of downtown through Bloomington will be implemented later in the year in a second phase. Studies in Sector 4 (South and West St. Paul) and Sector 8 (North Minneapolis) have been started and will continue to move ahead. The overall goal continues to be improving route networks and connections, providing higher bus frequencies and service, identifying better route anchors and hubs, and delivering higher productivity with available resources.

### Regional Transit Capital (RTC)

The Metropolitan Council issues bonds to fund Regional Transit Capital (RTC) projects. These bonds are used to buy buses, rehab buses, build transit shelters, hubs and garages, and purchase computer and communications equipment. These funds are paid for with a property tax levied in the metropolitan area, and must be authorized by the Legislature for sale during a given time period. The 2003 legislative session passed a one-year authorization for \$45 million, to support current priority project requests. Funding for capital projects beyond 2005 will be determined in

future legislative sessions, where the Council will present a coordinated regional capital request for an ongoing capital program. Projects to be funded via the RTC program are selected in a competitive solicitation process, and are awarded based on greatest need, best return on investment, and deliverability for a given time frame. The current list of projects extends through 2008, having been coordinated with solicitations for federal CMAQ and STP funds for the same period. This coordination with the federal funding recommendations of the Transportation Advisory Board is driven by a desire to make best and fullest use of the various capital funding streams available, as well as to provide sufficient local match for federal funds through a portion of the RTC funds. Solicitations for 2007-2008 federal and regional projects were evaluated and awarded in 2004, extending the list of approved projects and advancing the region's capital plan. Beyond this program, a 10-year Capital Improvement Plan (CIP) has also been formulated to enhance the Council's longer range planning and solidify the transit segment of the Council's initiatives in smart growth, including livable communities, transit-oriented development, and affordable housing.

### Metro Commuter Services

Established in 1977 during the energy crisis, Metro Commuter Services (formerly known as Minnesota Rideshare) is the regional provider of Travel Demand Management (TDM) services. Working closely with Transportation Management Organizations (TMOs), transit agencies, and cities in the region, Metro Commuter Services develops and delivers marketing and educational programs for commuters and employers in the metropolitan area.

In addition to providing computerized ride matching services for car and van pooling, Metro Commuter Services also promotes transit and biking, provides training to employers on



## Metropolitan Council Projects

commuter transportation products and services, develops and administers commuter surveys for use in identifying transportation issues at employment sites, and assists employers in developing transportation plans to solve commuter problems at their work sites. Metro Commuter Services administers bike locker rental at area park and ride lots, and at various locations in both downtown areas and in some suburban locations. Metro Commuter Services provides several regional incentive programs such as a Guaranteed Ride Home, and the VanGO vanpool program.

In 2002, Metro Commuter Services completed installation of a new software program called RidePro. This software is a map-based program that allows for increased flexibility when matching riders. All travel demand management (TDM) agencies including the TMO's, Transportation Management Associations (TMA's) and transit agencies in the Twin Cities are connected to RidePro. This allows for sharing of commuter and employer data and increased customer service for everyone. In 2003, a further RidePro enhancement was brought on line to allow registered carpoolers direct Internet access to real-time ride-matching services.

### Travel Demand Management

The Metropolitan Council promotes TDM strategies and programs during peak weekday travel periods to reduce congestion and provide alternatives for those desiring to ride rather than drive alone. TDM programs offer alternatives to driving alone or reduce congestion by shifting work hours to the edges of peak travel periods.

TDM strategies include development of goal-driven TDM plans for new or improved development, preferential freeway access for high occupancy vehicles, carpool and vanpool matching and formation assistance, promotion of transit services, preferential parking and

other incentives for carpoolers, vanpools, and transit services, provision of bicycling incentives where this alternative can make a significant contribution and assessing opportunities for telecommuting and flexible work hours.

These strategies make it attractive to newly hired or transplanted employees to try an alternative to driving alone when they begin a job. The Metropolitan Council also encourages and assists in the start-up of Transportation Management Organizations (TMO's) in areas of high congestion where private and public partnership can succeed to reduce the number of single occupancy vehicles (SOV's) during peak periods. Such partnerships include the Downtown Minneapolis TMO, Saint Paul TMO, 494 Corridor Commission, and the Midway. The Anoka TMO was also started in 2004, joining the other four organizations. These TDM partners, along with Mn/DOT and numerous private sponsors, have joined in a new and extremely successful TDM marketing and promotion effort called "Commuter Challenge" that increased participation in some programs by as much as 50 percent for 2003, and saw another increase of up to 25 percent in 2004.

### Metro Mobility

Metro Mobility provides over 4,400 rides per weekday in a 700 square mile service area. The Americans with Disabilities Act (ADA), largely defines the service area and hours of operation. The 2003 ridership for Metro Mobility was 1,142,767, an increase of three percent over 2002 levels. Though ridership continued to increase, Metro Mobility had a one percent decrease in funding for 2003.

Trip denials have inched above the one percent level. Challenges in containing denials in 2004 included an eight-week strike by union transit workers, steadily increasing ridership and a reduced budget. Managing growth while maintaining a high level of service quality requires the program to constantly explore ways to continue

## Metropolitan Council Projects

improving service delivery while containing costs. To this end several projects were implemented in 2003, including:

- *A marketing campaign to encourage riders to try regular route transit.* A promotion to increase awareness of the region's totally accessible regular route vehicles and Hiawatha Light Rail Line was targeted towards ADA riders. Incentives in the promotion include a 25 percent discount on the 31-Day Mobility Pass.
- *Implementation of functional assessments to determine ADA paratransit eligibility.* New applicants and riders going through the recertification process are required to have functional assessments if an eligibility determination cannot be initially determined. The in-person assessments provide a more objective, accurate and consistent determination of eligibility. This project manages growth of the program by assuring that only persons whose disability prohibits the use of fixed route transit, at least under some circumstances.
- *Premium Same Day (PSD) Service Demonstration Project.* The PSD demonstration project provides a same day demand response transit option to ADA certified riders. Riders can schedule same day trips with participating taxi companies. This service exceeds ADA requirements; therefore, riders pay a premium fare for PSD rides.
- *Ongoing support of the Travel Instruction Program.* The program provides the opportunity and incentives for the disability community to use fixed route and light rail services and to increase awareness of mainline transit.

Customer fares for demand ADA service are \$3 during peak weekday service hours, 6-9 a.m. and 3-6:30 p.m., and \$2.12 during non-peak hours. The average public subsidy per ride is approximately \$20. Compared with ADA paratransit systems in other larger U.S. cities, Metro Mobility stacks up well. While being among the largest systems in number of passengers, Metro Mobility compares very favorably in terms of balancing trip costs with service quality.

## ALBERT LEA TRANSIT (ALT)

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### SYSTEM SNAPSHOT:

**Legal Name:** Cedar Valley Services, Inc.  
**Type of Government:** Non-Profit  
**Area Served:** City of Albert Lea  
**Legislative District:** 27A  
**Congressional District:** 1

---

**Vehicles:** 3 Class 400 (medium)  
**Service Type:** Route Deviation, Dial-A-Ride and Subscription  
**Days of Service:** Monday-Friday 7:00 a.m.-5:00 p.m.  
**Base Fare:** \$2.00, Route Deviation \$1.50  
**Funding Class:** Small Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$106,274.96  
**Total Cost Per Passenger:** \$7.05  
**Ridership:** 15,076  
**Annual System Miles:** 39,064

### 2004 Achievements:

- Successfully implemented service design changes.
- Implemented dispatching/scheduling software for use in operations.

### 2005 Objectives:

- Increase Dial-A-Ride ridership by 10 percent.
- Increase Route Deviation ridership by 10 percent.
- Construct a transit facility.
- Develop a Transportation Advisory Committee.

### Long Range Plans (2006-2011):

- Secure city funding.
- Replace transit vehicles/expand service area.
- Increase ridership 10 percent.

# ANNANDALE HEARTLAND TRANSIT

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320.274.3551 (Transit Office)  
**Fax:** 320.274.3631  
**E-Mail:** [hartland@lakedalelink.net](mailto:hartland@lakedalelink.net)



## SYSTEM SNAPSHOT:

**Legal Name:** Annandale Care Center  
**Type of Government:** Non-Profit  
**Area Served:** Cities of Buffalo and Annandale, and  
Wright County  
**Legislative District:** 18, 18B  
**Congressional District:** 2, 6

## 2004 Achievements:

- Achieved 40 percent revenue to expense.
- Continued successful coordination partnership with RiverRider Transit within Buffalo.
- Replaced one transit vehicle.

## 2005 Objectives:

- Maintain 40 percent revenue to expense.
- Continue to provide safe, reliable and convenient transit services.
- Research third party service provider.

## Long Range Plans (2006-2011):

- Add St. Cloud regional center to service area.
- Increase Annandale community based dial-a-ride service.
- Research service operation improvements.

**Vehicles:** 4 Class 400 (medium)

**Service Type:** Route Deviation, Dial-A-Ride, and Route Guarantee

**Days of Service:** Monday-Friday 7:00 a.m.-4:15 p.m.

**Base Fare:** \$1.00 Out of town fares, 1 way \$3.00, round trip \$6.00

**Funding Class:** Rural

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$116,878.04

**Total Cost Per Passenger:** \$8.26

**Ridership:** 14,155

**Annual System Miles:** 99,388



# ARROWHEAD TRANSIT

---

**Contact Person:** Jack Larson

**Title:** Director

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Virginia, MN 55792

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**Home Page:**

[http://www.aeoa.org/index\\_lake.html](http://www.aeoa.org/index_lake.html)



## SYSTEM SNAPSHOT:

**Legal Name:** Arrowhead

Economic Opportunity Agency, Inc. (AEOA)

**Type of Government:** CAP

**Area Served:** Aitkin, Carlton, Cook, Itasca,  
Koochiching, Lake and St. Louis Counties

**Legislative District:** 3A, 3B, 4A, 5A, 5B, 6A, 6B, 7A,  
7B, 8A

**Congressional District:** 8

## 2004 Achievements:

- Completed construction of a heated bus storage facility in Carlton County.
- Completed construction of automated wash bays in St. Louis and Lake Counties

## 2005 Objectives:

- Construct a heated bus storage facility in Koochiching County.
- Increase ridership in Aitkin County by two percent.
- Keep maintenance cost per mile below \$0.10.

## Long Range Plans (2006-2011):

- Standardize bus fleet.
- Increase ridership one percent.

**Vehicles:** 13 Class 400 (medium), 32 Class 500 (medium), 10 Class 600 (large)

**Service Type:** Route Deviation, Dial-A-Ride, and Route Guarantee

**Days of Service:** Monday-Friday 6:00 a.m.-6:00 p.m.

**Base Fare:** \$1.10

**Funding Class:** Multi-County

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$2,642,686.09

**Total Cost Per Passenger:** \$7.07

**Ridership:** 373,583

**Annual System Miles:** 1,385,922

**Volunteer Ridership:** 7,457

**Volunteer System Miles:** 382,014





# BECKER COUNTY TRANSIT

---



**Contact Person:** John O. Hovdenes  
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## SYSTEM SNAPSHOT:

**Legal Name:** Becker County  
**Type of Government:** County  
**Area Served:** Cities of Detroit Lakes, Frazee, Audubon, Lake Park, Callaway and Ogema  
**Legislative District:** 2A,9B,10B  
**Congressional District:** 9

---

### 2004 Achievements:

- Replaced one transit vehicle.
- Maintained service levels.
- Coordinated trips to common destinations.

### 2005 Objectives:

- Successfully submit a capital improvement plan to construct a new garage.
- Maintain current service levels.
- Implement a new marketing program.

### Long Range Plans (2006-2011):

- Replace transit vehicles.
- Continue to provide high quality and fiscally responsible transit service.
- Increase ridership.

**Vehicles:** 1 Class 300 (small) 4 Class 400 (medium)  
**Service Type:** Route Deviation and Dial-A-Ride  
**Days of Service:** Monday-Friday 8:00 a.m.-4:30 p.m.  
**Base Fare:** \$1.25  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$216,604.21  
**Total Cost Per Passenger:** \$5.98  
**Ridership:** 36,234  
**Annual System Miles:** 71,370  
**Volunteer Ridership:** 1,217  
**Volunteer System Miles:** 58,667



# BENSON HEARTLAND EXPRESS

---



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Benson, MN 56125  
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**Home Page:** [www.bensonmn.org](http://www.bensonmn.org)

## SYSTEM SNAPSHOT:

**Legal Name:** Benson, City of  
**Type of Government:** City  
**Area Served:** City of Benson  
**Legislative District:** 20A  
**Congressional District:** 7

---

### 2004 Achievements:

- Restructured transit service.
- Increased transit fares.

### 2005 Objectives:

- Increase ridership five percent.
- Improve marketing efforts.

### Long Range Plans (2006-2011):

- Improve the appearance of transit garage.
- Continue to provide high quality transit service.

**Vehicles:** 3 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 7:00 a.m.-5:00 p.m.,  
Saturday 8:00 a.m.-12:30 p.m., Sunday 7:30 a.m.-  
12:30 p.m.

**Base Fare:** \$1.00

**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$141,479.15

**Total Cost Per Passenger:** \$3.44

**Ridership:** 41,108

**Annual System Miles:** 54,477



# **BRAINERD/CROW WING COUNTY TRANSIT**

**Contact Person:** Tom Jay  
**Title:** Coordinator  
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Brainerd, MN 56401  
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**Home Page:** [www.ci.brainerd.mn.us/  
Departments/Transit%20Department.htm](http://www.ci.brainerd.mn.us/Departments/Transit%20Department.htm)

## **SYSTEM SNAPSHOT:**

**Legal Name:** Brainerd, City of  
**Type of Government:** City  
**Area Served:** Crow Wing County; Cities of Brainerd and Baxter  
**Legislative District:** 4B, 12A, 12B  
**Congressional District:** 8

## **2004 Achievements:**

- Increased ridership by 3 percent.
- Implemented "EZ-trip" computer scheduling software.
- Incorporated/merged logo of city and county system.

## **2005 Objectives:**

- Continue to increase ridership by 3 percent.
- Market transit to community to increase public awareness.
- Increase trip efficiencies by 20 percent on county routes.

## **Long Range Plans (2006-2011):**

- Explore partnerships with other transportation providers to increase efficiency.
- Construct new transit facility.

**Vehicles:** 9 Class 400 (medium)

**Service Type:** Route Deviation; Dial-A-Ride and Subscription

**Days of Service:** Monday-Friday, 7:15 a.m.- 4:30 p.m.

**Base Fare:** \$.75 and \$1.50; \$2.00 County (over 6 miles)

**Funding Class:** Small Urban and Countywide

## **2003 SYSTEM DATA:**

**Total Operating Costs:** \$687,770.36

**Total Cost Per Passenger:** \$8.38

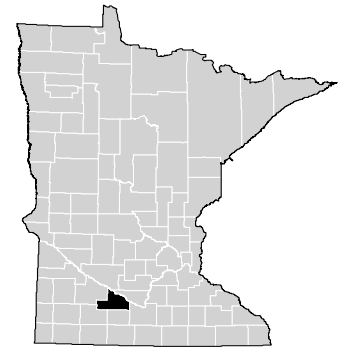
**Ridership:** 82,079

**Annual System Miles:** 241,927



# BROWN COUNTY HEARTLAND EXPRESS

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**Contact Person:** Bob Apitz  
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New Ulm, MN 56073  
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## SYSTEM SNAPSHOT:

**Legal Name:** Brown County Family Services  
**Type of Government:** County  
**Area Served:** Brown County; Cities of New Ulm, Sleepy Eye, Springfield, Comfrey, Hanska, Evan and Essig  
**Legislative District:** 21B  
**Congressional District:** 1

### 2004 Achievements:

- Increased ridership.
- Reduced maintenance cost/mile.
- Responded to increased transit needs of new assisted living facilities.

### 2005 Objectives:

- Increase summer youth ridership through marketing.
- Begin collaboration with Region 9/AAA DNS Transit Coordination project.

### Long Range Plans (2006-2011):

- Coordinate with surrounding counties to improve access to regional hubs.
- Computerize scheduling and dispatch software.

---

**Vehicles:** 7 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 7:15 a.m.-5:00 p.m.,  
Sunday 8:00 a.m.-12:00 p.m.  
**Base Fare:** \$1.25  
**Funding Class:** Small Urban and Countywide

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$414,962.00  
**Total Cost Per Passenger:** \$6.84  
**Ridership:** 60,649  
**Annual System Miles:** 136,828  
**Volunteer Ridership:** 5,141  
**Volunteer System Miles:** 58,532





# CHISAGO - ISANTI COUNTY HEARTLAND EXPRESS

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Cambridge, MN 55008  
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**Home Page:** [www.co.chisago.mn.us](http://www.co.chisago.mn.us)



## SYSTEM SNAPSHOT:

**Legal Name:** Isanti County  
**Type of Government:** County  
**Area Served:** Chisago and Isanti Counties; Cities of Cambridge, Braham, Isanti, Rush, North Branch, Wyoming, and Lindstrom  
**Legislative District:** 8B, 17A, 18A, 18B  
**Congressional District:** 8

**Vehicles:** 8 Class 400 (medium), 2 Class 600 (large)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 5:00 a.m.-6:00 p.m.  
**Base Fare:** In city: \$1.00; Countywide: \$1.50  
**Funding Class:** Countywide and Multi-County

## 2004 Achievements:

- Restructured routes to provide more service to rural areas without increasing service hours.
- Increased summer ridership and revenue by including group trips for church and daycare centers.
- Developed and utilized punch cards and premium fares for students, and inter-county rides.

## 2005 Objectives:

- Purchase the old Cambridge fire station for use as the transit facility.
- Market service availability to the community.
- Reduce maintenance costs.

## Long Range Plans (2006 - 2011)

- Bring vehicle maintenance in house to better manage fleet and reduce costs.
- Help establish express/commuter bus service in metro area.
- Install computerized scheduling.

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$569,680.83  
**Total Cost Per Passenger:** \$9.03  
**Ridership:** 63,084  
**Annual System Miles:** 426,522

Chisago—Isanti Heartland Express





# CLAY COUNTY RURAL TRANSIT

---



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**Home Page:**

<http://www.co.clay.mn.us/depts/ccrt/CCRT.htm>

**2004 Achievements:**

- Reduced costs.
- Increased ridership.
- Researched implementation of Wilkin County comprehensive plan.

**2005 Objectives:**

- Bid for transit services with City of Moorhead.
- Continue to increase ridership.
- Implement marketing plan.

**Long Range Plans (2006 – 2011):**

- Build transit storage facility.
- Implement Wilkin County commuter route.
- Partner with the City of Moorhead.



**SYSTEM SNAPSHOT:**

**Legal Name:** Clay County

**Type of Government:** County

**Area Served:** Clay County and Becker County; Cities of Moorhead, Barnsville, Hawley, Glydon, Detroit Lakes, Ulen, and Hitterdal

**Legislative District:** 9A, 9B

**Congressional District:** 7

**Vehicles:** 3 Class 400 (medium), 2 Class 500 (medium)

**Service Type:** Dial-A-Ride and Route Deviation

**Days of Service:** Monday-Friday 6:00 a.m.-6:30 p.m.

**Base Fare:** \$2.50

**Funding Class:** Countywide and Multi-County

---

**2003 SYSTEM DATA:**

**Total Operating Costs:** \$223,015.63

**Total Cost Per Passenger:** \$12.34

**Ridership:** 18,074

**Annual System Miles:** 122,509



# CLOQUET PUBLIC TRANSIT SYSTEM

---



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Cloquet, MN 55720  
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## SYSTEM SNAPSHOT:

**Legal Name:** Cloquet, City of  
**Type of Government:** City  
**Area Served:** Cities of Cloquet, Carlton, Scanlon, and  
Brevator Township  
**Legislative District:** 8A  
**Congressional District:** 8

---

### 2004 Achievements:

- Maintained ridership.
- Continued providing service with budget cuts.

### 2005 Objectives:

- Complete marketing brochure and implement marketing campaign.
- Continue to provide high quality transit service with funding reductions.

### Long Range Plans (2006 – 2011):

- Increase ridership.
- Make appropriate capital improvement to enhance the system.

**Vehicles:** 3 Class 400 (medium)  
**Service Type:** Route Deviation and Dial-A-Ride  
**Days of Service:** Monday-Saturday 8:00 a.m.  
- 8:00 p.m.  
**Base Fare:** \$1.50 regular, \$1.00 senior  
**Funding Class:** Small Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$124,092.73  
**Total Cost Per Passenger:** \$3.53  
**Ridership:** 35,160  
**Annual System Miles:** 93,655



# COTTONWOOD COUNTY TRANSIT

---

**Contact Person:** Kelly Thongvivong  
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**E-Mail:**  
[cottonwood.commissioners@co.cottonwood.mn.us](mailto:cottonwood.commissioners@co.cottonwood.mn.us)

## 2004 Achievements:

- Experienced another accident-free year.
- Participated in county-wide events to promote transit.
- Received successful field audit and performance evaluation.

## 2005 Objectives:

- Complete Safety and Security Plan.
- Change to a token system (instead of using coupons) and create new fare structure.
- Market transit services to Mt. Lake, Storden, Jeffers, Westbrook and Bingham Lake communities.

## Long Range Plans (2006 – 2011)

- Replace transit vehicles.
- Increase ridership by increasing marketing efforts.



## SYSTEM SNAPSHOT:

**Legal Name:** Cottonwood County  
**Type of Government:** County  
**Area Served:** Cottonwood County, Cities of Windom, Mt. Lake, Westbrook, North Jackson County and Worthington  
**Legislative District:** 22B  
**Congressional District:** 1

---

**Vehicles:** 3 Class 400 (medium)  
**Service Type:** Route Deviation; Dial-A-Ride, and Route Guarantee  
**Days of Service:** Monday-Friday 8:00 a.m.-4:30 p.m.  
**Base Fare:** \$1.25/\$1.50  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$94,341.29  
**Total Cost Per Passenger:** \$4.79  
**Ridership:** 19,680  
**Annual System Miles:** 63,736

# DAWSON HEARTLAND EXPRESS

---

**Contact Person:** Dave Bovee  
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P.O. Box 552, Dawson, MN 56232  
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**Fax:** 320.769.2858  
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**Home Page:** [www.dawsonmn.com](http://www.dawsonmn.com)



## SYSTEM SNAPSHOT:

**Legal Name:** Dawson, City of  
**Type of Government:** City  
**Area Served:** Dawson  
**Legislative District:** 13 B  
**Congressional District:** 7

## 2004 Achievements:

- Developed transit Website.
- Received a perfect score on the commercial vehicle inspection.
- Delivered informative transit presentation to the Visually Impaired Group.
- Coordinated with Dawson/Boyd High School to transport students to job service projects.
- Participated in Dawson's Riverfest Days parade.

## 2005 Objectives:

- Continue effort to reduce miles per passenger/cost per mile/cost per hour.
- Develop new marketing brochure.
- Complete an accident free year.

## Long Range Plans (2006 - 2011):

- Retain bus-driving staff.
- Increase ridership.
- Continue maintenance of vehicles to extend lifecycle.

**Vehicles:** 2 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 7:30 a.m.-4:30 p.m.  
**Base Fare:** \$1.50  
**Funding Class:** Small Urban

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$74,375.74  
**Total Cost Per Passenger:** \$3.92  
**Ridership:** 18,953  
**Annual System Miles:** 13,436



# DULUTH TRANSIT AUTHORITY (DTA) - REGULAR ROUTE

---

**Contact Person:** Dennis E. Jensen  
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## SYSTEM SNAPSHOT:



**Legal Name:** Duluth Transit Authority (DTA)  
**Type of Government:** City  
**Area Served:** Cities of Duluth, Hermantown, and Proctor Minnesota - Superior, Wisconsin.  
**Legislative District:** 6A, 7A, 7B  
**Congressional District:** 8

## 2004 Achievements:

- Continued ITS Installation.
- Extended revenue contracts with University of Minnesota Duluth (UMD) and CSS until 2006.
- Opened UMD Transit Hub.

## 2005 Objectives:

- Install new fareboxes and increase pass options.
- Maintain and/or increase funding and funding options.
- Maintain ridership in the western corridor while under construction.

## Long Range Plans (2006 - 2011):

- Expand pass programs to other institutions and groups.
- Improve scheduling efficiencies and flexibility.
- Maintain and improve service and image within the community.

---

**Vehicles:** 74 Class 700 (large)  
**Service Type:** Regular Route  
**Days of Service:** Monday-Friday 4:30 a.m.-12:30 p.m., Saturday 6:00 a.m.-8:40 p.m., Sunday 7:30 a.m.-7:30 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$8,991,634.00  
**Total Cost Per Passenger:** \$3.24  
**Ridership:** 2,771,990  
**Annual System Miles:** 1,919,843





# DULUTH TRANSIT AUTHORITY (DTA) - STRIDE

---



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Duluth, MN 55806  
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**Home Page:** [www.duluthtransit.com](http://www.duluthtransit.com)

## SYSTEM SNAPSHOT:

**Legal Name:** Duluth Transit Authority (DTA)  
**Type of Government:** City  
**Communities Served:** Cities of Duluth, Hermantown,  
and Proctor Minnesota - Superior, Wisconsin.  
**Legislative District:** 6A, 7A, 7B  
**Congressional District:** 8

---

### 2004 Achievements:

- Maintained service level and increased ridership.
- Decreased trip denials.

### 2005 Objectives:

- Continue to decrease trip denials.
- Increase multiple rider trips (not group trips).

### Long Range Plans (2006 - 2011):

- Improve service levels to 18,500 hours per year.
- Work to solidify funding sources.

**Vehicles:** 4 Class 300 (small), 6 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 5:00 a.m. -  
11:00 p.m., Saturday 6:00 a.m.-7:00 p.m.,  
Sunday, 6:00 a.m.-6:00 p.m.  
**Base Fare:** \$2.00  
**Funding Class:** Paratransit

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$499,632.88  
**Total Cost Per Passenger:** \$18.49  
**Ridership:** 27,021  
**Annual System Miles:** 200,654



# EAST GRAND FORKS TRANSIT - REGULAR ROUTE

---



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**Home Page:** [www.ci.east-grand-forks.mn.us](http://www.ci.east-grand-forks.mn.us)

## SYSTEM SNAPSHOT:

**Legal Name:** East Grand Forks, City of (RR)  
**Type of Government:** City  
**Area Served:** City of East Grand Forks  
**Legislative District:** 1B  
**Congressional District:** 7

---

## 2004 Achievements:

- Updated Transit Development Plan.
- Implemented partnership with local college for free rides for students and staff.
- Started new route system.

## 2005 Objectives:

- Implement Transit Development Plan recommendations.
- Increase ridership and farebox recovery.
- Complete a Shelter Improvement Study.

## Long Range Plans (2006 - 2011):

- Implement a marketing program.
- Increase ridership.
- Continue to implement Transit Development Plan and Shelter Improvement Study recommendations.

**Vehicles:** 1 Class 400 (medium)

**Service Type:**

**Days of Service:** Monday-Friday 7:00 a.m.-6:00 p.m., Saturday 10:00 a.m.-6:00 p.m.

**Base Fare:** \$1.50

**Funding Class:** Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$160,246.52

**Total Cost Per Passenger:** \$9.52

**Ridership:** 16,833

**Annual System Miles:** 48,732

---



## EAST GRAND FORKS DIAL-A-RIDE (DAR)

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**Home Page:** [www.ci.east-grand-forks.mn.us](http://www.ci.east-grand-forks.mn.us)

### SYSTEM SNAPSHOT

**Legal Name:** East Grand Forks, City of (DAR)  
**Type of Government:** City  
**Area Served:** City of East Grand Forks  
**Legislative District:** 1B  
**Congressional District:** 7

#### 2004 Achievements:

- Integrated riders onto Fixed Route.
- Decreased overall rides.

#### 2005 Objectives:

- Continue to decrease rides on the system.

#### Long Range Plans (2006 - 2011):

- Reduce the cost of delivery through service coordination.
- Promote multiple loads on the system.
- Implement trip-by-trip eligibility determination.

**Vehicles:** 6 Class 300 (small)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 7:00 a.m.-6:00 p.m.,  
Saturday 10:00 a.m.-6:00 a.m.

**Base Fare:** \$3.00

**Funding Class:** Complementary Paratransit

---

#### 2003 SYSTEM DATA:

**Total Operating Costs:** \$37,902.55

**Total Cost Per Passenger:** \$8.25

**Ridership:** 4,595

**Annual System Miles:** 18,380



# FAR NORTH PUBLIC TRANSIT

---



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Roseau, MN 56751  
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## 2004 Achievements:

- Increased ridership by one percent.
- Maintained cost-per-mile under \$2.00.
- Increased farebox revenues.

## 2005 Objectives:

- Continue to maintain cost-per-mile under \$2.00.
- Continue to increase ridership.
- Relocate into new office and garage facility.

## Long Range Plans (2006 - 2011):

- Provide more inter-county transportation between Lake of the Woods and Roseau Counties.
- Expand service with one bus going out of the county to Grand Forks, Bemidji, Int'l Falls and Thief River Falls.
- Expand service into Kittson County.



## SYSTEM SNAPSHOT:

**Legal Name:** Roseau County Committee on Aging  
**Type of Government:** Non-Profit  
**Areas Served:** Roseau and Lake of the Woods Counties; Cities of Roseau, Warroad and Baudette  
**Legislative District:** 1A, 3A  
**Congressional District:** 7

---

**Vehicles:** 5 Class 400 (medium)  
**Service Type:** Route Deviation and Dial-A-Ride  
**Days of Service:** Monday-Friday 7:00 a.m.-5:00 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Multi-County

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$217,044.25  
**Total Cost Per Passenger:** \$8.40  
**Ridership:** 25,829  
**Annual System Miles:** 130,422



# FARIBAUT COUNTY PRAIRIE EXPRESS



**Contact Person:** John P. McDonald  
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**Home Page:** [www.co.faribault.mn.us](http://www.co.faribault.mn.us)

## SYSTEM SNAPSHOT:

**Legal Name:** Faribault County  
**Type of Government:** County  
**Area Served:** Faribault County: City of Fairmont  
**Legislative District:** 24A, 24B  
**Congressional District:** 1

## 2004 Achievements:

- Provided transit service to the County Fair.
- Maintained ridership following fare restructuring.

## 2005 Objectives:

- Increase standing orders.
- Replace a transit vehicle.
- Increase ridership by aggressive marketing efforts.

## Long Range Plans (2006 - 2011):

- Increase per hour rides from \$2.50 to \$2.75.
- Replace one transit vehicle.

**Vehicles:** 2 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 8:00 a.m.-5:00 p.m.

**Base Fare:** \$2.00

**Funding Class:** Countywide

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$129,576.53

**Total Cost Per Passenger:** \$10.76

**Ridership:** 12,039

**Annual System Miles:** 98,865





# FARIBAULT FLYER

---



**Contact Person:** Kim Lang  
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Faribault, MN 55021  
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## SYSTEM SNAPSHOT:

**Legal Name:** Faribault, City of  
**Type of Government:** City Council  
**Area Served:** City of Faribault  
**Legislative District:** 26B  
**Congressional District:** 2

### 2004 Achievements:

- Increased ridership by 10 percent.
- Increased public transit for community events.
- Partnered with other governmental agencies, improved utilization of fleet vehicles.

### 2005 Objectives:

- Increase ridership by 4 percent.
- Maintain farebox recovery/explore avenues to increase revenues by 20 percent.
- Monitor need for service between Faribault and Northfield.

### Long Range Plans (2006 - 2011):

- Implement service in greater Rice County.
- Replace transit vehicles.
- Review current service and make service enhancements as appropriate.

---

**Vehicles:** 3 Class 400 (medium)  
**Service Type:** Route Deviation  
**Days of Service:** Monday-Friday 6:30 a.m.-6:30 p.m.,  
Saturday 7:30 a.m.- 4:30 p.m., Sunday 8:30 a.m.-  
3:30 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Small Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$137,855.23  
**Total Cost Per Passenger:** \$5.58  
**Ridership:** 24,724  
**Annual System Miles:** 51,170



# FOSSSTON HEARTLAND EXPRESS

---



**Contact Person:** Charles Lucken  
**Title:** City Administrator  
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P.O. Box 607, Fosston, MN 56542  
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**E-Mail:** [clucken@gvtel.com](mailto:clucken@gvtel.com)  
**Home Page:** [www.fosston.com](http://www.fosston.com)

## SYSTEM SNAPSHOT:

**Legal Name:** Fosston, City of  
**Type of Government:** City  
**Areas Served:** Fosston  
**Legislative District:** 2B  
**Congressional District:** 7

---

**Vehicles:** 1 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 7:30 a.m.-5:30 p.m.,  
Sunday 8:00 a.m.-12:00 p.m.  
**Base Fare:** \$.35  
**Funding Class:** Non-Urbanized Community Transit

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$53,694.92  
**Total Cost Per Passenger:** \$2.44  
**Ridership:** 21,974  
**Annual System Miles:** 22,595

## 2004 Achievements:

- Introduced new residents to our city bus utilizing our "Welcome to Fosston" campaign.
- Coordinated services with local TRIAD program.
- Increased contract revenue.

## 2005 Objectives:

- Implement a customer appreciation campaign during the holiday season.
- Increase hours of service during the holiday shopping season for residents.
- Utilize marketing campaign to increase ridership.

## Long Range Plans (2006 - 2011):

- Make the customer appreciation campaign during the holiday season an annual event.
- Maintain low fares by continuing to increase ridership.



# GRANITE FALLS HEARTLAND EXPRESS

---

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Granite Falls, MN 56241  
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**E-Mail:** [cgf@kilowatt.net](mailto:cgf@kilowatt.net)  
**Home Page:** [granitefalls.com](http://granitefalls.com)

## SYSTEM SNAPSHOT:



**Legal Name:** Granite Falls, City of  
**Type of Government:** City  
**Area Served:** Granite Falls  
**Legislative District:** 20B  
**Congressional District:** 7

---

### 2004 Achievements:

- Participated in Minnesota Statewide Bus Roadeo.
- Experienced no at-fault accidents.

### 2005 Objectives:

- Increase ridership.
- Increase revenue to cost ratio.

### Long Range Plans (2006 - 2011):

- Participate annually in Minnesota Statewide Bus Roadeo.
- Replace transit vehicle.

**Vehicles:** 2 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 6:30 a.m.-  
5:30 p.m., Sunday 7:00 a.m.-12:00 p.m.

**Base Fare:** \$1.50

**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$82,279.29

**Total Cost Per Passenger:** \$3.58

**Ridership:** 22,960

**Annual System Miles:** 28,036

**Granite Falls Heartland Express**



# GRANT COUNTY ALPHA TRANSIT

---



**Contact Person:** Karen Nelson  
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Elbow Lake, MN 5653  
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**Fax:** 218.685.4978  
**E-Mail:** [karen.nelson@co.grant.mn.us](mailto:karen.nelson@co.grant.mn.us)

## SYSTEM SNAPSHOT:

**Legal Name:** Grant County Social Services  
**Type of Government:** County  
**Area Served:** Grant County  
**Legislative District:** 7  
**Congressional District:** 11 & 11A

## 2004 Achievements:

- Increased ridership 8 percent in the first six months.
- Recruited two volunteer drivers.
- Added route to include delivery of meals.

## 2005 Objectives:

- Increase children/students transported by 100 percent.
- Increase overall ridership by 7 percent.
- Add two additional volunteer drivers.

## Long Range Plans (2006 - 2011):

- Add two additional days of bus service.
- Increase service area.
- Adjust scheduling to transport more passengers.

---

**Vehicles:** 2 Class 400 (medium)

**Service Type:** Dial-A-Ride, Route Deviation and Route Guarantee

**Days of Service:** Monday-Friday 8:00 a.m.-5:00 p.m.

**Base Fare:** \$1.50 (10 mile zone)

**Funding Class:** Small Urban and Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$132,937.19

**Total Cost Per Passenger:** \$8.04

**Ridership:** 16,534

**Annual System Miles:** 46,691

**Volunteer Ridership:** 2,918

**Volunteer System Miles:** 73,909



# HIBBING AREA TRANSIT

---



**Contact Person:** Sherri A. Lindstrom  
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Hibbing, MN 55746  
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## SYSTEM SNAPSHOT:

**Legal Name:** Hibbing, City of  
**Type of Government:** City  
**Area Served:** Cities of Hibbing and Kelly Lake  
**Legislative District:** 5A  
**Congressional District:** 8

### 2004 Achievements:

- Provided transportation services for assisted living workshops.
- Placed two additional vehicles into service.
- Coordinated service with Arrowhead Transit.

### 2005 Objectives:

- Continue to work with transit committee to enhance service.
- Market service to increase visibility and educate customers about transit availability.

### Long Range Plans (2006 - 2011):

- Implement new route.
- Create a computerized program to track vehicle maintenance costs and history.

---

**Vehicles:** 4 Class 500 (medium)

**Service Type:** Route Deviation and Dial-A-Ride

**Days of Service:** Monday-Friday 6:00 a.m.-9:00 p.m.,  
Saturday 10 a.m.-5:00 p.m., Sunday 10:00 a.m.-4:00 p.m.

**Base Fare:** \$1.00

**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$177,576.77

**Total Cost Per Passenger:** \$2.82

**Ridership:** 62,941

**Annual System Miles:** 108,939





# HUBBARD COUNTY HEARTLAND EXPRESS

---

**Contact Person:** Linda Bair  
**Title:** Transit Coordinator  
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Park Rapids, MN 56470  
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## SYSTEM SNAPSHOT:

**Legal Name:** Hubbard County  
**Type of Government:** County  
**Area Served:** Hubbard County; City of Park Rapids  
**Legislative District:** 2B and 4B  
**Congressional District:** 8

## 2004 Achievements:

- Successful partnership with the summer Community Education program and local day care providers.
- Participated in MS Tram by shuttling bikers all over town and to surrounding areas.
- Conducted on-board rider surveys.

## 2005 Objectives:

- Conduct non-rider surveys.
- Provide one day of service to each outlying community for their festivals.

## Long Range Plans (2006 - 2011):

- Inventory all transportation options available in area.
- Expand hours in the City of Park Rapids.
- Expand service area of city system to a 10 mile radius.

---

**Vehicles:** 4 Class 400 (medium)  
**Service Type:** Countywide; Non-Urbanized  
**Operating Class:** Route Deviation, Dial-A-Ride, Route Guarantee, and Subscription  
**Days of Service:** Monday-Friday 6:00 a.m.-5:00 p.m.  
**Base Fare:** \$1.25  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$169,584.44  
**Total Cost Per Passenger:** \$8.16  
**Ridership:** 20,771  
**Annual System Miles:** 65,695  
**Volunteer Ridership:** 1,879  
**Volunteer System Miles:** 75,891



# KANDIYOHI AREA TRANSIT (KAT)

---

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Willmar, MN 56201  
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**E-Mail:** [jgroothuis@katbus.org](mailto:jgroothuis@katbus.org)

## 2004 Achievements:

- Completed riders guide.
- Established new route.
- Replaced transit vehicle.

## 2005 Objectives:

- Increase elderly ridership by implementing new marketing program.
- Coordinate with existing transit system to provide inter-county transportation.
- Partner with Region 9 and the transportation initiative's.

## Long Range Plans (2006 – 2011):

- Implement, if possible, a simplified fare passenger payment method using tokens or a coupon book.
- Increase level of transit service during summer months from one bus to two buses for part of each day to provide less wait time for passengers.

## SYSTEM SNAPSHOT:



**Legal Name:** Kandiyohi Area Transit Joint Powers Board

**Type of Government:** Joint Powers

**Area Served:** Cities of Willmar, New London, Spicer, Pennock, Atwater, Kandiyohi, Raymond, Prinsburg, Blomkest, Lake Lillian, Regal and Sunburg.

**Legislative District:** 13

**Congressional District:** 7

---

**Vehicles:** 7 Class 400 (medium), 2 Class 500 (medium)

**Service Type:** Route Deviation, Dial-A-Ride, Route Guantee, and Subscription

**Days of Service:** Monday-Friday 5:30 a.m. 5:30 p.m., Saturday 6:45 a.m.-4:30 p.m.

**Base Fare:** \$1.25

**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$687,217.78

**Total Cost Per Passenger:** \$5.95

**Ridership:** 115,587

**Annual System Miles:** 218,106

**Volunteer Ridership:** 7,511

**Volunteer System Miles:** 76,341



# LA CRESCENT APPLE EXPRESS

---



**Contact Person:** Keith Carlson

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La Crescent, MN 55947

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**Home Page:** [www.cityoflacrosse.org](http://www.cityoflacrosse.org)

## SYSTEM SNAPSHOT:

**Legal Name:** La Crescent, City of

**Type of Government:** City

**Area Served:** Cities of La Crescent, MN, and  
La Crosse, WI

**Legislative District:** 31A & 31B

**Congressional District:** 1

---

**Vehicles:** 21 Class 700 (large)

**Service Type:** Route Deviation

**Days of Service:** Monday-Friday 6:00 a.m.-10:40 a.m.  
and 1:10 p.m.-6:10 p.m.

**Base Fare:** \$0.90/.75/.45

**Funding Class:** Urban

---

## 2004 Achievements:

- Provided service with continued funding reductions.
- Started property acquisition process for new transit center in LaCrosse.

## 2005 Objectives:

- Construct transit center in LaCrosse
- Maintain same service level as 2004 without a large fare increase.

## Long Range Plans (2006 - 2011):

- Implement long range transportation plan and multi-modal study recommendations.
- Complete transit center joint development.
- Construct park and ride center in City of LaCrescent.

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$144,188.00

**Total Cost Per Passenger:** \$13.04

**Ridership:** 11,057

**Annual System Miles:** 39,959



# LE SUEUR HEARTLAND EXPRESS



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**E-Mail:** [cswanson@cityoflesueur.com](mailto:cswanson@cityoflesueur.com)

## 2004 Achievements:

- Completed riders guide.
- Added new work route.
- Replaced one transit vehicle.

## 2005 Objectives:

- Increase ridership to elderly population in town.
- Coordinate with county transportation group to provide inter-county transportation.
- Partner with Region 9 to implement their transportation initiatives.

## Long Range Plans (2006 – 2011):

- Implement a simplified fare passenger payment method using tokens or a coupon book.
- Increase service during the summer to reduce passenger wait time.

## SYSTEM SNAPSHOT:

**Legal Name:** Le Sueur, City of  
**Type of Government:** City  
**Area Served:** Cities of Le Sueur,  
Le Center and Henderson  
**Legislative District:** 25A  
**Congressional District:** 2

**Vehicles:** 1 Class 300 (small), 2 Class 400 (medium)

**Service Type:** Small Urban

**Operating Class:** Route Deviation, Dial-A-Ride, and Subscription

**Days of Service:** Monday-Friday 7:00 a.m.-4:30 p.m.

**Base Fare:** \$2.20

**Funding Class:** Small Urban

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$154,794.25

**Total Cost Per Passenger:** \$5.93

**Ridership:** 26,125

**Annual System Miles:** 27,879



# LINCOLN COUNTY HEARTLAND EXPRESS

---



**Contact Person:** Cara Nielsen  
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## 2004 Achievements:

- Continued to provide high quality transit service with reduced funding.
- Coordinated trips with the schools to provide rides for pre-school kids.

## 2005 Objectives:

- Continue to provide transit service with reduced funding.
- Increase ridership by coordinating with the local schools, church groups, nursing homes, Boy Scouts and Girl Scouts.
- Utilize the marketing plan to increase ridership and awareness about public transit.

## Long Range Plans (2006 – 2011):

- Continue to seek creative coordinate agreements and partnerships to increase ridership.
- Continue to articulate the strong need for public transit.
- Increase bus fares.



## SYSTEM SNAPSHOT:

**Legal Name:** Lincoln County  
**Type of Government:** County  
**Area Served:** Cities of Marshall, Canby and Pipestone, MN, and Brookings and Watertown, SD.  
**Legislative District:** 21B  
**Congressional District:** 8

---

**Vehicles:** 1 Class 300 (small), 2 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday, 8:30 a.m.-4:30 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$144,601.32  
**Total Cost Per Passenger:** \$14.82  
**Ridership:** 9,760  
**Annual System Miles:** 57,077  
**Volunteer Ridership:** 2,622





# MAHNOMEN COUNTY HEARTLAND EXPRESS

**Contact Person:** Cindy Marihart  
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Mahnomen, MN 56557  
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## SYSTEM SNAPSHOT:

**Legal Name:** Mahnomen County Human Services  
**Type of Government:** County  
**Area Served:** Mahnomen County and to and from the towns of White Earth and Ogema  
**Legislative District:** 2A and 2B  
**Congressional District:** 7

## 2004 Achievements:

- Worked with Community Transportation Association of America to expand marketing efforts.
- Driver received Safe Driver Award from Northern Tier Transit Committee

## 2005 Objectives 2005:

- Increase ridership by 5 percent.
- Increase marketing efforts.
- Decrease operating costs.

## Long Range Plans (2006 - 2011):

- Replace transit vehicles.
- Increase ridership.
- Decrease operating costs.

**Vehicles:** 3 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 7:30 a.m.-4:30 p.m.

**Base Fare:** \$1.00 city/ \$2.00 rural

**Funding Class:** Countywide

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$128,954.53

**Total Cost Per Passenger:** \$9.93

**Ridership:** 12,989

**Annual System Miles:** 69,379

**Volunteer Ridership:** 409

**Volunteer System Miles:** 17,907



Mahnomen County Heartland Express



# MANKATO HEARTLAND EXPRESS



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**Home Page:** [www.ci.mankato.mn.us/tran/bus](http://www.ci.mankato.mn.us/tran/bus)

## SYSTEM SNAPSHOT:

**Legal Name:** Mankato, City of  
**Type of Government:** City  
**Area Served:** Cities of Mankato and North Mankato  
**Legislative District:** 23B  
**Congressional District:** 1

## Achievements 2004:

- Successfully completed a year of revised routes per transit study recommendations.
- Revised ten year Capital Plan.
- Replaced two transit vehicles to meet plan objective of using smaller vehicles.

## Objectives 2005:

- Continue to implement and monitor ten year Capital Plan.
- Implement the marketing plan.

## Long Range Plans (2006 - 2011):

- Acquisition of the existing Mn/DOT building and modify as appropriate.
- Continue monitoring the Transit Plan recommendations.

**Vehicles:** 1 Class 400 (medium), 2 Class 500, (medium) 2 Class 600 (large), 11 Class 700 (large)  
**Service Type:** Dial-A-Ride, Route Guarantee; and Subscription  
**Days of Service:** Monday-Friday 6:35 a.m.-5:35 p.m., Saturday 10:00 a.m.-5:00 p.m.  
**Base Fare:** \$1.25  
**Funding Class:** Urban and Paratransit

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$1,062,829.05  
**Total Cost Per Passenger:** \$3.17  
**Ridership:** 335,579  
**Annual System Miles:** 237,314



# MARTIN COUNTY EXPRESS

---



**Contact Person:** Scott Higgins  
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Fairmont, MN 56031  
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## 2004 Achievements:

- Began construction of a garage storage facility and minimum maintenance shop resulting in decreased maintenance costs.
- Continued to reduce hourly operational costs.
- Revised riders guide for Martin County Express.

## Objectives 2005:

- Complete construction of Garage Storage Facility.
- Partner with non-profit organizations in area to increase ridership.
- Implement low-cost marketing campaign to increase ridership of youth and parents.

## Long Range Plans (2006 - 2011):

- Continue promoting transit service.
- Work with surrounding county transit systems to coordinate rides.

## SYSTEM SNAPSHOT:

**Legal Name:** Martin County  
**Type of Government:** County  
**Area Served:** Cities of Truman, Welcome, Dunnell, Trimont, Sherburn and all other areas of the counties. Also proposing to serve riders in Faribault and Watonwan counties.  
**Legislative District:** 24A  
**Congressional District:** 2

---

**Vehicles:** 6 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 5:00 a.m.-6:00 p.m., Saturday 8:00 a.m.-2:00 p.m.  
**Base Fare:** \$2.25 in City of Fairmont, \$2.75 Countywide  
**Funding Class:** Small Urban and Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$323,869.91  
**Total Cost Per Passenger:** \$4.12  
**Ridership:** 78,612  
**Annual System Miles:** 249,826



# MEEKER COUNTY PUBLIC TRANSIT

---

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## SYSTEM SNAPSHOT:



**Legal Name:** Augustana Lutheran Homes, inc.  
**Type of Government:** County  
**Area Served:** Litchfield  
**Legislative District:** 18B  
**Congressional District:** 7

---

## 2004 Achievements:

- Increased ridership.
- Followed through with service enhancements.
- Added 11 hour per week of service.
- Added a part-time dispatcher.

## Objectives 2005:

- Continue to make service enhances and refine routes.
- Continue to increase ridership.
- Increase hours of part-time dispatcher to 20 hours per week.

## Long Range Plans (2006 - 2011):

- Add computer-aided dispatch.

**Vehicles:** 4 Class 400 (medium)  
**Service Type:** Route Deviation and Dial-A-Ride  
**Days of Service:** Monday-Friday 8:00 a.m.-5:00 p.m.  
**Base Fare:** \$1.25/\$2.00  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$219,594.06  
**Total Cost Per Passenger:** \$6.23  
**Ridership:** 35,242  
**Annual System Miles:** 77,925





# MONTEVIDEO HEARTLAND EXPRESS

---

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Montevideo, MN 56265  
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**E-Mail:** [citymgr@montevideomn.org](mailto:citymgr@montevideomn.org)

## 2004 Achievements:

- Increased ridership by 2 percent.
- Continue to serve residents of the City of Montevideo.

## 2005 Objectives:

- Increase ridership by 1 percent.
- Reduce repair costs by 5 percent.

## Long Range Plans (2006 - 2011):

- Replace transit vehicles.
- Continue to provide high quality service to the residents of the City of Montevideo.

## SYSTEM SNAPSHOT:



**Legal Name:** Montevideo, City of  
**Type of Government:** City  
**Areas Served:** Montevideo and 1-mile radius  
**Legislative District:** 20B  
**Congressional District:** 7

---

**Vehicles:** 3 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday, 5:00 a.m.-4:00 p.m.  
**Base Fare:** \$1.50  
**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$97,436.84  
**Total Cost Per Passenger:** \$5.25  
**Ridership:** 18,556  
**Annual System Miles:** 30,667





# MONTICELLO HEARTLAND EXPRESS



**Contact Person:** Jeff O'Neill  
**Title:** Deputy City Administrator  
**Address:** 505 Walnut Street, Suite 1  
Monticello, MN 55362  
**Telephone:** 763.295.2711  
**Fax:** 763.295.4404  
**E-Mail:** [jeff.oneill@ci.monticello.mn.us](mailto:jeff.oneill@ci.monticello.mn.us)  
**Home Page:**  
[www.ci.monticello.mn.us/express.html](http://www.ci.monticello.mn.us/express.html)

## SYSTEM SNAPSHOT:

**Legal Name:** Monticello, City of  
**Type of Government:** City  
**Areas Served:** City of Monticello  
**Legislative District:** 19  
**Congressional District:** 6

## 2004 Achievements:

- Succeeded in completing another accident-free year.
- Maintained ridership.
- Kept fares at \$1.00 per ride.

## 2005 Objectives:

- Hire a dedicated administrator for the Heartland Express system.
- Market the transit system more extensively.
- Coordinate with other regional transportation providers to accomplish connectivity between systems.

## Long Range Plans (2006 – 2011):

- Develop plan framework for expanding service to new areas.
- Integrate bus system into planning for other transit options.
- Expand marketing efforts to correspond with the newly installed Ridership Tracking System.

**Vehicles:** 1 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 8:00 a.m.-5:00 p.m.

**Base Fare:** \$1.00

**Funding Class:** Small Urban

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$69,197.09

**Total Cost Per Passenger:** \$6.59

**Ridership:** 10,493

**Annual System Miles:** 27,359

**Monticello Heartland Express**



# MOORHEAD METROPOLITAN AREA TRANSIT (MAT)

---



**Contact Person:** Lori Van Beek  
**Title:** Transit Manager  
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PO Box 779, Moorhead MN 56561-0779  
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**Home Page:** [www.ci.moorhead.mn.us](http://www.ci.moorhead.mn.us)

## SYSTEM SNAPSHOT:

**Legal Name:** Moorhead, City of  
**Type of Government:** City  
**Area Served:** Cities of Moorhead and Dilworth  
**Legislative District:** 9A  
**Congressional District:** 7

---

### 2004 Achievements:

- Received delivery of five bus shelters.
- Replaced five transit vehicles.

### 2005 Objectives:

- Recertify clients for eligibility.
- Study Dial-A-Ride vs. Fixed Route Service to areas located out of ADA service area.
- Expanded U-Pass Program to include Concordia College.

### Long Range Plans (2006 - 2011):

- Apply for federal funds for new joint vehicle storage and maintenance facility with City of Fargo.
- Construct a joint vehicle storage and maintenance facility with City of Fargo.
- Negotiate operator contract extension.

**Vehicles:** 5 Class 600 (large), 7 Class 700 (large)  
**Service Type:** Fixed Route  
**Days of Service:** Monday-Friday 6:15 a.m.-10:15 p.m.,  
Saturday 7:15 a.m.-10:15 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$969,399.92  
**Total Cost Per Passenger:** \$3.37  
**Ridership:** 287,554  
**Annual System Miles:** 334,857



# MOORHEAD METROPOLITAN AREA TRANSIT (MAT) - PARATRANSIT



**Contact Person:** Lori Van Beek  
**Title:** Transit Manager  
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PO Box 779, Moorhead MN 56561-0779  
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**Fax:** 701.241.8558  
**E-Mail:** [lori.vanbeek@ci.moorhead.mn.us](mailto:lori.vanbeek@ci.moorhead.mn.us)  
**Home Page:** [www.ci.moorhead.mn.us](http://www.ci.moorhead.mn.us)

## SYSTEM SNAPSHOT:

**Legal Name:** Moorhead, City of  
**Type of Government:** City  
**Area Served:** Cities of Moorhead and Dilworth  
**Legislative District:** 9A  
**Congressional District:** 7

## 2004 Achievements:

- Implemented new dispatch software and mobile data.

## 2005 Objectives:

- Recertify clients for eligibility.
- Study trip lengths and zone fares for areas located out of ADA service area.
- Complete remodeling of dispatch center

## Long Range Plans (2006 - 2011):

- Replace one transit vehicle.
- Construct a joint vehicle storage and maintenance facility with City of Fargo.
- Negotiate operator contract extension.

**Vehicles:** 2 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 6:15 a.m.-10:15 p.m.,  
Saturday 7:15 a.m.-10:15 p.m.

**Base Fare:** \$2.00

**Funding Class:** Urban and Paratransit

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$144,546.47

**Total Cost Per Passenger:** \$16.37

**Ridership:** 8,828

**Annual System Miles:** 51,845



# MORRIS TRANSIT

---

**Contact Person:** Eugene Krosschell  
**Title:** Finance Director  
**Address:** P O Box 438  
Morris MN 56267  
**Telephone:** 320.589.1000 (transit)  
320.589.3141 (city hall)  
**Fax:** 320.589.3111  
**E-Mail:** [morrismn@info-link.net](mailto:morrismn@info-link.net)  
**Home Page:** [www.morrismn.org/page2.html](http://www.morrismn.org/page2.html)

## SYSTEM SNAPSHOT:



**Legal Name:** Morris, City of  
**Type of Government:** City  
**Area Served:** City of Morris  
**Legislative District:** 11A  
**Congressional District:** 7

## 2004 Achievements:

- Participated in Business Expo at University of Minnesota in Morris.
- Provided promotional rides to and from the Morris community picnic.
- Participated in the Gateway program at the University of Minnesota in Morris.

## 2005 Objectives:

- Operate at a passenger-per-hour rate greater than six.
- Operate at a cost-per-mile of less than \$4.00.
- Operate with a farebox recovery rate of at least 20 percent.

## Long Range Plans (2006 - 2011):

- Replace transit vehicles.
- Evaluate service levels and make necessary changes.

---

**Vehicles:** 5 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday, 6:00 a.m.-10:00 p.m.,  
Saturday 12:00 p.m.-2:00 p.m., Sunday 8:30 a.m.-  
12:30 p.m.

**Base Fare:** \$2.00

**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$259,142.17

**Total Cost Per Passenger:** \$4.90

**Ridership:** 52,880

**Annual System Miles:** 71,652



# MORRTRANS

---



**Contact Person:** Dale Schmeck  
**Title:** Social Services Supervisor  
**Address:** 213 First Avenue S.E.  
Little Falls, MN 56345  
**Telephone:** 320.632.2951  
**Fax:** 320.632.0225  
**E-Mail:** [dales@co.morrison.mn.us](mailto:dales@co.morrison.mn.us)

## 2004 Achievements:

- Added a route to accommodate shopping in Little Falls.
- Received continued support from Area Agency on Aging to "buy down" senior fares.
- Received strong service demand in City of Little Falls.

## 2005 Objectives:

- Add a second bus in the City of Little Falls.
- Increase ridership.

## Long Range Plans (2006 - 2011):

- Merge services with TRI-CAP Transportation in 2006.

## SYSTEM SNAPSHOT:

**Legal Name:** Morrison County  
**Type of Government:** County  
**Communities Served:** Morrison County; City of Little Falls  
**Legislative District:** 12B and 16A  
**Congressional District:** 8

---

**Vehicles:** 4 Class 400 (medium)  
**Service Type:** Countywide  
**Operating Class:** Dial-A-Ride  
**Days of Service:** Monday-Friday 7:45 a.m.-5:15 p.m.  
**Base Fare:** \$1.00/\$3.00  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$156,886.64  
**Total Cost Per Passenger:** \$11.22  
**Ridership:** 13,978  
**Annual System Miles:** 42,537





# MOWER COUNTY AREA TRANSIT

---

**Contact Person:** Craig Oscarson  
**Title:** County Coordinator  
**Address:** 201 NE First Street  
Austin, MN 55912  
**Telephone:** 507.437.9459  
**Fax:** 507.437.9458  
**E-Mail:** [coscarson@co.mower.mn.us](mailto:coscarson@co.mower.mn.us)



## SYSTEM SNAPSHOT:

**Legal Name:** Mower County Human Services  
**Type of Government:** County  
**Area Served:** Mower County  
**Legislative District:** 27  
**Congressional District:** 1

---

### 2004 Achievements:

- Completed Joint Powers Board arrangement.
- Appropriately lettered the buses, operational and promotional items with the AMCAT name.

### 2005 Objectives:

- Complete strategic and marketing plans.
- Construct transit facility.
- Enhance non-tax revenue and refine operating model.

### Long Range Plans (2006-2011):

- Implement strategic plan.
- Increase ridership. Research and purchase scheduling software.
- Continue to be an active community partner while providing high-quality transit service.

**Vehicles:** 9 Class 400 (medium)  
**Service Type:** Route Deviation, Dial-A-Ride  
Route Guarantee, and Subscription  
**Days of Service:** Monday 7:00 a.m.-5:00 p.m.;  
Tuesday-Friday 6:00 a.m.-6:00 p.m.; and Saturday  
11:00 a.m.-5:00 p.m.  
**Base Fare:** \$1.50, \$2.50 Dial-A-Ride  
**Funding Class:** Small Urban and Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$509,846.72  
**Total Cost Per Passenger:** \$8.08  
**Ridership:** 63,103  
**Annual System Miles:** 229,076



# MURRAY COUNTY HEARTLAND EXPRESS

---

**Contact Person:** Michelle L. Miranowski  
**Title:** Transportation Coordinator  
**Address:** 2439 Broadway Avenue  
Slayton, MN 56172  
**Telephone:** 507.836.6648  
**Fax:** 507.836.8875  
**E-Mail:** [mcrides@frontiernet.net](mailto:mcrides@frontiernet.net)

## 2004 Achievements:

- Accident free for 13 years.
- Provided all necessary safety training for drivers and dispatchers.

## 2005 Objectives:

- Remain accident free.
- Replace one transit vehicle.
- Increase ridership through marketing and participating in local parades and community events.

## Long Range Plans (2006 - 2011):

- Purchase a new computer and software programs in 2006.
- Increase ridership through marketing and participating in local parades and community events.

## SYSTEM SNAPSHOT:



**Legal Name:** Murray County  
**Type of Government:** County  
**Area Served:** Murray County  
**Legislative District:** 22  
**Congressional District:** 1

---

**Vehicles:** 1 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 8:00 a.m.-4:00 p.m.  
**Base Fare:** \$2.00 round-trip or \$1.50 one-way;  
\$3.00 in county trips roundtrip or  
\$2.00 one-way; \$3.00 evening or  
weekend trips  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$68,266.24  
**Total Cost Per Passenger:** \$7.22  
**Ridership:** 9,454  
**Annual System Miles:** 13,898  
**Volunteer Ridership:** 821  
**Volunteer System Miles:** 43,399

# NORTHFIELD TRANSIT

---

**Contact:** Deborah A. Little  
**Title** Transit Manager/Executive Assistant  
**Address:** 801 Washington Street  
Northfield, MN 55057  
**Telephone:** 507.645.3001  
**Fax:** 507.645.3055  
**E-mail:** [deb.little@ci.northfield.mn.us](mailto:deb.little@ci.northfield.mn.us)  
**Web Site:** <http://www.ci.northfield.mn.us>

## 2004 Achievements:

- Implemented computerized dispatching.
- Implemented computerized preventative maintenance program.
- Increased ridership by 9 percent.

## 2005 Objectives:

- Implement service to coordinate college student transportation.
- Increase ridership 8.5 percent.
- Implement exterior vehicle advertising program.

## Long Range Plans (2006 - 2011):

- Complete service expansion to the City of Dundas.
- Increase service hours by 15 percent.
- Provide intercity feeder service with Jefferson Bus Lines.



## SYSTEM SNAPSHOT:

**Legal Name:** City of Northfield  
**Type of Government:** City  
**Areas Served:** City of Northfield  
**Legislative Districts:** 25, 25B and 36B  
**Congressional District:** 2

---

**Vehicles:** 5 Class 400 (medium)  
**Service Type:** Dial-A-Ride and Route Deviation  
**Days of Service:** Monday-Friday 6:30 a.m.-5:45 p.m., Saturday 10:00 am-2:00 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$220,093.96  
**Total Cost Per Passenger:** \$5.88  
**Ridership:** 37,422  
**Annual System Miles:** 70,058

# NORTHSTAR COMMUTER COACH

---

**Contact:** NorthStar Corridor Development Authority  
**Address:** 2100 Third Avenue, Room 216  
Anoka, MN 55303  
**Telephone:** 763.422.7075  
**Fax:** 763-323-5556  
**E-mail:** [commutercoach@commutercoach.org](mailto:commutercoach@commutercoach.org)  
**Web Site:** <http://www.commutercoach.org>

## 2004 Achievements:

- Surveyed riders to measure satisfaction with bus services.
- Provided additional service during six week bus strike.
- Increased average daily ridership 68 percent during the bus strike.
- Increased ridership 38.5 percent since October 2001.

## Long Range Plans (2006 - 2011):

- Secure funding for continued operation until it can be replaced with Northstar Commuter rail service.



## SYSTEM SNAPSHOT:

**Legal Name:** NorthStar Commuter Coach  
**Type of Government:** Joint Powers Authority  
**Areas Served:** Sherburne and Anoka Counties  
**Legislative Districts:** 16B, 47A, 47B and 49A  
**Congressional District:** 3 and 6

---

**Vehicles:** 7 Class 700 (large) over-the-road coaches  
**Service Type:** Fixed Route  
**Days of Service:** Monday-Friday 5:25 a.m. to 8:50 a.m. and 3:30 p.m. to 6:55 p.m.  
**Base Fare:** \$3.50 and \$2.50  
**Funding Class:** Special Appropriation

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$645,152  
**Total Cost Per Passenger:** \$4.47  
**Ridership:** 144,277  
**System Miles:** 277,750



# PAUL BUNYAN TRANSIT

---

**Contact Person:** Greg Negard  
**Title:** Executive Director  
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Bemidji, Minnesota 56601  
**Telephone:** 218. 751. 8765  
**Fax:** 218.444.9521  
**E-Mail:** [pbtrans@paulbunyan.net](mailto:pbtrans@paulbunyan.net)  
**Home Page:** <http://www.paulbunyan.net>



## SYSTEM SNAPSHOT:

**Legal Name:** Paul Bunyan Transit  
**Type of Government:** Non-Profit  
**Area Served:** Beltrami County, City of Bemidji  
**Legislative District:** 2B and 4A  
**Congressional District:** 7 and 8

---

## 2004 Achievements:

- Outfitted bus fleet with Advanced Vehicle Locator (AVL) to aid with dispatch services.
- Developed four work stations for AVL system.
- Advertised on buses to increase revenue.

## 2005 Objectives:

- Continue to develop Park-N-Ride locations with both universities.
- Execute marketing plan.
- Develop deviated route service standards.

## Long Range Plans (2006 - 2011):

- Continue to explore for compatible software to compliment the AVL system.
- Continue to explore coordination opportunities to improve service.

**Vehicles:** 5 Class 400 (medium), 2 Class 500 (medium)

**Service Type:** Dial-A-Ride and Subscription

**Days of Service:** Monday, Tuesday, Wednesday, Friday 7:00 a.m.-6:00 p.m., Thursday 7:00 a.m.-10:00 p.m., Saturday 8:00 a.m.-5:00 p.m., Sunday 10:00 a.m.-3:00 p.m.

**Base Fare:** \$1.25

**Funding Class:** Small Urban and Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$460,231.08

**Total Cost Per Passenger:** \$5.34

**Bus Only Ridership:** 86,261

**Volunteer Ridership:** 96

**Annual System Miles:** 220,800

**Volunteer Miles:** 20,784





# PELICAN RAPIDS TRANSIT

---



**Contact Person:** Donald Solga  
**Title:** Administrative Assistant  
**Address:** 315 North Broadway, PO Box 350  
Pelican Rapids, MN 56572  
**Telephone:** 218.863.6571  
**Fax:** 218.863.7077  
**E-Mail:** [citypr@loretel.net](mailto:citypr@loretel.net)  
**Web Site:** [www.pelicanrapids.com](http://www.pelicanrapids.com)

## SYSTEM SNAPSHOT:

**Legal Name:** Pelican Rapids, City of  
**Type of Government:** City  
**Area Served:** City of Pelican Rapids  
**Legislative District:** 10A  
**Congressional District:** 7

---

**Vehicles:** 1 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 8:00 a.m.-5:00 p.m.  
**Base Fare:** \$.25  
**Funding Class:** Rural

---

## 2004 Achievements:

- Installed radio in bus
- Maintained ridership.

## 2005 Objectives:

- Increase ridership 5 to 10 percent.
- Maintain consistent cost-per-mile.
- Maintain hours of service.

## Long Range Plans (2006 - 2011):

- Replace one transit vehicle.
- Maintain relations with diverse community groups.

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$7,828.68  
**Total Cost Per Passenger:** \$1.67  
**Ridership:** 4,689  
**Annual System Miles:** 4,867



# PINE RIVER RIDE WITH US BUS

---

**Contact Person:** Barbara Jorgenson  
**Title:** Transit Administrator  
**Address:** P.O. Box 87  
Pine River, MN 56474  
**Telephone:** 218.587.2440  
**Fax:** 218.587.2168  
**E-Mail:** [prridewithusbus@hotmail.com](mailto:prridewithusbus@hotmail.com)

## 2004 Achievements:

- Reduced maintenance cost-per-mile .
- Received and painted one new transit vehicle.
- Completed 14 plus accident free years.
- Increased ridership.

## 2005 Objectives:

- Increase ridership above 2004 levels.
- Reduce maintenance cost-per-mile from projected .054 to .051.
- Reduce vehicle cost-per-mile from projected 5.92 to 5.89.

## Long Range Plans (2006 - 2011):

- Expand current bi-monthly trips to Brainerd to three times per month.
- Explore coordination with Crow Wing County.
- Replace transit vehicle.

## SYSTEM SNAPSHOT:



**Legal Name:** Pine River, City of  
**Type of Government:** City  
**Area Served:** City of Pine River  
**Legislative District:** 4B  
**Congressional District:** 8

---

**Vehicles:** 1 Class 300 (small)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 8:45 a.m.-4:15 p.m.  
**Base Fare:** \$0.75  
**Funding Class:** Rural

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$56,134,41  
**Total Cost Per Passenger:** \$9.55  
**Ridership:** 5,875  
**Annual System Miles:** 10,938



# PIPESTONE COUNTY TRANSIT SYSTEM

---



**Contact Person:** Bill McVicker  
**Title:** Transit Director  
**Address:** 417 8th Avenue Southeast  
Pipestone, MN 56164  
**Telephone:** 507.825.6713  
**Fax:** 507.825.6734  
**E-Mail:**  
[bill.mcvicker@co.pipestone.state.mn.us](mailto:bill.mcvicker@co.pipestone.state.mn.us)  
**Home Page:** [www.pjs@mntm.org](http://www.pjs@mntm.org)

## SYSTEM SNAPSHOT:

**Legal Name:** Pipestone County  
**Type of Government:** County  
**Area Served:** Pipestone County  
**Legislative District:** 22 and 22A  
**Congressional District:** 1

### 2004 Achievements:

- Met budget objective of \$240,000 for operating expenses.
- Exceeded passenger forecast by 5 percent.

### 2005 Objectives:

- Reorganize service hours to best meet demands for the 2004/2005 school year.
- Develop Foodshelf promotion to stimulate ridership.
- Meet or exceed Service Guidelines as established by Board of Commissioners.

### Long Range Plans (2006 - 2011):

- Upgrade garage facility.
- Investigate various computer assisted dispatch programs.
- Partner with Rock, Pipestone, Murray, Lincoln and Lyon counties.

---

**Vehicles:** 4 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 6:00 a.m.-5:00 p.m.,  
Saturday 9:00 a.m.-3:00 P.M., Sunday 8:00 a.m.-1:00 p.m.

**Base Fare:** \$1.25

**Funding Class:** Countywide

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$231,093.09

**Total Cost Per Passenger:** \$5.54

**Ridership:** 41,749

**Annual System Miles:** 101,576



# PRAIRIE FIVE RIDES

---

**Contact Person:** Richard Olson  
**Title:** Transit Program Manager  
**Address:** 7th & Washington, PO Box 695  
Montevideo, MN 56265  
**Telephone:** 320.269.8727  
**Fax:** 320.269.6570  
**E-Mail:** [dickp5@willmar.com](mailto:dickp5@willmar.com)  
**Home Page:**  
[www.prairiefive.com/transportation](http://www.prairiefive.com/transportation)

## 2004 Achievements:

- Completed 1,400 rides above 2003 for period of January through May.
- Successful receipt for a grant from the Department of Human Services.

## 2005 Objectives:

- Hire a full-time bus Operations Manager.
- Provide 70,000 to 75,000 rides.
- Obtain Special Transportation Services (STS) Certification.

## Long Range Plans (2006 - 2011):

- Maintain ridership.
- Construct bus garages in key areas.

## SYSTEM SNAPSHOT:



**Legal Name:** Prairie Five CAC, Inc.  
**Type of Government:** Community Action Agency  
**Area Served:** Counties of Big Stone, Chippewa, Lac qui Parle, Swift, and Yellow Medicine; Cities of Madison, Canby, Appleton and Ortonville; and Montevideo Regional Center  
**Legislative District:** 20, 20A and 20B  
**Congressional District:** 6

**Vehicles:** 10 Class 400 (medium)  
**Service Type:** Dial-A-Ride and Route Deviation  
**Days of Service:** Monday-Friday 7:00 a.m.-6:00 p.m.  
**Base Fare:** \$1.00 (city); \$0.20 per mile (county)  
**Funding Class:** Multi-County

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$523,734.05  
**Total Cost Per Passenger:** \$7.91  
**Ridership:** 66,177  
**Annual System Miles:** 128,324  
**Volunteer Ridership:** 6,197  
**Volunteer System Miles:** 203,286



# PRAIRIELAND TRANSIT SYSTEM

---

**Contact Person:** Karen DeBoer  
**Title:** Director  
**Address:** 1106 Third Avenue PO Box 787  
Worthington, MN 56187-0787  
**Telephone:** 507.376.3322, Ext. 231  
**Fax:** 507.372.4372  
**E-Mail:** [kdeboer@smoc.us](mailto:kdeboer@smoc.us)

## 2004 Achievements:

- Increased child and youth ridership by providing preschool transportation.
- Collaborated with RSVP and the Nobles County Library.
- Reduced cost-per-hour.

## 2005 Objectives:

- Increase ridership on rural routes through marketing effort.
- Increase usage of accessible transportation.
- Reduce cost per passenger by increasing revenues generated.

## Long Range Plans (2006 - 2011):

- Increase awareness of public transit.
- Create more private and public partnerships to coordinate transportation systems.
- Expand service hours to include weekday work force needs and weekends.



## SYSTEM SNAPSHOT:

**Legal Name:** Southwestern Minnesota Opportunity Council, Inc.

**Type of Government:** CAP

**Area Served:** Nobles County, City of Worthington

**Legislative District:** 22, 22A and 22B

**Congressional District:** 1

---

**Vehicles:** 3 Class 400 (medium)

**Service Type:** Route Deviation and Dial-A-Ride

**Days of Service:** Monday 7:00 a.m.-4:44 p.m.,  
Tuesday 7:00 a.m.-4:28 p.m., Wednesday  
7:00 a.m.-5:34 p.m., Thursday 7:00 a.m.-6:04 p.m.,  
and Friday, 10:00 a.m.-3:00 p.m.

**Base Fare:** \$2.00

**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$234,596.64

**Total Cost Per Passenger:** \$6.68

**Ridership:** 35,125

**Annual System Miles:** 88,369

**Volunteer Ridership:** 1,942

**Volunteer System Miles:** 3,836

**Nobles County Heartland Express** <sup>SM</sup>





# RAINBOW RIDER TRANSIT

---

**Contact Person:** Harold Jennissen  
**Title:** Transit Director  
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Lowry, MN 56349  
**Telephone:** 320.283.5065  
**Fax:** 320.283.5066  
**E-Mail:** [hjenn@runestone.net](mailto:hjenn@runestone.net)

## 2004 Achievements:

- On track to increase ridership by 10 percent.
- Added service to three communities.
- Completed construction of a bus garage in Alexandria.

## 2005 Objectives:

- Increase ridership by 5 percent.
- Add evening service.
- Provide Safety and Customer Service training opportunity for all employees.

## Long Range Plans (2006 - 2011):

- Expand transit service.
- Expand Lowry office and bus garage.
- Pursue capital dollars to expand bus fleet.

## SYSTEM SNAPSHOT:

**Legal Name:** Rainbow Rider Transit Board  
**Type of Government:** Joint Powers  
**Area Served:** Counties of Douglas, Pope, Stevens and Traverse  
**Legislative District:** 7  
**Congressional District:** 13A

---

**Vehicles:** 17 Class 400 (medium), 2 Class 500 (medium)  
**Service Type:** Route Deviation, Dial-A-Ride, and Subscription  
**Days of Service:** Monday-Friday 6:00 a.m.-5:00 p.m.  
**Base Fare:** \$2.00  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$822,072.66  
**Total Cost Per Passenger:** \$7.74  
**Ridership:** 106,276  
**Annual System Miles:** 447,815  
**Volunteer Ridership:** 3,582  
**Volunteer System Miles:** 244,817



# RED LAKE TRANSIT

---

**Contact Person:** Michael D. Ness  
**Title:** Director  
**Address:** BIA Building, Hwy 1, PO Box 274  
Red Lake, MN 56671  
**Telephone:** 218.679.3361 X 1424  
**Fax:** 218.679.2761  
**E-Mail:** [rltrans@paulbunyan.net](mailto:rltrans@paulbunyan.net)

## 2004 Achievements:

- Initiated regular service to the Ponemah area.
- Put a new bus into service.
- Sponsored lead driver to become a Special Transportation Services (STS) trainer.

## 2005 Objectives:

- Construct a joint use facility for maintenance, storage and administrative functions.
- Establish policies to coordinate total transit services into a convenient, cohesive, user friendly system.
- Increase ridership 10 percent.

## Long Range Plans (2006 - 2011):

- Upgrade software to better meet transit needs.
- Upgrade communications to include radio service with GPS capabilities.

## SYSTEM SNAPSHOT:



**Legal Name:** Red Lake Band of Chippewa Indians  
**Type of Government:** Tribal  
**Area Served:** Red Lake Reservation: Cities of Redby, Little Rock Community, Ponemah, Bemidji and Red Lake  
**Legislative District:** 2B  
**Congressional District:** 7

---

**Vehicles:** 1 Class 300 (small), 2 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 6:00 a.m.-6:00 p.m.  
**Base Fare:** \$1.00; \$0.50 for seniors (+55) and students  
**Funding Class:** Rural

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$151,936.87  
**Total Cost Per Passenger:** \$26.36  
**Ridership:** 5,765  
**Annual System Miles:** 59,906



## RED WING RIDE

---

**Contact Person:** Jay T. McCleary  
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**Address:** 229 Tyler Road North  
Red Wing MN 55066  
**Telephone:** 651.385.3674  
**Fax:** 651.388.0243  
**E-Mail:** [jay.mccleary@ci.red-wing.mn.us](mailto:jay.mccleary@ci.red-wing.mn.us)

Prepared to merge with Three Rivers Community Action-Hiawathaland Transit for services in Goodhue and Wabasha Counties. Service will begin in January 2005.

### SYSTEM SNAPSHOT:



**Legal Name:** Red Wing, City of  
**Type of Government:** City  
**Area Served:** City of Red Wing, Featherstone Township, Hay Creek Township and Wacouta Township  
**Legislative District:** 28A  
**Congressional District:** 2

---

**Vehicles:** 5 Class 400 (medium)  
**Service Type:** Route Deviation; Dial-A-Ride  
**Days of Service:** Monday-Friday 7:00 a.m.-5:00 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Small Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$318,695.61  
**Total Cost Per Passenger:** \$5.60  
**Ridership:** 56,924  
**Annual System Miles:** 140,436

THE *Red Wing*  
RIDE



# RENVILLE COUNTY HEARTLAND EXPRESS

**Contact Person:** Rachel Schneiderman  
**Title:** Transit Director  
**Address:** 301 S 7th Street  
Olivia, Mn 56277  
**Telephone:** 320.523.3589  
**Fax:** 320.523.3565  
**E-Mail:** [rachel\\_s@co.renville.mn.us](mailto:rachel_s@co.renville.mn.us)



## SYSTEM SNAPSHOT:

**Legal Name:** Renville County  
**Type of Government:** County  
**Area Served:** Renville County  
**Legislative District:** 20B  
**Congressional District:** 7

## 2004 Achievements:

- Increased hourly transit service in the City of Renville, including Danube.
- Reclassified contracted bus drivers to Renville County employees.
- Replaced one full-time position into four part-time positions.

## 2005 Objectives:

- Increase senior and youth ridership.
- Continue to increase transit hours as appropriate to balance needs.
- Continue to educate and market the transit system to the community.

## Long Range Plans (2006 - 2011):

- Maintain the transit fleet.
- Continue to grow the transit system to reach all cities in Renville County.
- Market to local business to utilize the transit system to meet their needs.

**Vehicles:** 5 Class 400 (medium)

**Service Type:** Countywide

**Operating Class:** Dial-A-Ride and Route Deviation

**Days of Service:** Monday Friday 6:30 a.m. 5:30 p.m.

**Base Fare:** \$1.00

**Funding Class:** Countywide

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$224,462.58

**Total Cost Per Passenger:** \$9.20

**Ridership:** 24,399

**Annual System Miles:** 98,292

**Volunteer Ridership:** 2,887

**Volunteer System Miles:** 88,863





# RIVERRIDER PUBLIC TRANSIT

---

**Contact Person:** Chad Gessell  
**Title:** Transit Director  
**Address:** 17211 East Highway 10, Suite C  
Big Lake, MN 55309  
**Telephone:** 763.263.0101  
**Fax:** 763.263.0112  
**E-Mail:** [chadg@sherbtel.net](mailto:chadg@sherbtel.net)

## SYSTEM SNAPSHOT:



**Legal Name:** RiverRider Public Transit System  
**Type of Government:** County  
**Area Served:** Cities of: Buffalo, Monticello, Elk River;  
Counties of Wright and Sherburne  
**Legislative District:** 15B, 16A, 16B, 18A, 19A, 19B  
and 48A  
**Congressional District:** 6

---

**Vehicles:** 2 Class 400 (medium), 4 Class 500  
(medium), 2 Class 600 (large)  
**Service Type:** Route Deviation; Dial-A-Ride  
Route Guarantee and Subscription  
**Days of Service:** Monday-Friday 7:00 a.m.-5:00 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Small Urban, Countywide and  
Multi-County

---

## 2004 Achievements:

- Completed second successful year of joint powers agreement.
- Increased ridership in all passenger categories.
- Hired a new Transit Director

## 2005 Objectives:

- Implement a marketing plan to focus on increasing ridership.
- Explore coordinating resources with surrounding communities.
- Update brochures, website and policy manuals.

## Long Range Plans (2006 - 2011):

- Explore constructing transit facilities and a potential possible joint venture with Sherburne County and City of Becker.
- Operate deviated fixed routes in the communities of Elk River and Buffalo.
- Continue dispatch coordination with Annandale Heartland and Monticello Heartland Express.

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$557,472.54  
**Total Cost Per Passenger:** \$8.58  
**Ridership:** 64,993  
**Annual System Miles:** 204,031





# ROCHESTER CITY LINES

---

**Contact Person:** Anthony Knauer  
**Title:** Transit and Parking Administrator  
**Address:** Department of Public Works, 201 S.E. 4<sup>TH</sup> Street, Room 108, Rochester, MN 55904  
**Telephone:** 507.287.1976  
**Fax:** 507.281.6216  
**E-Mail:** [tknauer@ci.rochester.mn.us](mailto:tknauer@ci.rochester.mn.us)  
**Home Page:**  
[http://www.rochestermn.gov/publicworks/Transportation/transportation\\_main.htm](http://www.rochestermn.gov/publicworks/Transportation/transportation_main.htm)



## SYSTEM SNAPSHOT:

**Legal Name:** Rochester, City of  
**Type of Government:** City  
**Area Served:** City of Rochester  
**Legislative District:** 29 and 30  
**Congressional District:** 1

## 2004 Achievements:

- Maintained a farebox recovery ratio of 40–43 percent (through June 30).
- Attained service efficiency of 22 pass per revenue hour and 1.5 pass per revenue mile (through June 30).
- Continued to upgrade the transit fleet.

## 2005 Objectives:

- Maintain a farebox recovery ratio of 40 percent.
- Complete the Transit Development Plan.
- Continue to update transit fleet.

## Long Range Plans (2006 - 2011):

- Establish peak hour service in every neighborhood.
- Continue the development of park and ride lots.
- Implement the seven year Capital Improvement Plan.

---

**Vehicles:** 38 Class 700 (large)  
**Service Type:** Fixed Route  
**Days of Service:** Monday-Friday 5:30 a.m.-10:00 p.m., Saturday 7:00 a.m.-7:00 p.m.  
**Base Fare:** \$2.00  
**Funding Class:** Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$2,891,146.44  
**Total Cost Per Passenger:** \$2.41  
**Ridership:** 1,201,222  
**Annual System Miles:** 951,190



# ROCHESTER ZUMBRO INDEPENDENT PASSENGER SERVICE (ZIPS)

---

**Contact Person:** Anthony Knauer  
**Title:** Transit Director  
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**Telephone:** 507.287.1976  
**Fax:** 507.281.6216  
**E-Mail:** [tknauer@ci.rochester.mn.us](mailto:tknauer@ci.rochester.mn.us)  
**Home Page:**  
[http://www.rochestermn.gov/publicworks/Transportation/transportation\\_main.htm](http://www.rochestermn.gov/publicworks/Transportation/transportation_main.htm)

## SYSTEM SNAPSHOT:



**Legal Name:** Rochester, City of  
**Type of Government:** City  
**Area Served:** City of Rochester; Townships of Minnesota, Cascade, Haverhill, Marion and Rochester  
**Legislative District:** 29A, 29B, 30A and 30B  
**Congressional District:** 1

---

### 2004 Achievements:

- Maintained 20 percent farebox recovery ratio.
- Attempted to meet productivity measurements of 5.5 passengers per hour and .5 passengers per mile.
- Client ride times did not to exceed 60 minutes.

### 2005 Objectives:

- Maintain a 20 percent farebox return ratio.
- Client ride times not to exceed 60 minutes.
- Meet productivity measurements of 5.5 passengers per hour and .5 passengers per mile.

### Long Range Plans (2006 - 2011):

- Meet service goals (currently being evaluated during the Transit Development Plan process).
- Integrate dial-a-ride and regular route operation.
- Start electronic dispatch.

**Vehicles:** 1 Class 500 (large), 5 Class 600 (large)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 5:30 a.m-10:00 p.m.; Saturday 7:00 a.m. a.m.-7:00 p.m.  
**Base Fare:** \$2.00; Agency Fare \$4.85  
**Funding Class:**

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$441,035.37  
**Total Cost Per Passenger:** \$9.14  
**Ridership:** 48,245  
**Annual System Miles:** 180,417



# ROCK COUNTY HEARTLAND EXPRESS

---



**Contact Person:** Terrie Gulden  
**Title:** Transit Director  
**Address:** 2 Roundwind Road, P.O. Box 713  
Luverne, MN 56156  
**Telephone:** 507.283.5058  
**Fax:** 507.283.5074  
**E-Mail:** [terrie.gulden@co.rock.mn.us](mailto:terrie.gulden@co.rock.mn.us)

## SYSTEM SNAPSHOT:

**Legal Name:** Rock County  
**Type of Government:** County  
**Area Served:** Cities of Luverne, Hardwick, Magnolia, Kenneth, Kanaranzi, Steen, Hills, Jasper and Ash Creek  
**Legislative District:** 22A  
**Congressional District:** 1

---

## 2004 Achievements:

- On target to achieve five passengers per hour hour.
- Increased ridership.
- Increased farebox recovery ratio.

## 2005 Objectives:

- Construct a new office and garage facility.
- Participate in a statewide low-cost marketing program.
- Celebrate transit system's 30<sup>th</sup> anniversary!

## Long Range Plans (2006 - 2011):

- Implement a computer-assisted dispatch system.
- Continue to evaluate coordination strategies for cost effective regional transportation.

**Vehicles:** 4 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 7:30 a.m.-5:00 p.m.  
Sunday 8:00 a.m.-12:00 p.m.  
**Base Fare:** \$1.50 in Luverne/\$3.00 countywide  
**Funding Class:** Countywide

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$225,907.74  
**Total Cost Per Passenger:** \$9.46  
**Ridership:** 23,889  
**Annual System Miles:** 69,067

Rock County Heartland Express



# RUM RIVER TRANSPORTATION COLLABORATIVE

---



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**Title:** Executive Director  
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Milaca, MN 56353  
**Telephone:** 320.983.5964  
**Fax:** 320.983.3294  
**E-Mail:** [helen.pieper@citlink.net](mailto:helen.pieper@citlink.net)

## SYSTEM SNAPSHOT:

**Legal Name:** Rum River Transportation Collaborative, Inc.

**Type of Government:** Non-Profit

**Area Served:** Mille Lacs County

**Legislative District:** 16A

**Congressional District:** 8

## 2004 Achievements:

- Completed and implemented a more comprehensive accounting program.
- Implemented website.
- Updated service guidelines.

## 2005 Objectives:

- Plan the promotion celebrating 10th year anniversary of providing public transit.
- Re-name service and establish new logo.
- Increase ridership in the north end of the county.

---

**Vehicles:** 4 Class 400 (medium)

**Service Type:** Route Deviation, Dial-A-Ride and Route Guarantee

**Days of Service:** Monday-Friday 7:00 a.m.-4:00 p.m.

**Base Fare:** \$2.00

**Funding Class:** Countywide

---

## Long Range Plans (2006 - 2011):

- Develop feeder service for commuter rail to Twin Cities.
- Explore opportunities to transport adult daycare residents in the county.
- Increase service hours to accommodate more work trips.

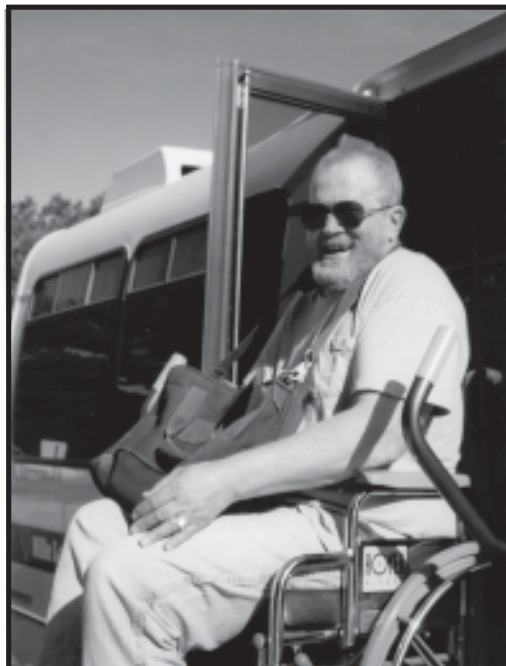
## 2003 SYSTEM DATA:

**Total Operating Costs:** \$181,832.55

**Total Cost Per Passenger:** \$12.18

**Ridership:** 14,929

**Annual System Miles:** 90,860



# SEMCAC TRANSPORTATION

---

**Contact Person:** Elaine McGarry  
**Title:** Transportation Director  
**Address:** 204 S. Elm Street; P.O. Box 549  
Rushford, MN 55971  
**Telephone:** 507.864.7741  
**Fax:** 507.864.2440  
**E-Mail:** [elaine.mcgarry@semcac.org](mailto:elaine.mcgarry@semcac.org)  
**Home Page:** [www.semcac.org](http://www.semcac.org)

## 2004 Achievements:

- Updated out dated/high maintenance transit vehicle
- Increase ridership by 6 percent.
- Recruited 15 new volunteer drivers.

## 2005 Objectives:

- Increase total ridership by 10 percent.  
Focus on Fillmore and Winona Counties.
- Develop ridership in Preston, Harmony, and Chatfield (new route).
- Complete specific marketing activity for each route.
- Recruit 15 new volunteer drivers for Volunteer Driver Program.

## Long Range Plans (2006 - 2011):

- Expand bus service in Fillmore County.
- Expand bus service in Winona County.
- Expand bus service in Houston County.

## SYSTEM SNAPSHOT:



**Legal Name:** Semcac

**Type of Government:** Private Non-Profit

**Area Served:** Counties of Dodge, Fillmore, Houston, Steele and Winona

**Legislative District:** 26A, 26B, 27B, 28B, 29A, 31A and 31B

**Congressional District:** 1

---

**Vehicles:** 2 Class 300 (small), 6 Class 400 (medium)

**Service Type:** Route Deviation, Dial-A-Ride, Route Guarantee and Subscription

**Days of Service:** Monday-Friday 7:00 a.m.-4:30 p.m.

**Base Fare:** \$1.00

**Funding Class:** Countywide and Multi-County

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$140,890.74

**Total Cost Per Passenger:** \$4.05

**Ridership:** 34,798

**Annual System Miles:** 70,482





# ST. CLOUD METRO BUS

---

**Contact Person:** David W. Tripp  
**Title:** Executive Director  
**Address:** 665 Franklin Avenue N.E.  
St. Cloud, MN 56304  
**Telephone:** 320.251.1499  
**Fax:** 320.251.3499  
**E-Mail:** [dtripp@stcloudmtc.com](mailto:dtripp@stcloudmtc.com)  
**Home Page:** [www.stcloudmtc.com](http://www.stcloudmtc.com)

## 2004 Achievements:

- After a successful demonstration in 2003, created a permanent Free Ride transit fare program with St. Cloud State University (SCSU) and St. Cloud Technical College (SCTC).
- Opened a new permanent sheltered bus stop at Crossroads Shopping Center.
- Successfully installed and implemented a fleetwide digital video surveillance system.

## 2005 Objectives:

- Continue system-wide ridership increases from SCSU and SCTC Free Ride programs.
- Complete update to the Transit Development Program Long Range Transit Plan.
- Continue to seek passenger-per-hour performance improvements.

## Long Range Plans (2006 - 2011):

- Restructuring of select routes and service centers to improve performance, coverage area, ridership and budgetary constraints.
- Expansion of fixed routes and services to underserved areas.
- Continue integrating transit as a component of the St. Cloud Metro area growth.



## SYSTEM SNAPSHOT:

**Legal Name:** St. Cloud Metropolitan Transit Commission

**Type of Government:** Transit Authority

**Area Served:** Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park

**Legislative District:** 16A, 16B and 17A

**Congressional District:** 6

---

**Vehicles:** 31 Class 700 (large)

**Service Type:** Dial-A-Ride and Route Guarantee

**Days of Service:** Monday-Friday 5:25 a.m.-9:45 p.m.,  
Saturday 7:45 a.m.-6:45 p.m., Sunday 5:15 p.m.-  
12:15 a.m.

**Base Fare:** \$0.65

**Funding Class:** Urban and Paratransit

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$3,741,870.27

**Total Cost Per Passenger:** \$2.40

**Ridership:** 1,557,673

**Annual System Miles:** 1,071,850

# ST. CLOUD METRO PLUS PARATRANSIT



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**E-Mail:** [dtripp@stcloudmtc.com](mailto:dtripp@stcloudmtc.com)  
**Home Page:** [www.stcloudmtc.com](http://www.stcloudmtc.com)

## SYSTEM SNAPSHOT:

**Legal Name:** St. Cloud Metropolitan Transit Commission

**Type of Government:** Transit Authority

**Area Served:** Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park

**Legislative District:** 16A, 16B and 17A

**Congressional District:** 6

## 2004 Achievements:

- After a successful demonstration in 2003, created a permanent Free Ride transit fare program with St. Cloud State University (SCSU) and St. Cloud Technical College (SCTC).
- Opened a new permanent sheltered bus stop at Crossroads Shopping Center.
- Successfully installed and implemented a fleet-wide digital video surveillance system.

## 2005 Objectives:

- Continue system-wide ridership increases from SCSU SCSU and SCTC Free Ride programs.
- Complete update to the Transit Development Program Long Range Transit Plan.
- Continue a system-wide bus stop and shelter replacement improvements.

## Long Range Plans (2006 - 2011):

- Restructuring of select routes to improve performance, coverage area, ridership and budgetary constraints.
- Expansion of fixed routes and hours of service to underserved areas.
- Continue integrating transit as a component of the St. Cloud area growth.

**Vehicles:** 19 Class 700 (large)

**Service Type:** Dial-A-Ride and Route Guarantee

**Days of Service:** Monday-Friday 5:30 a.m.-Midnight, Saturday 8:00 a.m.-6:30 p.m. Sunday 9:00 a.m.-6:00 p.m.

**Base Fare:** \$1.30

**Funding Class:** Paratransit

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$1,583,962.81

**Total Cost Per Passenger:** \$15.08

**Ridership:** 105,055

**Annual System Miles:** 377,647



# SAINT PETER TRANSIT

---

**Contact Person:** Dwile Kwasniewski  
**Title:** Transit Coordinator  
**Address:** 227 South Front Street  
St. Peter, Mn 56082  
**Telephone:** 507.934.0717  
**Fax:**  
**E-Mail:** [dwilek@saintpetermn.gov](mailto:dwilek@saintpetermn.gov)

## 2004 Achievements:

- Added two new part time drivers.
- Developed a marketing plan for 2005.

## 2005 Objectives:

- Reduce repair and maintenance expenses by utilizing in house service technician.
- Implement activities of marketing plan.

## Long Range Plans (2006 – 2011):

- Build new garage facility.
- Replace transit vehicles.
- Continue to expand marketing program to increase ridership.

## SYSTEM SNAPSHOT:



**Legal Name:** St. Peter, City of  
**Type of Government:** City  
**Area Served:** Cities of St. Peter and Kasota  
**Legislative District:** 29B  
**Congressional District:** 1

---

**Vehicles:** 3 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 7:00 a.m.-8:00 p.m.,  
Saturday 10:00 a.m.-5:00 p.m.  
**Base Fare:** \$1.75  
**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$201,150.66  
**Total Cost Per Passenger:** \$6.78  
**Ridership:** 29,687  
**Annual System Miles:** 62,714



# STEELE COUNTY AREA TRANSIT

---

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Owatonna, MN 55060  
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**Home Page:**  
[www.co.steele.mn.us/scat/scat.html](http://www.co.steele.mn.us/scat/scat.html)



## SYSTEM SNAPSHOT:

**Legal Name:** Steele County Area Transit (SCAT)  
**Type of Government:** County  
**Area Served:** Steele County  
**Legislative District:** 28A and 28B  
**Congressional District:** 1

### 2004 Achievements:

- Restructured the fare rates to increase revenues for service operations.
- Increased advertising revenues.
- Expanded number of buses.

### 2005 Objectives:

- Increase ridership by 8 percent.
- Integrate pre-school transit program.
- Increase advertisements on fleet for additional revenue source.

### Long Range Plans (2006 - 2011):

- Attract new riders and increase current ridership by 10 percent..
- Secure long-term funding to achieve financial stability.
- Explore potential merger with other small transit systems.

---

**Vehicles:** 4 Class 400 (medium)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday-Friday 6:00 a.m.-6:00 p.m.,  
Saturday 9:00 a.m.-3:00 p.m., Sunday 7:30 a.m.-1:00 p.m.

**Base Fare:** \$1.00

**Funding Class:** Countywide

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$284,889.51

**Total Cost Per Passenger:** \$4.69

**Ridership:** 60,781

**Annual System Miles:** 144,287



# STEWARTVILLE HEARTLAND EXPRESS

---



**Contact Person:** Barbara K. Neubauer  
**Title:** Finance Director  
**Address:** 105 East 1st Street, P.O. Box 275  
Stewartville, MN 55976  
**Telephone:** 507.533.4745  
**Fax:** 507.533.4746  
**E-Mail:** [bneubauer@chartermi.net](mailto:bneubauer@chartermi.net)

## SYSTEM SNAPSHOT:

**Legal Name:** Stewartville, City of  
**Type of Government:** City  
**Area Served:** Cities of Stewartville, High Forest and Pleasant Grove  
**Legislative District:** 30  
**Congressional District:** 1

## 2004 Achievements:

- Implemented bus service with daily routes to Rochester.
- Maintained ridership.
- Service to two (2) new subdivisions.

## 2005 Objectives:

- Explore the feasibility of merging with the City of Rochester.
- Continue researching other avenues to increase ridership, ie, work runs.
- Develop and distribute brochures to market transit service.

## Long Range Plans (2006 - 2011):

- To continue to provide high quality, cost effective transit service.
- Coordinate with surrounding transit systems.

---

**Vehicles:** 1 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 8:30 a.m.-5:30 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$60,781.93  
**Total Cost Per Passenger:** \$5.64  
**Ridership:** 10,768  
**Annual System Miles:** 15,413





# THREE RIVERS HIAWATHALAND TRANSIT

---



**Contact Person:** Amy Kuchera  
**Title:** Transportation Director  
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Zumbrota, MN 55992  
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**Fax:** 507.732.8547  
**E-Mail:** [amy.kuchera@threeriverscap.org](mailto:amy.kuchera@threeriverscap.org)

## 2004 Achievements:

- Increased ridership by 3 percent.
- Added a second bus to accommodate service demand in Cannon Falls.

## 2005 Objectives:

- Successfully merge transit systems the Red Wing "The Ride" with Three Rivers Community Action Hiawathaland Transit.
- Explore expanding service to outlying communities (Zumbrota, Kenyon, Wannamingo).

## Long Range Plans (2006 – 2011):

- Devise a proposal to decrease the number of third party operators.
- Explore the possibility of operating a route that provides riders access to other cities in the service area.

## SYSTEM SNAPSHOT:

**Legal Name:** Three Rivers Community Action, Inc.

**Type of Government:** Community Action Program

**Area Served:** Cities of Cannon Falls, Elgin, Kellogg, Lake City, Plainview, Red Wing, Wabasha and surrounding townships

**Legislative District:** 2B, 28A, 28B, 29, 29A, 29B and 37A

**Congressional District:** 1 and 28

---

**Vehicles:** 4 Class 400 (medium)

**Service Type:** Dial-A-Ride and Route Deviation

**Days of Service:** Monday-Friday 6:00 a.m.-6:00 p.m.,  
Saturday, 6:00 a.m. - 6:00 p.m.

**Base Fare:** \$1.50

**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$307,313.69

**Total Cost Per Passenger:** \$9.59

**Ridership:** 32,037

**Annual System Miles:** 87,812

**Volunteer Ridership:** 678

**Volunteer System Miles:** 22,216



# TRAILBLAZER TRANSIT

---

**Contact Person:** Gary Ludwig  
**Title:** Director  
**Address:** 112 Fifth Street, P. O. Box 88  
Gaylord, MN 55334  
**Telephone:** 507.237.3500  
**Fax:** 507.237.3503  
**E-Mail:** [gludwig@trailblazertransit.com](mailto:gludwig@trailblazertransit.com)

## 2004 Achievements:

- Reduced service and labor expenses in response to significant budget concerns.
- Obtained full compliance with drug and alcohol testing and other regulations by hiring a third-party.
- Moved Arlington office and garage to Gaylord.

## 2005 Objectives:

- Complete comprehensive employee and volunteer driver training manuals.
- Research and test route guarantees.

## Long Range Plans (2006 – 2011):

- Construct dispatch and garage facilities.
- Implement automated dispatching software.
- Participate in multi-agency mock disaster drill.

## SYSTEM SNAPSHOT:



**Legal Name:** Trailblazer Joint Powers Board  
**Type of Government:** Joint Powers  
**Area Served:** Counties of Sibley and McLeod  
**Legislative District:** 18A, 23A and 25A  
**Congressional District:** 7

---

**Vehicles:** 12 Class 400 (medium)  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday-Friday 6:30 a.m.-5:30 p.m.  
**Base Fare:** \$2.00  
**Funding Class:** Multi-County

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$838,943.43  
**Total Cost Per Passenger:** \$12.47  
**Ridership:** 67,291  
**Annual System Miles:** 372,780  
**Volunteer Ridership:** 3,600  
**Volunteer System Miles:** 124,889



# TRI-CAP TRANSIT CONNECTION

---

**Contact Person:** Linda Elfstrand  
**Title:** Transportation Director  
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St. Cloud, MN 56301  
**Telephone:** 320.202.7824  
**Fax:** 320.529.4841  
**E-Mail:** [linda.elfstrand@tricap.org](mailto:linda.elfstrand@tricap.org)  
**Home Page:** [www.tricap.org](http://www.tricap.org)



## SYSTEM SNAPSHOT:

**Legal Name:** Tri-County Action Programs, Inc.  
**Type of Government:** CAP  
**Area Served:** Counties of Benton and Stearns  
**Legislative District:** 13A, 14A, 14B, 15B and 16A  
**Congressional District:** 6 and 7

## 2004 Achievements:

- Updated transit brochure.
- Transitioned Tri-City bus service into Stearns County Dial-A-Ride.
- Completed customer satisfaction survey.

## 2005 Objectives:

- Develop complete marketing plan.
- Increase ridership from 3 to 3.5 passengers per hour.
- Install and begin using new bus maintenance program.

## Long Range Plans (2006 – 2011):

- Construct transit facility with bus storage and offices for Tri-Cap transit and social services.
- Replace and/or upgrade computer hardware and software.

**Vehicles:** 1 Class 300 (small), 5 Class 400 (medium), 2 Class 500 (medium), and 2 Class 600 (large)  
**Service Type:** Route Deviation; Dial-A-Ride, and Subscription  
**Days of Service:** Monday-Friday 7:00 a.m.- 5:00 p.m.  
**Base Fare:** \$1.00 - \$5.00  
**Funding Class:** Small Urban and Multi-County

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$353,307.00  
**Total Cost Per Passenger:** \$9.03  
**Ridership:** 39,126  
**Annual System Miles:** 183,234



# **TRI-VALLEY HEARTLAND EXPRESS BUS**



**Contact Person:** Michael S. Frisch  
**Title:** Transportation Program Manager  
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Crookston, MN 56716  
**Telephone:** 218.281.0700  
**Fax:** 218.281.0741  
**E-Mail:** [michael@tvoc.org](mailto:michael@tvoc.org)

## **SYSTEM SNAPSHOT:**

**Legal Name:** Tri-Valley Opportunity Council, Inc.  
**Type of Government:** CAP  
**Area Served:** Counties of Polk, Red Lake, Marshall, Norman, Pennington, and Crookston. Cities of Thief River Falls and Crookston  
**Legislative District:** 1 and 2  
**Congressional District:** 7

---

### **2004 Achievements:**

- Exceeded ridership by 2 percent.
- Driver placed first in the division one of the Minnesota Statewide Bus Rodeo.
- Started a collaboration to house state subsidized vehicles.

### **2005 Objectives:**

- Reduce cost per mile by \$.05.
- Increase ridership by 3 percent.
- Finalize collaborative facility project.

### **Long Range Plans (2006 – 2011):**

- Continue to form creative collaborations with providers in the five counties Tri-Valley serves.
- Expand transit in nearby counties that do not have public transit.

**Vehicles:** 11 Class 400 (medium) and 2 Class 500 (medium)  
**Service Type:** Route Deviation, Dial-A-Ride and Subscription  
**Days of Service:** Monday-Friday 7:15 a.m.-5:45 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Small Urban, Countywide and Mult-County

---

## **2003 SYSTEM DATA:**

**Total Operating Costs:** \$529,845.45  
**Total Cost Per Passenger:** \$7.43  
**Ridership:** 71,335  
**Annual System Miles:** 209,088



Tri-Valley Opportunity Council, Inc.  
**T.H.E. BUS**  
Tri-Valley Heartland Express

## VIRGINIA DIAL-A-RIDE

---

**Contact Person:** Ronald Lackner  
**Title:** City Clerk - Finance Director  
**Address:** City Hall, 327 First Street South  
Virginia, MN 55792  
**Telephone:** 218.748.7500  
**Fax:** 218.749.3580  
**E-Mail:** [lacknerr@virginia.mn.us](mailto:lacknerr@virginia.mn.us)

### 2004 Achievements:

- Purchased new vehicle.
- Restructured route schedule to reduce costs and improve efficiency.
- Held a public forum on dial-a-ride service.

### 2005 Objectives:

- Maintain existing bus service with continued funding reductions.
- Evaluate 2004 route enhancements and continue to adjust if appropriate.
- Implement marketing campaign.

### Long Range Plans (2006 – 2011):

- Increase ridership.
- Continue to evaluate the cost effectiveness of service and maximize efficiency.

### SYSTEM SNAPSHOT:



**Legal Name:** Virginia, City of  
**Type of Government:** City  
**Communities Served:** Cities of Virginia and Mount Iron  
**Legislative District:** 5A  
**Congressional District:** 8

---

**Vehicles:** 4 Class 500 (medium)  
**Service Type:** Dial-A-Ride and Subscription  
**Days of Service:** Monday-Friday, 6:30 a.m.-6:30 p.m.,  
Saturday 8:45 a.m.-6:30 p.m. and Sunday, 8:00 a.m.-  
6:00 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Small Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$173,895.83  
**Total Cost Per Passenger:** \$4.32  
**Ridership:** 40,232  
**Annual System Miles:** 77,894





## WADENA COUNTY - FRIENDLY RIDER

---



**Contact Person:** Pam Jensen  
**Title:** Transit Supervisor  
**Address:** 124 First Street SE  
Wadena, Minnesota 56482  
**Telephone:** 218.631.5730  
**Fax:** 218.631.7616  
**E-Mail:** [pam.jensen@co.wadena.mn.us](mailto:pam.jensen@co.wadena.mn.us)

### 2004 Achievements:

- Increased ridership to 2,000 per month.
- Increased riders from four to five per hour.
- Decreased cost to provide services.

### 2005 Objectives:

- Increase ridership to 2,250 per month.
- Achieve farebox recovery ratio of 20 percent.
- Decrease cost per hour to \$30.

### Long Range Plans (2006 – 2011):

- Remodel transit facility to include heat, wash bay and driver office space.
- Increase coordination with Section 5310 providers.

### SYSTEM SNAPSHOT:

**Legal Name:** Wadena County Social Services  
**Type of Government:** County  
**Communities Served:** Wadena County (Cities of: Wadena, Verndale, Sebeka, Menasha and North Staples)  
**Legislative District:** 10B  
**Congressional District:** 10

---

**Vehicles:** 3 Class 500 (medium)  
**Service Type:** Route Deviation; Dial-A-Ride  
**Days of Service:** Monday-Friday, 7:00 a.m.- 4:30 p.m.  
**Base Fare:** \$1.00  
**Funding Class:** Small Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$159,842.88  
**Total Cost Per Passenger:** \$13.39  
**Ridership:** 11,939  
**Annual System Miles:** 37,256



## **WATONWAN TAKE ME THERE (TMT)**

**Contact Person:** Marjorie R. Smith  
**Title:** Transit Director  
**Address:** P.O. Box 467, 1304 - 7th Avenue S.  
St. James, MN 56081  
**Telephone:** 507.375.7385  
**Fax:** 507.375.1301  
**E-Mail:** [marjorie.smith@co.watonwan.mn.us](mailto:marjorie.smith@co.watonwan.mn.us)

### **2004 Achievements:**

- Maintained farebox recovery level with decreased ridership.
- Established routes from standing orders.
- Completed rides and driving guides.

### **2005 Objectives:**

- Increase ridership per hour by marketing routes.
- Improve service to diverse population.
- Execute goals established in the marketing plan.

### **Long Range Plans (2006 – 2011):**

- Retain the dedicated and dependable employees of the transit system.
- Maintain farebox recovery ratio to keep the operating expenses in line with the budget.
- Continue to provide reliable, low-cost service to Watonwan County.

### **SYSTEM SNAPSHOT:**



**Legal Name:** Watonwan County  
**Type of Government:** County  
**Area Served:** Watonwan County  
**Legislative District:** 21B and 24A  
**Congressional District:** 1

---

**Vehicles:** 4 Class 400 (medium)  
**Service Type:** Dial-A-Ride and Subscription  
**Days of Service:** Monday-Friday 6:15 a.m.-5:00 p.m.  
**Base Fare:** \$1.25  
**Funding Class:** Countywide

---

### **2003 SYSTEM DATA:**

**Total Operating Costs:** \$168,703.26  
**Total Cost Per Passenger:** \$8.27  
**Ridership:** 20,411  
**Annual System Miles:** 146,344

**WATONWAN COUNTY'S  
"TAKE ME THERE" BUS  
WILL TAKE YOU  
THERE!!!!!!**



# WESTERN COMMUNITY ACTION TRANSPORTATION PROGRAM



**Contact Person:** Jeanette M. Aguirre  
**Title:** Transportation Director  
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Marshall, MN 56258  
**Telephone:** 507.537.1416  
**Fax:** 507.537.1849  
**E-Mail:** [jeanette.aguirre@wcainc.org](mailto:jeanette.aguirre@wcainc.org)  
**Home Page:** [wcainc.org](http://wcainc.org)

## SYSTEM SNAPSHOT:

**Legal Name:** Western Community Action, Inc.  
**Type of Government:** Community Action Program  
**Area Served:** Counties of Jackson, Lyon and Redwood  
and City of Marshall  
**Legislative District:** 21A, 21B and 22B  
**Congressional District:** 2

## 2004 Achievements:

- Increased rider base by 15 percent as a result effective monthly ride incentives and marketing.
- Heightened program awareness through monthly radio interviews, ads and networking.
- Received \$50,000 Department of Human Services to increase ridership.

## 2005 Objectives:

- Increase operating efficiency during peak hours by increasing the number of prescheduled rides by 50 percent.
- Finalize plans for building a new bus facility for M.A.T. operations in the City of Marshall.
- Reduce costs per passenger by 8 percent.

## Long Range Plans (2006 – 2011):

- Construct a bus storage facility in the City of Marshall.
- Research and secure additional funding resources to satisfy unmet transportation needs.
- Modify identification of transit system to more effectively educate the community about the availability of public transit.

**Vehicles:** 16 Class 400 (medium)  
**Service Type:** Dial-A-Ride and Route Deviation  
**Days of Service:** Countywide Monday-Friday  
5:30 a.m.-11:00 p.m.; City of Marshall Monday-Friday  
7:30 a.m.-4:30 p.m., Saturday 8:00 a.m.-6:30 p.m.  
**Base Fare:** \$2.00  
**Funding Class:** Countywide and Multi-County

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$913,560.72  
**Total Cost Per Passenger:** \$10.08  
**Ridership:** 90,599  
**Annual System Miles:** 270,650  
**Volunteer Ridership:** 10,623  
**Volunteer System Miles:** 413,352



# WINONA TRANSIT SERVICE

---

**Contact Person:** Monica Hennessy Mohan  
**Title:** City Clerk  
**Address:** 207 Lafayette Street, P.O. Box 378  
Winona, MN 55987  
**Telephone:** 507.457.8200  
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**Home Page:** [www.cityofwinona-mn.com](http://www.cityofwinona-mn.com)



## SYSTEM SNAPSHOT:

**Legal Name:** Winona, City of  
**Type of Government:** City  
**Area Served:** Cities of Winona and Goodview  
**Legislative District:** 28B and 31A  
**Congressional District:** 1

---

## 2004 Achievements:

- Increased ridership on the Safe Ride and Minnesota State University at Winona (WSU) subscription routes.
- Participated in Try Transit Day in September.
- Bid out operations of system, and executed a three year contract with Yellow Cab.
- Developed new routes to better serve college ridership.

## 2005 Objectives:

- Conduct rider count by route.
- Increase farebox recovery ratio by 2 percent.
- Continue Safe Ride and WSU subscription routes.

## Long Range Plans (2006 – 2011):

- Replace transit vehicles per capital improvement plan.
- Continue to review routes and fare schedule to maximize efficiency.

**Vehicles:** 7 Class 600 (large)  
**Service Type:** Route Deviation and Subscription  
**Days of Service:** Monday-Friday 6:00 a.m.-6:15 p.m.  
**Base Fare:** \$0.50  
**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$373,541.80  
**Total Cost Per Passenger:** \$2.37  
**Ridership:** 157,769  
**Annual System Miles:** 184,655





# ANOKA COUNTY TRAVELER

---

**Contact Person:** Tim Kirchoff  
**Title:** Supervisor of Transit Operations and Planning  
**Address:** 2100 3rd Avenue, Room 216, Anoka, MN 55303  
**Telephone:** 763.422.7075  
**Fax:** 763.323.5556  
**E-mail:** [tim.kirchoff@co.anoka.mn.us](mailto:tim.kirchoff@co.anoka.mn.us)  
**Home Page:** [www.anokacounty.us/transit](http://www.anokacounty.us/transit)

## SYSTEM SNAPSHOT:



**Legal Name:** Anoka County  
**Type of Government:** County  
**Area Served:** Anoka, Blaine, Centerville, Circle Pines, Columbia Heights, Coon Rapids, Spring Lake Park, Andover, Bethel, Burns, Cedar, Columbus, East Bethel, Ham Lake, Linwood, Oak Grove, Ramsey, and St. Francis.  
**Legislative District:** 17A, 47A, 47B, 48A, 48B, 49A, 49B, 50A, 50B, 51A, 51B, 52A, 53A  
**Congressional Districts:** 3, 5, 6

## 2004 ACHIEVEMENTS:

- First draft of Transit System Plan completed.
- Increased new volunteer drivers by 13 percent.
- Local fixed routes restructured and improved passengers per hour by 15 percent.
- Implemented new no-show policy resulting in 38 percent decrease in no-shows.
- Managing Northstar Commuter Coach for the Northstar Commuter Development Authority.

## 2005 OBJECTIVES:

- Recruit additional volunteer drivers.
- Explore alternative funding sources.
- Complete and implement the Transit System Plan.
- Issue RFP for Dial-A-Ride and fixed route service.

## LONG RANGE PLANS (2006- 2011):

- Develop feeder service for Northstar Commuter Rail.
- Design and coordinate local service into Metropolitan Council service expansion plan.
- Address service recommendations identified in Transit System Plan.
- Restructured regular routes
- Increased passengers per hour 13 percent on Dial-A-Ride routes



**Vehicles:** 51 volunteer vehicles; eight class 300 (small); three class 400 (medium); two class 600 (large); and five class 700 (large)

**Service Type:** Dial-A-Ride and Fixed Route

**Days of Service:** Monday - Friday, 8:00 a.m. - 4:30 p.m. (Anoka Volunteer); Monday - Sunday, 5:00 a.m. - 11:00 p.m. (Traveler Dial-A-Ride); Monday - Saturday, 6:05 a.m. - 7:35 p.m. (Traveler Fixed Route)

**Base Fare:** ADA: \$3.00 Peak, \$2.25 Off-Peak  
General Public: \$4.00 Peak, \$3.00 Off-Peak

**Funding Class:** Small Urban

## 2003 SYSTEM DATA:

### Regular Route

**Total Operating Costs:** \$1,096,588

**Total Cost Per Passenger:** \$7.23

**Ridership:** 151,691

**Annual System Miles:** 292,859

### Dial-A-Ride

**Total Operating Costs:** \$1,574,478

**Total Cost Per Passenger:** \$22.90

**Ridership:** 68,728

**Annual System Miles:** 5479,615

### Volunteer Program

**Total Operating Costs:** \$67,311

**Total Cost Per Passenger:** \$13.70

**Ridership:** 4,912

**Annual System Miles:** 95,424





# CAMPUS SHUTTLE SERVICE

---

**Contact Person:** William Stahlmann  
**Title:** Transit Manager  
**Address:** 300 Transportation and Safety Building, 511 Washington Avenue S.E., Minneapolis, Minnesota 55455  
**Telephone:** 612.625.1859  
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**E-mail:** [stahl001@umn.edu](mailto:stahl001@umn.edu)  
**Home Page:** [www.parkandtrans.umn.edu](http://www.parkandtrans.umn.edu)

## SYSTEM SNAPSHOT:

**Operating Name:** Campus Shuttle Service  
**Type of Government:** Higher Education  
**Area Served:** Hennepin and Ramsey Counties  
**Legislative District:** Metro  
**Congressional District:** 2, 3, 4, 5, 6

### 2004 ACHIEVEMENTS:

- Replaced four coach vehicles.
- Increased ridership 8.2 percent and decreased miles operated 7.2 percent.
- Provided limited stop express service to every three minutes.

### 2005 OBJECTIVES:

- Implement a University vanpool service.
- Introduce a flex car service.

**Vehicles:** 1.5 class 200 (van), 2 class 500 (medium) and four articulated, 12 Class 700

**Service Type:** Fixed route

**Base Fare:** \$0

**Funding Class:** Funded with parking revenue from U of M Campus

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$3,098,788

**Total Cost Per Passenger:** \$0.82

**Ridership:** 3,785,603

**Annual System Miles:** 493,876



# CARVER COUNTY RURAL TRANSIT (CART)

---

**Contact Person:** Alan Herrmann  
**Title:** Transportation Supervisor  
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PO Box 141, Cologne, MN 55322  
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**Fax:** 952.466.5223  
**E-mail:** [aherrman@co.carver.mn.us](mailto:aherrman@co.carver.mn.us)



## SYSTEM SNAPSHOT:

**LEGAL Name:** Carver County  
**Type of Government:** Carver County Board  
**Area Served:** Carver County  
**Legislative District:** 34A, 34B  
**Congressional District:** 2

---

## 2004 ACHIEVEMENTS:

- Set new ridership record of 40,000 rides.
- Decreased down time and increased service area.
- Decreased cost per passenger.

## 2005 OBJECTIVES:

- Expand marketing campaign to continue to increase ridership.
- Improve farebox recovery ratio by adding general public to existing routes.

## LONG RANGE PLANS (2006- 2011):

- Add feeder service with Scott County and Southwest Metro Transit.
- Solicit input from senior groups to develop future direction of transit in Carver County.

**Vehicles:** 7 class 400

**Service Type:** Dial-A-Ride and Route Deviation

**Days of Service:** Monday – Friday, 6:00 a.m. – 5:30 p.m.

**Base Fare:** \$1.50 one-way, plus distance out of county

**Funding Class:** Rural

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** 399,453

**Total Cost Per Passenger:** \$9.78

**Ridership:** 41,131

**Annual System Miles:** 291,430



**Contact Person:** Mark Hoisser  
**Title:** Executive Vice President  
**Address:** 1645 Marthaler Lane,  
West St. Paul, MN 55118  
**Telephone:** 651.455.1339  
**Fax:** 651.234.2280  
**E-mail:** mark.hoisser@darts1.org  
**Home Page:** [www.darts1.org](http://www.darts1.org)

## 2004 ACHIEVEMENTS:

- Significantly reduced accident claims through new emphasis on safety training.
- Recognized nationally by Goldman Sachs and the Yale School of Management for our preventative maintenance and repair program which served over 50 agencies and 400 vehicles.
- Provided 40 professional driver training classes for 350 transit professionals.

## 2005 OBJECTIVES:

- Expanded the professional driver training program for DARTS and community providers
- Fully develop and launch an inter-county transit network for coordination of specialized metro area suburban county travel.
- Provide training for seniors and others with disabilities to use the DARTS bus to access regular route bus service and Light Rail Transit.
- Expand service for rural communities and connections to regional bus system.

## LONG RANGE PLANS (2006 - 2011):

- Establish DARTS Transportation and Technology Center as a resource for community and offer needed services to support community based providers.
- Expand DARTS services throughout Dakota County.



## SYSTEM SNAPSHOT:



**Legal Name:** Dakota Area Resources and Transportation for Seniors (DARTS)

**Type of Government:** Non-profit 501(c)(3) corporation

**Area Served:** Dakota County

**Legislative District:** 36A, 36B, 37A, 37B, 38A, 38B, 39A, 39B, 40A, 57A, 57B

**Congressional District:** 2, 4

**Vehicles:** 36 class 300 (small)

**Service Type:** Dial-A-Ride, Fixed Route and Flexible Fixed Route

**Days of Service:** Senior service: Monday – Friday, 8:00 a.m. – 4:30 p.m.,

ADA service: Monday – Sunday, 5:00 a.m. – 11:00 p.m.

**Base Fare:** \$2.25 one-way, \$3.00 peak

**Funding Class:** Elderly and Disabled and Small Urban

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$3,008,644

**Total Cost Per Passenger:** \$18.16

**Ridership:** 165,677

**Annual System Miles:** 1,050,000



# DELANO AREA TRANSPORTATION

---



**Contact Person:** Linda Zimmermann  
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Delano, MN 55328  
**Telephone:** 763.972.0574  
**Fax:** 763.972.9034  
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## SYSTEM SNAPSHOT:

**Legal Name:** Senior Community Services - Delano  
**Type of Government:** Senior Community Services  
Board of Directors  
**Area Served:** Cities of Delano, Loretto, Independence,  
Maple Plain, Rockford, Greenfield and Franklin  
**Legislative District:** 34A  
**Congressional District:** 2

### 2004 ACHIEVEMENTS:

- Increased marketing efforts, which increased ridership.
- Accident free year.
- Enrolled three new volunteer drivers.

### 2005 OBJECTIVES:

- Continue to increase ridership.
- Continue to provide safe and reliable transit service.
- Coordinate with adjacent transportation service to maximize vehicles.
- Increase suggested donations to offset rising operating costs.

### LONG RANGE PLANS (2006 - 2011):

- Expand service to include Waconia and Buffalo medical facilities and transit hub in Long Lake and Ridgedale.
- Purchase scheduling software.
- Replace 14 passenger vehicle with 19 passenger vehicle.

---

**Vehicles:** 2 class 300 (small) and 20 volunteer cars  
**Service Type:** Dial-A-Ride  
**Days of Service:** Monday thru Friday 8:30 a.m. – 2:30 p.m.  
**Base Fare:** \$1.00 0-3 miles; \$2.00 3-10 miles; \$3.00 10-20 miles  
**Funding Class:** Elderly and Disabled and Rural

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** 122,156  
**Total Cost Per Passenger:** \$9.83  
**Ridership:** 12,426  
**Annual System Miles:** 54,448

# H.S.I. TRANSPORTER

---



**Contact Person:** Roxanne Emerson  
**Title:** Director  
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Oak Park Heights, MN 55082  
**Telephone:** 651.275.4308  
**Fax:** 651.275.4310  
**E-mail:** [remerson@hsicare.org](mailto:remerson@hsicare.org)  
**Home Page:** [www.hsicare.org](http://www.hsicare.org)

## SYSTEM SNAPSHOT:

**Legal Name:** Human Services, Inc. (HSI)  
**Type of Government:** State and County  
**Area Served:** Washington County  
**Legislative District:** 52A, 52B, 55B, 56A, 56B, 57A, 57B  
**Congressional District:** 2, 4, 6

---

**Vehicles:** 1 club wagon, 16 class 400 (medium) and 2 class 500 (medium)  
**Service Type:** Dial-A-Ride and Subscription  
**Days of Service:** Monday - Friday, 7:30 a.m. - 5:30 p.m.  
**Base Fare:** \$3.00 peak hours (before 9:00 a.m. and after 3:00 p.m.) and \$2.24 non-peak hours (9:00 a.m. - 3:00 p.m.)  
**Funding Class:** Elderly and Persons with Special Needs, Rural and Small Urban

---

## 2004 ACHIEVEMENTS:

- Continued to expand transit service in Forest Lake.
- Reached goal of 25 percent of riders being ADA Certified.

## 2005 OBJECTIVES:

- Continue to meet the challenge of increasing service with reduced operating costs.
- Transition to Trapeze computer system.

## LONG RANGE PLANS (2006 - 2011):

- To grow with the changing transit needs throughout Washington County.
- To continue to be a strong, responsible transit partner within the Twin Cities metropolitan area.

## 2003 SYSTEM DATA:

**Total Operating Costs:** 1,325,131.32  
**Total Cost Per Passenger:** \$12.94  
**Ridership:** 102,347  
**Annual System Miles:** 639,854





# HASTINGS TRAC

---



**Contact Person:** Melanie Mesko Lee  
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Hastings MN 55033  
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**Home Page:** [www.ci.hastings.mn.us](http://www.ci.hastings.mn.us)

## SYSTEM SNAPSHOT:

**Legal Name:** City of Hastings  
**Type of Government:** Seven Member City Council  
**Area Served:** City of Hastings  
**Legislative District:** 57B  
**Congressional District:** 2

---

## 2004 ACHIEVEMENTS:

- Continued transit service level.

## 2005 OBJECTIVES:

- Purchase two buses.
- Increase service hours to meet growing transit needs of community.

## LONG RANGE PLANS (2006 - 2011):

- Replace two buses.
- Upgrade existing garage space to accomodate all vehicles and related equipment.

**Vehicles:** 2 class 400 (medium) and 2 Class 500 (medium)

**Service Type** Dial-A-Ride and Subscription

**Base Fare:** \$1.55

**Funding Class:** Small Urban

---

## 2002 SYSTEM DATA:

**Total Operating Costs:** \$236,793.20

**Total Cost Per Passenger:** \$7.06

**Ridership:** 33,553

**Annual System Miles:** 84,106



**City of  
Hastings**

# LAKE AREA BUS (LAB)

---



**Contact Person:** Judy Hutchinson  
**Title:** Coordinator  
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Vadnais Heights, MN 55110  
**Telephone:** 651.770.2447  
**Fax:** 651.770.6053  
**E-mail:** [jh@symtech.us](mailto:jh@symtech.us)  
**Provider:** LaidLaw Transit

## SYSTEM SNAPSHOT:

**Legal Name:** Lake Area Bus (LAB)

**Type of Government:** Joint-powers agreement,  
Commission of 10 elected and appointed officials

**Area Served:** Ramsey and Washington Counties,  
Cities of Birchwood, Mahtomedi, Vadnais Heights, City  
of White Bear Lake, Gem Lake, White Bear Township  
and Willernie

**Legislative District:** 13A, 52B, 54B

**Congressional District:** 4, 7

## 2004 ACHIEVEMENTS:

- Increased ridership to 3.8 demand response rides per hour.

## 2005 OBJECTIVES:

- Increase fares.

## LONG RANGE PLANS (2006 - 2011):

- Additional hours to include late evening and weekend service.

**Vehicles:** 3 Class 400 (medium)

**Service Type:** Dial-A-Ride (Fixed Route #218  
eliminated 9/13/03)

**Base Fare:** \$2.00

**Funding Class:** Small Urban

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$338,297.78

**Total Cost Per Passenger:** \$11.38

**Ridership:** 29,718

**Annual System Miles:** 158,536



# LAKER LINES

---

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## SYSTEM SNAPSHOT:

**Legal Name:** City of Prior Lake  
**Type of Government:** City  
**Area Served:** City of Prior Lake  
**Legislative District:** 35A  
**Congressional District:** 25

## 2004 ACHIEVEMENTS:

- Laker Lines ridership increased 15 percent.
- Created new circulator route called Local Laker Link to replace Dial-A-Ride service.
- Local Laker Link ridership is 35 percent higher than Dial-A-Ride service in 2003.

## 2005 OBJECTIVES:

- Continue to increase ridership.
- Identify unmet needs.
- Improve the coordination of planning, management and funding of public transit with other Scott County providers.

**Vehicles:** 2 Class 600 (large)

**Service Type:** Fixed Route (with Dial-A-Ride in June to September)

**Days of Service:** Monday - Friday,

**Base Fare:** Fixed Route: \$2.00: Dial-A-Ride: \$1.00

**Funding Class:** Opt Out

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$306,207

**Total Cost Per Passenger:** \$14.30

**Ridership:** 21,412

**Annual System Miles:** 28,448



# MAPLE GROVE TRANSIT

---

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## SYSTEM SNAPSHOT:

**Legal Name:** Maple Grove Transit System  
**Type of Government:** City  
**Area Served:** Hennepin and Wright Counties  
**Legislative District:** Metro, 18B, 19A, 19B, 32A  
**Congressional District:** 2, 3, 5, 6

## 2004 ACHIEVEMENTS:

- In January the Maple Grove Transit Station opened. This facility has a three-level, 926 stall parking rank and an indoor climate-controlled waiting area.
- Continued to operate a local transit system within both the budget and policy guidelines of the Met Council.
- Continued to support the Maple Grove Transit Commission to ensure community involvement in the planning for present and future transit needs.
- Continued retaining and attracting riders by promoting alternative transportation modes to its residents for economic, convenience, and environmental reasons.

## 2005 OBJECTIVES:

- Provide current and new transit services to the changing dynamics and growing population of the City within the available financial resources.

---

**Vehicles:** 3 Class 200 (van) and 24 Class 700 (large)  
**Service Type:** Fixed Route and Dial-A-Ride  
**Days of Service:** Commuter Express: Monday - Friday, Morning Peak: 6:00 a.m. – 8:30 a.m., and Evening Peak: 3:30 p.m. – 7:30 p.m. Dial-A-Ride: Monday - Friday 6:00 a.m. to 6:00 p.m., Saturday 9 a.m. to 5:00 p.m.  
**Funding Class:** Opt-out

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## 2003 SYSTEM DATA:

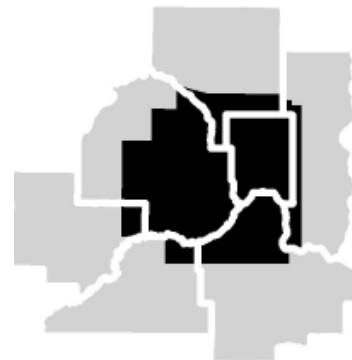
**Total Operating Costs:** \$2,344,092  
**Cost Per Passenger:** \$5.74  
**Ridership:** 460,823  
**Annual System Miles:** 407,678



Maple Grove Transit Station

# METRO MOBILITY

---



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[www.metrocouncil.org/transit/metromob.htm](http://www.metrocouncil.org/transit/metromob.htm)

## SYSTEM SNAPSHOT:

**Legal Name:** Metro Mobility  
**Type of Government:** Regional - Metropolitan Council  
**Area Served:** Ramsey and Hennepin Counties  
**Legislative District:** Metro  
**Congressional District:** 3, 4, 5, 6

---

## 2004 ACHIEVEMENTS:

- Implemented statewide ADA identification card.
- Implemented Premium Same Day Service demonstration project.
- Launched incentive program for ADA riders to use fixed route service.
- Implemented in-person assessments for ADA eligibility.
- Redesigned Metro Mobility website.
- Responded to increased ridership resulting from Metro Transit strike.

## 2005 OBJECTIVES:

- Continue to address trip denials.
- Modify service area to reflect changes to regular route service.
- Implement web scheduling.
- Develop additional incentives for ADA riders to use fixed route services.
- Modify service levels to reflect state budget implications.

## LONG RANGE PLANS (2006 - 2011):

- Install enhanced trip-planning software
- Install advanced vehicle locators (AVL) and mobile data computers (MDCs)
- Manage demand through mobility training and implementation of in-person certification assessments

**Vehicles:** 166 Class 300 (small)  
**Service Type:** Dial-A-Ride  
**Base Fare:** Peak: \$3.00, Non-Peak: \$2.25  
**Funding Class:** Demand Response

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$24,616,462  
**Total Cost Per Passenger:** \$21.54  
**Ridership:** 1,142,767  
**Annual System Miles:** 10,548,540



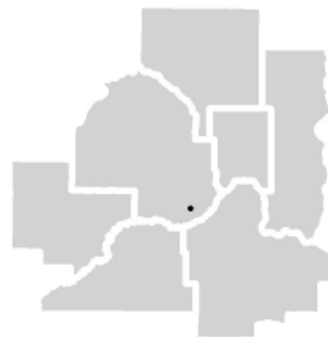


# METROPOLITAN COUNCIL, BE LINE ROUTES 538 & 539

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**Provider:** Minnesota Valley Transit

## SYSTEM SNAPSHOT:



**Legal Name:** BE Line (Bloomington – Edina Public Transit System)

**Type of Government:** Regional - Metro

**Area Served:** Cities of Bloomington and Edina

**Legislative District:** 40B, 41A, 41B, 63B

**Congressional District:** 3

## 2004 ACHIEVEMENTS:

- Hired a new garage manager.
- In December 2004, service enhancements will be made as part of the Central-South Transit Redesign. Service frequency will increase 100 percent, from hourly to every 30 minutes.

## 2005 OBJECTIVES:

- Implement the Go-To Card regional fare collection system.
- Ensure quality service to new routes, while increasing ridership.

## LONG RANGE PLANS (2006 - 2011):

- Continue to match service with changing needs of area residents, and business employers.

**Vehicles:** 4 class 500 (medium)

**Service Type:** Fixed Route

**Days of Service:** Monday – Friday 6:30 a.m. - 10:30 p.m. and Saturday - Sunday 8:30 a.m. – 6:30 p.m.

**Base Fare:** \$1.25 off peak, \$1.75 peak period

**Funding Class:** Small Urban

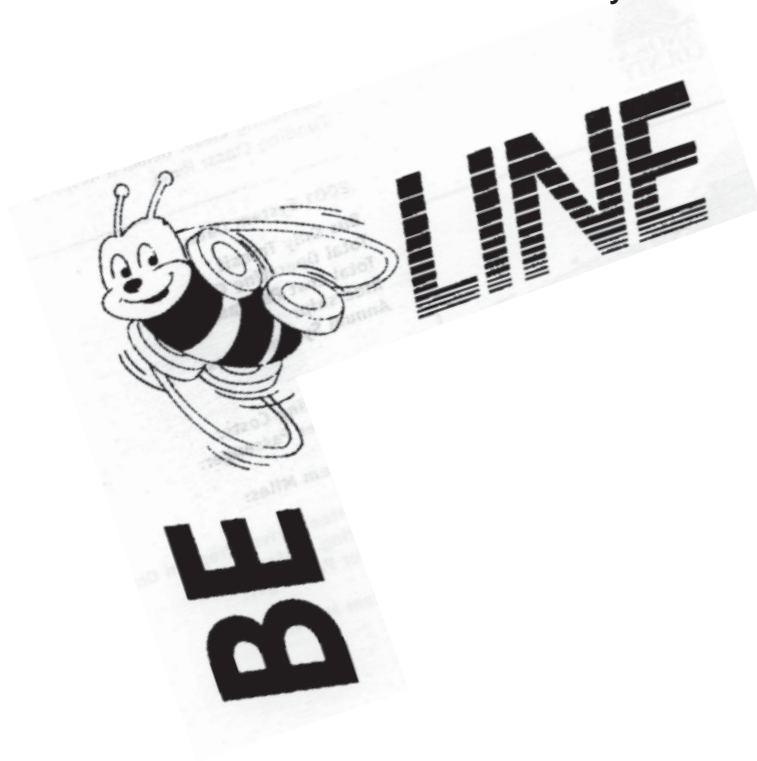
## 2003 SYSTEM DATA:

**Total Operating Costs:** \$931,491

**Total Cost Per Passenger:** \$2.96

**Ridership:** 314,373

**Annual System Miles:** 236,580



## METROPOLITAN COUNCIL, DARTS - ROUTE 417

---



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**Provider:** DARTS

### SYSTEM SNAPSHOT:

**Legal Name:** Dakota Area Resources and Transportation for Seniors (DARTS) Route 417  
**Type of Government:** Regional – Metro  
**Area Served:** Mendota Heights, Downtown St. Paul  
**Legislative District:** 39A, 65B  
**Congressional District:** 4

### 2004 ACHIEVEMENTS:

- Increased ridership (in first half of 2004), 48 percent due to converting a portion of old 67F along Wagonwheel Trail, Lexington, and Marie Avenue.

### 2005 OBJECTIVES:

- Survey the work trip start and end times of Route 417 commuters. Survey results will determine if route enhancements are necessary.

### LONG RANGE PLANS (2006 - 2011):

- Continue to work to match service with changing needs of area residents and business community.

---

**Vehicles:** 1 Class 400 (medium)

**Service Type :** Fixed Route

**Days of Service:** Peak Periods Monday - Friday

**Base Fare:** \$1.75

**Funding Class:** Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$35,932

**Total Cost Per Passenger:** \$7.06

**Ridership:** 5,091

**Annual System Miles:** 15,360



**DARTS** 

# METROPOLITAN COUNCIL, EAST METRO TRANSIT REDESIGN

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**Transit Provider:** Laidlaw Transit Services

## SYSTEM SNAPSHOT:

**Operating Name:** Metropolitan Council, East Metro Transit Redesign

**Type of Government:** Regional

**Area Served:** Cities of Woodbury, Maplewood and St. Paul

**Legislative District:** 52B, 53B, 55A, 55B, 56A, 56B, 58B, 60A, 65B, 67B

**Congressional District:** 4, 5, 6

---

**Vehicles:** 3 class 400 (medium), 4 class 700 (large)

**Service Type:** Dial-A-Ride, Fixed Route

**Days of Service:** Monday – Friday, Peak Express: 6:00 a.m. – 8:30 p.m. and 3:30 p.m. – 6:00 p.m. Dial-A-Ride: 8:30 a.m. – 3:30 p.m.

**Base Fare:** \$1.25 Off-Peak Dial-a-Ride, \$1.75 Peak Local, and \$2.25 Peak Express

**Funding Class:** Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$895,265

**Total Cost Per Passenger:** \$5.65

**Ridership:** 158,327

**Annual System Miles:** 225,360

## 2004 ACHIEVEMENTS:

- Maintained high ridership on express routes.
- Replaced Class 700 bus with New Flyer low floor bus (Class 700).

## 2005 OBJECTIVES:

- Implement Go-To Card regional fare collection system.
- Release Request For Proposal (RFP) to select transit provider for new contract period.

## LONG RANGE PLANS (2005- 2010):

- Add express trips from Woodbury area to ease overcrowding and to respond to anticipated increases in demand.
- Provide transit service for park and ride facility along I-94.

# METROPOLITAN COUNCIL, HOPKINS CIRCULATOR

---

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**Transit Provider:**

## 2004 ACHIEVEMENTS:

- Two routes, 605 and 612 were added to this contract. As a result, ridership increased 34 percent.

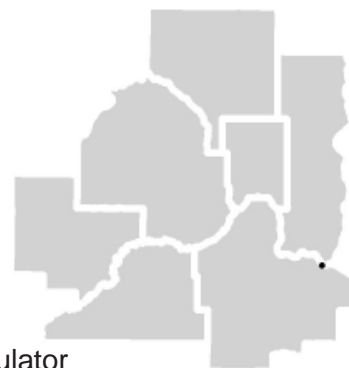
## 2005 OBJECTIVES:

- Release Request For Proposal (RFP) to select transit provider for the 2005 - 2009 contract period.
- Coordinate service provision of complimentary routes with Metro Transit.
- Implement Go-To Card regional fare collection system.

## LONG RANGE PLANS (2006 - 2011):

- Continue to review the service and adjust routes to respond to demand.

## SYSTEM SNAPSHOT:



**Legal Name:** Hopkins Circulator  
**Type of Government:** Regional  
**Area Served:** St. Louis Park, Hopkins and Minnetonka  
**Legislative District:** 42A, 43B, 44A, 44B  
**Congressional District:** 3, 5

---

**Vehicles:** 2 Class 400 (medium)  
**Service Type:** Fixed Route  
**Days of Service:** Monday - Friday, 6:00 a.m. - 10:00 p.m.; Saturday, 9:00 a.m. - 9:00 p.m.  
**Base Fare:** \$1.25 Base, \$1.75 Peak  
**Funding Class:** Small Urban

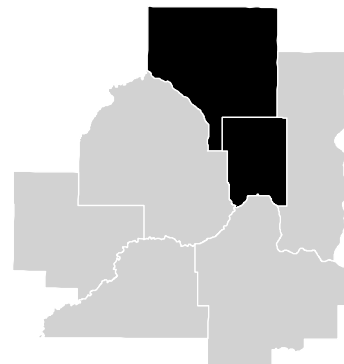
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## 2003 SYSTEM DATA:

**Total Operating Costs:** \$383,350  
**Total Cost Per Passenger:** \$7.36  
**Ridership:** 52,055  
**Annual System Miles:** 127,220

# METROPOLITAN COUNCIL, NORTH SUBURBAN LINES

---



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**Transit Provider:** Lorenz Bus Service

## SYSTEM SNAPSHOT:

**Operating Name:** Metropolitan Council, North Suburban Lines

**Type of Government:** Regional

**Area Served:** Anoka and Ramsey Counties

**Legislative District:** 50B, 51A, 51B, 52A, 52B, 53A, 53B, 54A, 54B, 64A, 64B, 65A, 65B, 66A, 76A, 76B

**Congressional District:** 4, 6, 7

## 2004 ACHIEVEMENTS:

- Increased ridership four percent (from 2003).
- Increased fare revenue 13 percent (from 2003).
- Increased trip to serve reverse-commute market.

## 2005 OBJECTIVES:

- Increase ridership three percent.
- Identify additional trip generators along route.
- Identify current inefficiencies to deliver better customer service.

## LONG RANGE PLANS (2005- 2010):

- Continue to grow ridership at a modest rate.
- Continue to identify major ridership generators.
- Improve connections with other routes in corridor to provide better crosstown and reverse-commute opportunities.

**Vehicles:** 11 class 700 (large)

**Service Type:** Fixed Route

**Days of Service:**

**Base Fare:** \$1.75 Off-Peak Dial-a-Ride, \$2.25 Peak Express Fare

**Funding Class:** Large Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$1,532,958

**Total Cost Per Passenger:** \$4.62

**Ridership:** 331,566

**Annual System Miles:** 440,423



# METROPOLITAN COUNCIL, ROSEVILLE AREA CIRCULAR

---

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**Transit Provider:** Laidlaw Transit Services

## 2004 ACHIEVEMENTS:

- Extended Route 87 to serve University of Minnesota, St. Paul Campus and Highland Park.

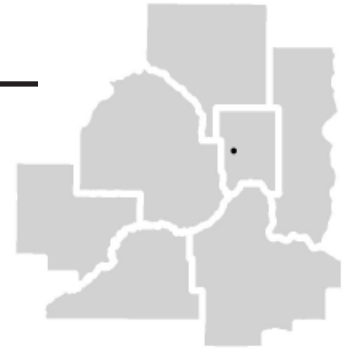
## 2005 OBJECTIVES:

- Implement SmartCard regional fare collection system.

## LONG RANGE PLANS (2006 - 2011):

- Continue to operate an efficient, low cost network of route.
- Negotiate a new service contract beginning June 2006.
- Add evening service.

## SYSTEM SNAPSHOT:



**Legal Name:** Roseville Area Circulator

**Type of Government:** Regional

**Area Served:** Cities of Arden Hills, Falcon Heights, Little Canada, Maplewood, Roseville, St. Paul and Shoreview

**Legislative District:** 50B, 52B, 53A, 53B, 54A, 54B, 55A, 64A,

**Congressional District:** 4

---

**Vehicles:** 5 class 400 (medium), 3 class 700 (large)

**Service Type:** Fixed Route, Route Deviation

**Days of Service:** Weekday and Saturday

**Base Fare:** \$1.25 Off-Peak Local, \$1.75 Peak Local

**Funding Class:** Large Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$916,870

**Total Cost Per Passenger:** \$4.88

**Ridership:** 187,942

**Annual System Miles:** 289,240

# METROPOLITAN COUNCIL, ST. CROIX VALLEY TRANSIT

---



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**Provider:** Human Services Inc. and LaidLaw

## SYSTEM SNAPSHOT:

**Legal Name:** Metropolitan Council. St. Croix Valley  
Transit Route

**Type of Government:** Regional - Metro

**Area Served:** Cities of Bayport, Stillwater and  
Oak Park Heights

**Legislative District:** 52B, 56A

**Congressional District:** 6

## 2004 ACHIEVEMENTS:

- Increased ridership (during first half 2004) 27 percent above the same period in 2003. The increase was achieved through a service enhancement from fixed route to dial-a-ride service.

## 2005 OBJECTIVES:

- To continue to operate dial-a-ride service meeting the needs of area residents.

## LONG RANGE PLANS (2006 - 2011):

- To continue to match service with changing needs of residents, and business employers.

---

**Vehicles:** 2 Class 300 (small)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday – Friday,  
8:00 a.m. – 5:00 p.m.

**Base Fare:** \$1.75

**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$208,383

**Total Cost Per Passenger:** \$30.56

**Ridership:** 6,819

**Annual System Miles:** 99,911

# METROPOLITAN COUNCIL, SOUTH COUNTY CIRCULATOR

---



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**Home Page:** [www.metrocouncil.org](http://www.metrocouncil.org)

## SYSTEM SNAPSHOT:

**Legal Name:** South Washington County Circular  
**Type of Government:** Regional - Metro  
**Area Served:** Cottage Grove, Newport, St. Paul Park  
and Downtown St. Paul  
**Legislative District:** 57A, 57B  
**Congressional District:** 2, 4

---

### 2004 ACHIEVEMENTS:

- In September 2004, due to Highway 61 reconstruction project, route 324 was replaced with express route 364 operating in St. Paul Park and Newport West.
- Service enhancements were made to the Cottage Grove route 322 and the midday route 361.

### 2005 OBJECTIVES:

- Adjust route to fully utilize the Highway 61 redesign.

### LONG RANGE PLANS (2006 - 2011):

- Continue to match service delivery with the changing needs of area residents, and business employers.

**Vehicles:** 3 Class 400 (Small)  
**Service Type:** Fixed Route, Dial-A-Ride  
**Days of Service:** Monday – Friday 8:00 a.m. – 5:00  
p.m.  
**Base Fare:** \$1.75 Dial-A-Ride, \$2.50 Peak Express  
**Funding Class:** Large Urban

---

### 2004 SYSTEM DATA:

**Total Operating Costs:** \$685,996  
**Total Cost Per Passenger:** \$11.53  
**Ridership:** 59,494  
**Annual System Miles:** 311,300



# METROPOLITAN COUNCIL, WESTERN SUBURBS

## ROUTE 755/756

---



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**Transit Provider:** First student Inc.

### SYSTEM SNAPSHOT:

**Legal Name:** Metropolitan Council, Western Suburbs  
Route 755/756

**Type of Government:** Regional - Metro

**Area served:** Cities of Maple Grove, New Hope,  
Crystal, Golden Valley, downtown Minneapolis

**Legislative District:** 32B, 44B, 45A, 45B, 46A, 58B, 60A

**Congressional District:** 2, 3, 5, 6

### 2004 ACHIEVEMENTS:

- Provided more than 200,000 rides

### 2005 OBJECTIVES:

- Implement Go-To Card regional fare collection system.

### LONG RANGE PLANS (2006 - 2011):

- Restructure service as part as Section eight Transit Plan.

---

**Vehicles:** 9 Class 600 (Large)

**Service Type:** Fixed Route

**Days of Service:**

**Base Fare:** \$1.25 **Peak Fare:** \$1.75

**Funding Class:** Large Urban

---

### 2003 SYSTEM DATA:

**Total Operating Costs:** \$931,615

**Total Cost Per Passenger:** \$4.52

**Ridership:** 206,235

**Annual System Miles:** 166,935

# METROPOLITAN COUNCIL, WEST METRO TRANSIT REDESIGN - BROOKLYN CIRCUIT

---



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**Transit Provider:** Laidlaw Transit Services Inc

## SYSTEM SNAPSHOT:

**Legal Name:** Metropolitan Council, West Metro  
Transit Redesign

**Type of Government:** Regional - Metro

**Area Served:** Brooklyn Park, Brooklyn Center, Orono,  
Tonka Bay, Shorewood, Excelsior, Greenwood,  
Minnetonka, St. Louis Park, Hopkins, Downtown  
Minneapolis

**Legislative District:** 33B, 43B, 42A, 44A, 45A, 45B,  
46A, 46B, 59B, 60A

**Congressional District:** 3, 5

## 2004 ACHIEVEMENTS:

- Replaced Class 700 buses with New Flyer low floor and Gillig low floor.

## 2005 OBJECTIVES:

- Implement Go-To Card regional fare collection system.

## LONG RANGE PLANS (2006 - 2011):

- Restructure service as part of Sector 8 Transit Plan.
- Provide weekend service on Route 721.

---

**Vehicles:** 3 Class 700 (medium) and  
10 Class 700 (large)

**Service Type:** Fixed Route

**Days of Service:**

**Base Fare:** \$1.25, Peak: \$1.75 Peak Express: \$2.50

**Funding Class:** Large Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$1,401,690

**Total Cost Per Passenger:** \$3.85

**Ridership:** 364,330

**Annual System Miles:** 289,496



# METRO TRANSIT

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## 2004 ACHIEVEMENTS:

- Opened the state's first light-rail line. The Hiawatha line began operations on June 26, with eight miles of service to 12 stations. By yearend the line extended another four miles and five stations, linking downtown Minneapolis with the international airport, Bloomington and Mall of America.
- Realigned bus service in south Minneapolis, Bloomington, Edina, Richfield and part of western St. Paul to improve transit efficiency as well as to support light-rail service and high-speed bus operations on I-35W south of Minneapolis.
- Moved toward implementation of smartcard fare collection on bus and rail.
- Powered half of the bus fleet with ultra low sulfur diesel, two years ahead of a federal mandate.
- Expanded enrollment in Metropass corporate program to 100 employers.
- Signed a four-year agreement with the University of Minnesota to provide U-Passes to students and Metropasses to faculty and staff.

## 2005 OBJECTIVES:

- Restructure transit service in the Northwest Metro to improve operations and customer service in an area west of the Mississippi River and north of Highway 55.
- Amass citizen and stakeholder reaction through comprehensive outreach and prepare to implement the amended plan in 2006
- Increase light-rail ridership to 19,300 per average weekday by midyear.
- Continue to examine methods to reduce operating costs and improve efficiency.

## LONG RANGE PLANS (2006-2011):

- Plan and construct the Northwest Corridor busway between Rogers and downtown Minneapolis and commence bus rapid transit service along the alignment.
- Restructure transit service in the southeast metro (including West St. Paul, Mendota Heights, South St. Paul and Inver Grove Heights) and in the north metro (including Anoka, Blaine and Coon Rapids).

## SYSTEM SNAPSHOT:

**Legal Name:** Metro Transit  
**Type of Government:** State, an operating unit of the Metropolitan Council  
**Areas served:** Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington Counties  
**Legislative District:** Metro  
**Congressional District:** 2, 3, 4, 5, 6

**Vehicles:** 6 Class 400 (medium) and 837 Class 700 (large)  
**Service Type:** Fixed Route  
**Days of Service:** Monday – Sunday, 24 hours daily  
**Base Fare:** \$1.25  
**Operating Class:** Fixed Route  
**Funding Class:** Large Urban

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$195,800,000  
**Total Cost Per Passenger:** \$2.91  
**Ridership:** 67,200,000  
**Annual System Miles:** 30,100,000



# MINNESOTA VALLEY TRANSIT AUTHORITY

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**Contact Person:** Beverley Miller  
**Title:** Executive Director  
**Address:** 100 E. Highway 13,  
Burnsville, MN 55337  
**Telephone:** 952.882.7500  
**Fax:** 952.882.7600  
**E-mail:** [mvta@mvta.com](mailto:mvta@mvta.com)  
**Home Page:** [www.mvta.com](http://www.mvta.com)



## SYSTEM SNAPSHOT:

**Legal Name:** Minnesota Valley Transit Authority  
**Type of Government:** Joint Powers Board between Cities of Apple Valley, Burnsville, Eagan, Rosemount and Savage.

**Area Served:** Dakota and Scott Counties

**Legislative District:** Metro

**Congressional District:** 2, 4

## 2004 ACHIEVEMENTS:

- Added Saturday express service from Burnsville.
- Started providing Sunday service in Eagan.
- Opened Heart-of-the-City Parking Ramp (joint project with the City of Burnsville).
- Began Construction on Eagan Bus Garage.
- Acquired 13 MCI coach vehicles.
- Acquired 14 New Flyer 40' buses.
- Participated in Cedar Ave & I-35W transit study.
- Redesigned Website.

## 2005 OBJECTIVES:

- Fund additional fleet replacement.
- Implement new connections with Hiawatha LRT line.
- Complete Scott County service redesign.

## LONG RANGE PLANS (2006 - 2011):

- Plan and construct a joint Use development/ redevelopment in City of Rosemount.
- Cedar Grove Transit Station.
- Expand off-peak transit options.
- Increase ridership.

**Vehicles:** 9 articulated buses, 20 coaches, 59 Class 500 (large), 6 Class 400 (medium) buses, and 12 Class 300 (small) buses

**Service Type:** Fixed Route and Flexible Fixed Route,

**Days of Service:** Express Routes: Monday-Friday;  
Local Service: Monday-Sunday, depending on route

**Base Fare:** \$1.25

**Funding Class:** Urban

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$10,863,396

**Total Cost Per Passenger:** \$5.72

**Ridership:** 1,896,756

**Annual System Miles:** 11,294,249



# NORTHEAST SUBURBAN TRANSIT

---

**Contact Person:** Judy Hutchinson  
**Title:** Coordinator  
**Address:** 3588 E Hoffman Rd,  
Vadnais Heights, MN 55110  
**Telephone:** 651.770.2447  
**Fax:** 651.770.6053  
**E-mail:** [jh@symtech.us](mailto:jh@symtech.us)



## SYSTEM SNAPSHOT:

**Legal Name:** Northeast Suburban Transit (NEST)  
**Type of Government:** Joint-powers agreement with  
Commission of 6 elected and appointed officials  
**Areas Served:** Ramsey and Washington Counties,  
Cities of Maplewood, North St. Paul, Oakdale, Landfall  
Village  
**Legislative District:** 55A, 55B  
**Congressional District:** 4

---

## 2004 ACHIEVEMENTS:

- Exceeded projections by averaging four demand response riders per hour.
- Exceeded projections by averaging seven fixed route rides per hour.

## 2005 OBJECTIVES:

- Increase rideship.

## LONG RANGE PLANS (2006 - 2011):

- Add additional demand service to include evening and weekend hours.

**Vehicles:** 2 Class 300 (small) and 2  
Class 600 (large)  
**Service Type:** Dial-A-Ride and Fixed Route  
**Base Fare:** \$2.00  
**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$596,000  
**Total Cost Per Passenger:** \$7.75  
**Ridership:** 77,065  
**Annual System Miles:** 197,661



In May 2003, NEST celebrated its 15th year of providing transit!

# PARK PEOPLE MOVER

---

**Contact Person:** Jackie Olson  
**Title:** Executive Director  
**Address:** 4100 Vernon Avenue South  
St. Louis Park, MN 55416  
**Telephone:** 952.925.4899  
**Fax:** 952.925.4899  
**E-mail:** [kris@STEPslp.org](mailto:kris@STEPslp.org)  
**Home Page:** [www.STEPslp.org](http://www.STEPslp.org)

## SYSTEM SNAPSHOT:



**Legal Name:** St. Louis Park Emergency Program (STEP)  
**Type of Government:** Private non-profit corporation  
**Area Served:** Hennepin County (City of St. Louis Park)  
**Legislative District:** 44A, 44B  
**Congressional District:** 5

---

## 2004 ACHIEVEMENTS:

- Completed 98 percent or 2,751 rides of eligible requests.
- Provided 267 Information and Referral Resource Connection assists.

## 2005 OBJECTIVES:

- Increase ridership two percent or 3,600 trips.
- Continue implementation of the Information & Referral/Resource connection components of the service and update manuals.
- Implement new strategies for Volunteer driver recruitment in collaboration with the Nurturing Our Retired Citizens (NORC). The new initiatives include a recruitment campaign for volunteer drivers and a video.

## LONG RANGE PLANS (2006 - 2011):

- Solicit more volunteer support for schedulers and drivers.
- Seek additional funding sources.

**Vehicles:** 25 private automobiles  
**Service Type:** Dial-A-Ride  
**Base Fare:** Donations  
**Funding Class:** Small Urban

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$32,386.61  
**Total Cost Per Passenger:** \$12.32  
**Ridership:** 3,434  
**Annual System Miles:**



# PLYMOUTH METROLINK

---

**Contact Person:** Pat J. Qvale  
**Title:** Transit Administrator  
**Address:** 3400 Plymouth Boulevard,  
Plymouth, MN 55447  
**Telephone:** 763.509.5502  
**Fax:** 763.509.5510  
**E-mail:** [pqvale@ci.plymouth.mn.us](mailto:pqvale@ci.plymouth.mn.us)  
**Home Page:**  
[www.ci.plymouth.mn.us/service/transit](http://www.ci.plymouth.mn.us/service/transit)

## 2004 ACHIEVEMENTS:

- Celebrated 20th year of service.
- Held customer appreciation event on June 17.
- Reached five millionth rider in September.
- Planned first transit hub.
- Increased direct routes to downtown Minneapolis.

## 2005 OBJECTIVES:

- Plan for future park-and-ride facilities.
- Complete construction of transit hub.
- Replace transit vehicles.
- Implement GPS on fixed route vehicles.
- Work with regional funding mechanisms.

## LONG RANGE PLANS (2006-2011):

- Continue to increase fleet to meet demand.

## SYSTEM SNAPSHOT:



**Legal Name:** City of Plymouth

**Type of Government:** City

**Areas Served:** Hennepin County (City of Plymouth)

**Legislative District:** Metro

**Congressional District:** 2, 3, 5, 6

---

**Vehicles:** 11 Class 400 (medium), 20 Class 500 (medium), 8 Class 700 (large)

**Service Type:** Dial-A-Ride and Fixed Route

**Days of Service:**

**Base Fare:** \$2.50 Peak; \$1.75 Off-Peak; \$1.50 Dial-A-Ride

**Funding Class:** Opt-Out

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$4,391,600

**Total Cost Per Passenger:** \$8.88

**Ridership:** 423,002

**Annual System Miles:** 761,492





# SENIOR TRANSPORTATION PROGRAM

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**Contact Person:** Mary Boynton  
**Title:** Transportation Coordinator  
**Address:** 1245 Gettysburg Avenue,  
Champlin, Minnesota 55316  
**Telephone:** 763.323.9017  
**Fax:** 763.712.8817  
**E-mail:** [stp@myinfmail.com](mailto:stp@myinfmail.com)

## 2004 ACHIEVEMENTS:

- Coordinated with Senior Community Services

## 2005 OBJECTIVES:

- Proactively reach out to transport low income and the disadvantaged clients
- Coordinate rides to improve efficiency

## LONG RANGE PLANS (2006 - 2011):

- Continue to increase ridership



## SYSTEM SNAPSHOT:

**Operating Name:** Senior Transportation Program

**Type of Government:** Joint Powers Board consisting of representatives of the Cities of Brooklyn Park, Champlin, Dayton, Maple Grove, Osseo, and Rogers

**Area Served:** Hennepin County

**Legislative District:** 32A, 32B, 47A, 47B

**Congressional District:** 3, 6

---

**Vehicles:** 2 Class 400 (medium), 1 class 500 (large) and 1 class 600 (large)

**Service Type:** Dial-A-Ride

**Days of Service:** Monday – Friday, 8:00 a.m. to 4:00 p.m.

**Base Fare:** \$2.50 each one-way ride within the cities we serve and \$3.50 each way outside of the cities.

**Funding Class:** Rural

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$147,000

**Total Cost Per Passenger:** \$17.30

**Ridership:** 8,497

**Annual System Miles:** 67,638

# SCOTT COUNTY TRANSIT

**Contact Person:** Troy Beam  
**Title:** Transit Manager  
**Address:** 200 Fourth Avenue West,  
Shakopee, Minnesota 55379  
**Telephone:** 952.496.8277  
**Fax:** 952.496.1842  
**E-mail:** [tbeam@co.scott.mn.us](mailto:tbeam@co.scott.mn.us)  
**Home Page:** [www.co.scott.mn.us](http://www.co.scott.mn.us)



## SYSTEM SNAPSHOT:

**Legal Name:** Scott County  
**Type of Government:** County  
**Area Served:** Scott County  
**Legislative District:** 25A, 25B, 34A, 35A, 35B, 40A  
**Congressional District:** 2

## 2004 ACHIEVEMENTS:

- Increased ridership.
- Formed and implemented a transit advisory committee.
- Updated operational software.

## 2005 OBJECTIVES:

- Continue marketing to promote Scott County's transit service.
- Increase ridership.
- Promote, obtain and utilize transit partnerships.
- Reduce "dead head" miles.

## LONG RANGE PLANS (2006 - 2011):

- Explore need for a transit hub station.
- Research need for direct regular route service to and from Minneapolis.

**Vehicles:** 26 volunteer, 21 Class 300 (small) and 5 Class 400 (medium)  
**Service Type:** Dial-A-Ride, Fixed Route and Route Deviation  
**Days of Service:** Monday - Friday, 7:00 a.m. - 7:00 p.m. (dependent on route)  
**Base Fare:** \$1.00 - \$3.00 one-way  
**Funding Class:** Rural

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$ 898,000  
**Total Cost Per Passenger:** \$10.32  
**Ridership:** 96,000  
**Annual System Miles:** 512,639



# SOUTHWEST METRO TRANSIT



**Contact Person:** Len Simich  
**Title:** Executive Director  
**Address:** 13500 Technology Drive  
Eden Prairie, MN 55346  
**Telephone:** 952.949.2287  
**Fax:** 952.974.7997  
**E-mail:** [custserv@swtransit.org](mailto:custserv@swtransit.org)  
**Home Page:** [www.swtransit.org](http://www.swtransit.org)

## 2004 ACHIEVEMENTS:

- Awarded the Outstanding Transit System of the Year by the American Public Transportation Association.
- Adopted Agency Strategic Plan for 2004-2007.
- Expand service to the University of Minnesota.
- Added service to Uptown Minneapolis.
- Added a senior shopping route in Eden Prairie.
- Completed SouthWest station with housing and restaurant facilities.
- Purchased eight transit coaches
- Added service along I-494 to Normandale College.
- Park-and-ride facility in Chanhassen approved by the city council.
- Improved connectivity from SouthWest station westbound.

## 2005 OBJECTIVES:

- Add a senior shopping route in Chanhassen and Chaska.
- Increase service to special events in Minneapolis and St. Paul.
- Expand service along the I-494 corridor.
- Increase ridership five percent.

## LONG RANGE PLANS (2006 - 2011):

- Construct a park-and-ride facility along the 212 corridor.
- Develop transit oriented park-and-ride facilities.



## SYSTEM SNAPSHOT:

**Legal Name:** SouthWest Metro Transit Commission  
**Type of Government:** Replacement Transit Service formed by Joint Powers Agreement

**Area Served:** Hennepin and Carver Counties

**Legislative District:** 34A, 34B, 40B, 41A, 41B, 42A, 42B, 58A, 58B, 59A, 59B, 60A, 60B, 61A, 61B, 62A, 62B, 63A, 63B

**Congressional District:** 2,3,5

**Vehicles:** 11 Class 400 (medium), 23 Class 500 (large) 14 Class 700 (large)

**Service Type:** Fixed Route

**Days of Service:** Express and In-Commute, Monday – Friday, 5:30 a.m. – 10:30 p.m.; Southdale 494 Corridor, Monday – Friday, 6:00 a.m. – 8:00 p.m.

**Base Fare:** \$1.75 non peak express, \$1.25 non peak local, \$2.50 peak express, \$1.75 peak local

**Funding Class:** Urban

## 2003 SYSTEM DATA:

**Total Operating Costs:** \$4,803,573

**Total Cost Per Passenger:** \$7.95

**Ridership:** 603,633

**Annual System Revenue Miles:** 790,539



# WESTONKA RIDES

---

**Contact Person:** Sue Gallus  
**Title:** Transportation Program Manager  
**Address:** 4140 Shoreline Drive  
Spring Park, MN 55384  
**Telephone:** 952.474.7441  
**Fax:** 952.471.9002  
**E-mail:** [sgallus55331@yahoo.com](mailto:sgallus55331@yahoo.com)

## 2004 ACHIEVEMENTS:

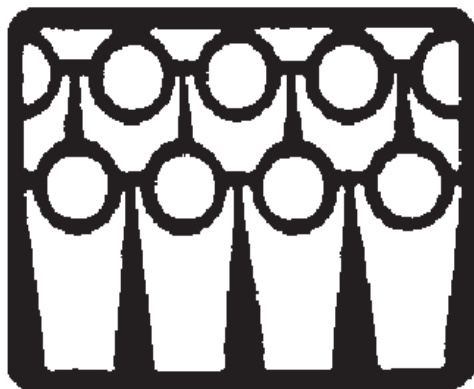
- Increased Dial-A-Ride ridership.
- Decreased overall cost per passenger trip.
- Increased efficiency by using computerized scheduling software.
- Moved into new facility.

## 2005 OBJECTIVES:

- Continue to increase ridership.
- Update and review policy and procedures manual.

## LONG RANGE PLANS (2006 - 2011):

- Increase hours to expand Dial-A-Ride to include the Waconia area medical facilities



## SYSTEM SNAPSHOT:

**Legal Name:** Senior Community Services – Westonka

**Type of Government:** Senior Community Services  
Board of Directors

**Area Served:** Cities of Mound, Spring Park and Navarre

**Legislative District:** 33A

**Congressional District:** 3

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**Vehicles:** 2 Class 500 (medium) vehicles and 8 volunteer cars

**Service Type:** Dial-A-Ride

**Days of Service:** Monday - Friday, 9:00 a.m. - 3:30 p.m.

**Base Fare:** \$1.50 for a one-way trip (suggested donation for seniors)

**Funding Class:** Elderly and Disabled

---

## 2003 SYSTEM DATA:

**Total Operating Costs:** 110,746

**Total Cost Per Passenger:** \$8.62

**Ridership:** 12,847

**Annual System Miles:** 38,126

## Section 5310 Recipients

The purpose of the Federal Transit Administration (FTA) Section 5310 program is to meet the special transportation needs of elderly persons and persons with disabilities for whom existing mass transportation services are unavailable, insufficient, or inappropriate.

The program seeks to enhance coordination of federally assisted programs and services to encourage the most efficient use of federal resources and to achieve the goal of improved mobility for elderly persons and persons with disabilities.

The State of Minnesota receives Federal Section 5310 funds each year through a lump sum appropriation from the U.S. DOT-FTA. It is Mn/DOT's policy to use Section 5310 funds to purchase lift-equipped vehicles.

Grants are awarded for vehicle replacement, expansion of current services, or initiation of new services. Grant vehicles are purchased under Mn/DOT's Cooperative Vehicle Procurement Program through the Department of Administration. Listed below are the current Section 5310 recipients:

### ABILITY BUILDING CENTER (ABC)

Contact Person: Steve Hill  
Telephone Number: 507.281.6262  
1911 NW 14th St.  
Rochester, MN 55903  
E-Mail Address: [stevenh@abcinc.org](mailto:stevenh@abcinc.org)

### ABLE, INC.

Contact Person: Mary Pieper  
Telephone Number: 507.725.2495  
216 East South Street  
Caledonia, MN 55921  
E-Mail Address: [mpieper@able-inc.org](mailto:mpieper@able-inc.org)

### ACCESSIBLE SPACE, INC.

Contact Person: Brian Brown  
Telephone Number: 218.728.5464  
PO Box 3694  
Duluth, MN 55803  
E-Mail Address: [brian@northern-access.com](mailto:brian@northern-access.com)

### ADULT DAY SERVICES OF BEMIDJI

Contact Person: April Coleman-Maddox  
Telephone Number: 218.751.1324  
620 Carlake Road  
Bemidji, MN 56601  
E-Mail Address: [acollman@paulbunyan.net](mailto:acollman@paulbunyan.net)

### AGELESS CARE OPTIONS

Contact Person: Karin Loven-Kotz  
Telephone Number: 218.463.3695  
PO Box 368  
Roseau, MN 56751  
E-Mail Address: [agelesscareopt@wiktel.com](mailto:agelesscareopt@wiktel.com)

### AMERICAN RED CROSS

Contact Person: Sue Olson  
Telephone Number: 651.291.4675  
176 So. Robert St.  
St. Paul, MN 55107  
E-Mail Address: [solson@arcstp.org](mailto:solson@arcstp.org)

### ANOKA, CITY OF

Contact Person: Butch Brandenburg  
Telephone Number: 763.576.2984  
2105 First Avenue North  
Anoka, MN 55303-2270  
E-Mail Address: [bbrandenburg@ci.anoka.mn.us](mailto:bbrandenburg@ci.anoka.mn.us)

### ARLINGTON GOOD SAMARITAN CTR

Contact Person: Jerry Ardolf  
Telephone Number: 507.964.2251  
411 - 7th Ave. NW., PO Box 645  
Arlington, MN 55307-0645



## Section 5310 Recipients

### ATWATER, CITY OF

Contact Person: Goldie Smith  
Telephone Number: 952.974.8760  
123 - 4th St. N., PO Box 59  
Atwater, MN 56209  
E-Mail Address: [atwatercityclerk@willmar.com](mailto:atwatercityclerk@willmar.com)

### AUGUSTANA LUTHERAN HOMES, INC.

Contact Person: Brandon Peitsch  
Telephone Number: 320.693.2430  
218 N. Holcombe Ave.  
Litchfield, MN 55355  
E-Mail Address: [bpietsc@bsm1.org](mailto:bpietsc@bsm1.org)

### BAY LAKE AREA LIONS CLUB

Contact Person: Vernon Skrivseth  
Telephone Number: 218.678.3654  
15257 Trillium Trail  
Deerwood, MN 56444  
E-Mail Address: [skriv@mlecmn.net](mailto:skriv@mlecmn.net)

### BECKER COUNTY DAC

Contact Person: David Peterson  
Telephone Number: 218-847-8206  
900 E. Central, PO Box 852  
Detroit Lakes, MN 56502  
E-Mail Address: [ikswds@hotmail.com](mailto:ikswds@hotmail.com)

### BETHANY ADULT DAY SERVICES

Contact Person: Cleo Hartung  
Telephone Number: 218.652.3712  
PO Box 265  
Nevis, MN 56467  
E-Mail Address: [hlcads@unitelc.com](mailto:hlcads@unitelc.com)

### BETHANY HOME

Contact Person: Gary Brink  
Telephone Number: 320-762-1567  
1020 Lark Street  
Alexandria, MN 56308  
E-Mail Address: [gbrink1@bsm1.org](mailto:gbrink1@bsm1.org)

### BOIS FORTE RESERVATION TRIBAL CI

Contact Person: Cathy Chavers  
Telephone Number: 218.757.3295  
13071 Nett Lake Rd.  
Nett Lake, MN 55771

### CEDAR VALLEY SERVICES, INC.

Contact Person: Richard Pavek  
Telephone Number: 507.433.2303  
2111 - 4th St. NW  
Austin, MN 55912  
E-Mail Address: [rpavek@smig.net](mailto:rpavek@smig.net)

### CENTER OF HUMAN ENVIRONMENT

Contact Person: Marg Donnell  
Telephone Number: 952.935.5403  
1425 - 230th Avenue  
Mahnomen, MN 56557  
E-Mail Address: [che@djam.com](mailto:che@djam.com)

### CENTRO CULTURAL CHICANO

Contact Person: Francini Acuna  
Telephone Number: 612.874.1412  
1915 Chicago Avenue South  
Minneapolis, MN 55404  
E-Mail Address: [centro@qwest.net](mailto:centro@qwest.net)

### CLEARWATER DAC

Contact Person: Donald Blooflat  
Telephone Number: 218.694.6541  
5th & Hallan Ave., PO Box 29  
Bagley, MN 56621  
E-Mail Address: [dbcdac@gvtel.com](mailto:dbcdac@gvtel.com)

### CLUES

Contact Person: Corrine Bruno  
Telephone Number: 651.291.8174  
401 Concord St.  
St. Paul, MN 55107  
E-Mail Address: [cbruno@clues.org](mailto:cbruno@clues.org)

## Section 5310 Recipients

### COMMUNITY HOSPITAL-CANNON FALLS

Contact Person: Dick Treptow  
Telephone Number: 507.263.4221  
1116 W. Mill St.  
Cannon Falls, MN 55009  
E-Mail Address: [dtreptow@cannonfallshospital.com](mailto:dtreptow@cannonfallshospital.com)

### COMMUNITY OPTIONS AND RESOURCES

Contact Person: Judy Martens  
Telephone Number: 507.728.8444  
PO Box 416  
Welcome, MN 56181  
E-Mail Address: [cordugy1@frontiernet.net](mailto:cordugy1@frontiernet.net)

### CONNECTIONS OF MOORHEAD

Contact Person: Cindy Andrew  
Telephone Number: 218.233.8657  
810 - 4th Avenue South, Ste. 156  
Moorhead, MN 56561  
E-Mail Address: [cindy@connectionsofmoorhead.org](mailto:cindy@connectionsofmoorhead.org)

### COTTONWOOD COUNTY DAC

Contact Person: Donald Pankratz  
Telephone Number: 507.831.1511  
1049 - 5th Ave., PO Box 153  
Windom, MN 56101  
E-Mail Address: [ccdac@quest.net](mailto:ccdac@quest.net)

### DAC - BEMIDJI

Contact Person: Jane Brown  
Telephone Number: 218.759.0052  
735 Mahnom Drive SE  
Bemidji, MN 56619-0842  
E-Mail Address: [dacji@paulbunyan.net](mailto:dacji@paulbunyan.net)

### DARTS

Contact Person: Mark Hoisser  
Telephone Number: 651.455.1560  
1645 Marthaler Lane  
West St. Paul, MN 55118-9909  
E-Mail Address: [mark.hoisser@darts1.org](mailto:mark.hoisser@darts1.org)

### DEER RIVER HEALTH CARE CTR

Contact Person: Renee Jones  
Telephone Number: 218.246.2609  
1002 Coomstock Drive  
Deer River, MN 56636  
E-Mail Address: [donnelly@paulbunyan.net](mailto:donnelly@paulbunyan.net)

### EAST POLK COUNTY DAC

Contact Person: Wayne Holt  
Telephone Number: 218.435.6188  
326 North Mark, PO Box 178  
Fosston, MN 56542  
E-Mail Address: [epcdac@gvtel.com](mailto:epcdac@gvtel.com)

### EAST SIDE NEIGHBORHOOD SRVS

Contact Person: Bobby Hightower  
Telephone Number: 612.781.6011  
1929 - 2nd Street NE  
Minneapolis, MN 55418  
E-Mail Address: [bhightower@esns.org](mailto:bhightower@esns.org)

### EAST SUBURBAN RESOURCES

Contact Person: Ed Bovee  
Telephone Number: 651.351.0190  
1754 Washington Ave.  
Stillwater, MN 55082-7561  
E-Mail Address: [eboeve@esrworks.org](mailto:eboeve@esrworks.org)

### ECCO

Contact Person: Catherine Nelson  
Telephone Number: 507.247.5340  
144 - 4th Street  
Tracy, MN 56175  
E-Mail Address: [cathryn56115@yahoo.com](mailto:cathryn56115@yahoo.com)

### ELDERS HOME

Contact Person: Cal Anderson  
Telephone Number: 218.385.2005  
214 So. Tousley, PO Box 188  
New York Mills, MN 56567  
E-Mail Address: [canderson@eldershome.com](mailto:canderson@eldershome.com)

## Section 5310 Recipients

### EMMANUEL NURSING HOME

Contact Person: Sandy Lia  
Telephone Number: 218.847.4486  
1415 Madison Ave.  
Detoit Lakes, MN 56501  
E-Mail Address: [slia@bsm.org](mailto:slia@bsm.org)

### EMPLOYMENT ENTERPRISES, INC.

Contact Person: Byron Quinn  
Telephone Number: 320.632.9251  
307 NW 9th Ave., PO Box 303  
Little Falls, MN 56345  
E-Mail Address: [eei@upstel.net](mailto:eei@upstel.net)

### ENTERPRISE NORTH, INC

Contact Person: Mary Hippert  
Telephone Number: 507.233.8900  
2100 N. Broadway  
New Ulm, MN 56073  
E-Mail Address: [mhippert@newulmtel.net](mailto:mhippert@newulmtel.net)

### EPIC ENTERPRISES, INC.

Contact Person: Linda Hibbard  
Telephone Number: 507.645.6800  
PO Box 186  
Dundas, MN 55019  
E-Mail Address: [epic@11.net](mailto:epic@11.net)

### FALLS DAC

Contact Person: Sally Erickson  
Telephone Number: 218.681.5951  
205 W. 13th St., PO Box C  
Thief River Falls, MN 56701  
E-Mail Address: [fdacse@mncable.net](mailto:fdacse@mncable.net)

### FERGUS FALLS SR. CITIZEN'S PROGRAM, INC.

Contact Person: Kathy Sporre  
Telephone Number: 218.736.6842  
115 W. Lincoln Ave.  
Fergus Falls, MN 56537  
E-Mail Address: [webmaster@ffsenior.org](mailto:webmaster@ffsenior.org)

### FLOODWOOD SERVICES AND TRAINING

Contact Person: James Taray  
Telephone Number: 218.476.2230  
601 Ash St., PO Box 347  
Floodwood, MN 55736-0347  
E-Mail Address: [fstomeadows.net](mailto:fstomeadows.net)

### FOCUS CORPORATION, INC.

Contact Person: Mary Wickersham  
Telephone Number: 218.463.0411  
PO Box 387  
Roseau, MN 56751  
E-Mail Address: [focus@wiktel.com](mailto:focus@wiktel.com)

### FUNCTIONAL INDUSTRIES, INC.

Contact Person: Rod Pederson  
Telephone Number: 763.682.4336  
1801 Highway 25 N., PO Box 336  
Buffalo, MN 55313  
E-Mail Address: [rodpedersonis@yahoo.com](mailto:rodpedersonis@yahoo.com)

### GOOD SAMARITAN NURSING HOME

Contact Person: Deb Chandler  
Telephone Number: 218.773.7484  
2230 River Road NW  
East Grand Forks, MN 56721  
E-Mail Address: [gss3930@good-sam.com](mailto:gss3930@good-sam.com)

### GOOD SHEPARD COMMUNITY

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### GRAND RAPIDS - ODC

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## Section 5310 Recipients

### GREENSVIEW CARE CENTER

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Bagley, MN 56621  
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### GREENWOOD CONNECTIONS

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Menahga, MN 55464  
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### GUARDIAN ANGELS OF ELK RIVER

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Elk River, MN 55330  
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### HALLIE Q. BROWN COMMUNITY CTR

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### HALSTAD LIVING CENTER

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133 - 4th Avenue East  
Halstad, MN 56548  
E-Mail Address: [halstadic@rrv.net](mailto:halstadic@rrv.net)

### HARMONY COMMUNITY HOSPITAL

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Harmony, MN 55939  
E-Mail Address: [mjmaher@gundluth.org](mailto:mjmaher@gundluth.org)

### HARRY MEYERING HOME

Contact Person: Rick Bernardy  
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109 Homestead Drive  
Mankato, MN 56001  
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### HERITAGE LIVING CENTER

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### HILLCREST NURSING HOME

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### HOPE DAC

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### HUBBARD COUNTY DAC

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### HUMAN DEVELOPMENT CENTER

Contact Person: Lee Hemming  
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## Section 5310 Recipients

### HUMAN SERVICES, INC.

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Oak Park Heights, MN 55082  
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### INDEPENDENCE CENTER, INC.

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### INDIAN FAMILY SERVICES

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### INDUSTRIES, INC.

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### ISANTI COUNTY COMM. ON AGING

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### ITASCA DAC

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### JACKSON COUNTY DAC

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### JEWISH COMMUNITY CENTER

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### JOBS PLUS, INC.

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### KANABEC COUNTY SENIOR CITIZENS

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### KITTSOON COUNTY DAC

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### KITTSOON MEMORIAL HOSPITAL

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## Section 5310 Recipients

### LAKESHORE LUTHERAN HOME

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### LAKEWOOD HEALTH SYSTEM

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Staples, MN 56479  
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### LESUEUR CTY DEVELOPMENT SRVS

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Waterville, MN 56096  
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### LIFEWORCS SERVICES, INC.

Contact Person: Robert Hurst  
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### LITTLEFORK MEDICAL CENTER

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### MAIN STREET INDUSTRIES

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### MARTIN LUTHER MANOR, INC.

Contact Person: Sally Peterson  
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### MERRICK, INC.

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### MIDWAY TRANSPORTATION, INC.

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### MILLE LACS HEALTH SYSTEM

Contact Person: Carolyn Stark  
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Onamia, MN 56359  
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### MINNEAPOLIS INDIAN SRVS CTR

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### MN MASONIC HOME SENIOR OUTREACH SERVICES

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## Section 5310 Recipients

### MN VALLEY ACTION COUNCIL

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### MRCI - MANKATO

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### MRCI - NEW ULM

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### NORMAN COUNTY DAC

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### NORTHEAST CONTEMP. SRVS, INC.

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### NORTHERN ITASCA HEALTHCARE CTR

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### ODC, INC.

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### OPPORTUNITY PARTNERS

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### OPTIONS, INC.

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### PERHAM HOSPITAL DISTRICT

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### PHOENIX ALTERNATIVES, INC.

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### PILLSBURY UNITED COMMUNITIES

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## Section 5310 Recipients

### PINE CO. CITIZENS COMM. ON AGING

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Pine City, MN 55063

### PINE COUNTY DAC (PHASE)

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### PINE HAVEN CARE CENTERS, INC.

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### POLK COUNTY DAC

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### PRAIRIE MANOR NURSING HOME

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### PRESTON GOOD SAMARITAN CENTER

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### PRISM

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### PROACT, INC. - EAGAN

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### PROACT, INC. - RED WING

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### PRODUCTIVE ALTERNATIVES, INC.

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### PROGRESS, INC.

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### REDWOOD FALLS SOCS

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## Section 5310 Recipients

### REGIONAL REHAB CENTER - DULUTH

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### RENVILLE CTY. COMM. RESIDENCE, INC.

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### RISE, INC.

Contact Person: Chuck Morris  
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### RIVERVIEW HEALTHCARE ASSOCIATION

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### ROCK COUNTY DAC

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### ROSEVILLE AREA SENIOR PROGRAM

Contact Person: Lynnae LeBarron  
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### SERVICE ENTERPRISES

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### SHOLOM COMMUNITY ALLIANCE

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### SIBLEY COUNTY DAC

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### SOJOURN ADULT DAY PROGRAM

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### SPRING VALLEY CARE CENTER

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### ST. ELIZABETH HOSPITAL AND NURSING HOME

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## Section 5310 Recipients

### ST. JOHN'S LUTHERAN HOME

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### ST. LOUIS PARK PUBLIC SCHOOLS

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### ST.BENEDICT'S CENTER

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### ST.OLAF'S RESIDENCE

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### ST.OTTO'S CARE CENTER

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### STEP, INC.

Contact Person: Sue Eisenmenger  
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### TRIMONT NURSING HOME

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### TWIN CITY LINNEA HOME

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### UDAC, INC.

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### UNIVERSITY GOOD SAMARITAN CTR

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### VALLEY VIEW NURSING HOME

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### VILLA ST.VINCENT

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## Section 5310 Recipients

### VOLUNTEERS OF AMERICA.

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### WADENA COUNTY DAC, INC.

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### WHITE BEAR AREA SENIOR PROGRAM

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### WINONA COUNTY DAC, INC.

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### WINONA ORC INDUSTRIES, INC.

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### WOODLAND CENTERS

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## 2004 Greater Minnesota Transit Systems Estimated Capital Costs

Transit System	Federal Item	Total Cost	Federal Share	State Share	Local Share
Albert Lea Transit	Radio equipment, farebox, bus graphics and computer aided dispatch software	\$ 15,700	\$ 0	\$12,560	\$ 3,140
Arrowhead Transit	8 buses	\$ 752,000	\$ 601,600	\$ 0	\$150,400
Becker County Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Benson Heartland Express	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Brainerd/Crow Wing Public Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Brown County Heartland Express	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Far North Public Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Faribault County Prairie Express	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Hibbing Area Transit	2 buses	\$ 188,000	\$ 150,400	\$ 0	\$ 37,600
Isanti County	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Kandiyohi Area Transit	2 buses	\$ 102,000	\$ 81,600	\$ 0	\$ 20,400
LeSueur Heartland Express	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Mankato Heartland Express	3 buses	\$ 282,000	\$ 225,600	\$ 0	\$ 56,400
Martin County Heartland Express	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Montevideo Heartland Express	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Mower County Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Northfield Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Pine River Ride With Us Bus	1 bus	\$ 44,000	\$ 35,200	\$ 0	\$ 8,800
Pipestone County Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Prairie Five Rides	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Rainbow Rider Transit	3 buses	\$ 153,000	\$ 122,400	\$ 0	\$ 30,600
Red Wing RIDE	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
RiverRider Public Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Rock County Heartland Express	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
SEMCAC Transportation	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Three Rivers Hiawathland Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Trailblazer Transit	2 buses	\$ 102,000	\$ 81,600	\$ 0	\$ 20,400
Tri CAP Transit Connection	1 bus	\$ 51,859	\$ 41,487	\$ 0	\$ 10,372
Tri-Valley Heartland Express	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Watonwan Take Me There Transit	1 bus	\$ 51,000	\$ 40,800	\$ 0	\$ 10,200
Western Community Action Transportation Program	2 buses	\$ 102,000	\$ 1,600	\$ 0	\$ 20,400
<b>TOTAL</b>		<b>\$2,863,559</b>	<b>\$2,278,287</b>	<b>\$12,560</b>	<b>\$572,712</b>

## 2004 Greater Minnesota Transit Systems Estimated Capital Costs

### 5311 Recipients of 5309 Funds

<b>Transit System</b>	<b>Item</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
Arrowhead Transit	Transit facility and buses	\$362,500	\$290,000	\$0	\$72,500

### 5307 Recipients of 5309 Funds

<b>Transit System</b>	<b>Item</b>	<b>Total Cost</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
Duluth	Transit Facility and buses	\$ 619,760	\$ 495,808	\$0	\$123,952
Rochester	Transit Facility and buses	\$1,675,191	\$1,340,153	\$0	\$335,038
St. Cloud Metro Bus	Transit Facility and buses	\$ 875,000	\$ 700,000	\$0	\$175,000
<b>TOTAL</b>		<b>\$3,169,951</b>	<b>\$2,535,961</b>	<b>\$0</b>	<b>\$633,990</b>

## 2004 Metropolitan Area Estimated Capital Costs

Transit System	Item	Total Cost	Federal Share	Local Share
Anoka NSCRA	Vehicle capital	\$ 57,953	\$ 0	\$ 57,953
DARTS	Facilities Improvements	\$ 143,000	\$ 0	\$ 143,000
DARTS	Building Improvements	\$ 50,000	\$ 0	\$ 50,000
DARTS	Communications Equipment	\$ 69,377	\$ 0	\$ 69,377
DARTS	Small buses	\$ 248,000	\$ 0	\$ 248,000
HSI	Small Buses	\$ 250,000	\$ 0	\$ 250,000
Maple Grove	Vans	\$ 150,000	\$150,000	\$ 0
Maple Grove	Maple Grove Hub	\$ 4,929,613	\$ 77,893	\$ 4,851,720
Maple Grove	Park and Ride Rehab	\$ 27,000	\$ 0	\$ 27,000
MC Metro Mobility	Small Buses	\$ 2,550,000	\$ 0	\$ 2,550,000
MC Regional	Large Buses	\$ 5,698,934	\$ 0	\$ 5,698,934
MC Regional	Fleet Rehab	\$ 1,086,659	\$ 0	\$ 1,086,659
MCS	Vans	\$ 46,928	\$ 0	\$ 46,928
Metro Mobility	Fleet Rehab	\$ 120,000	\$ 0	\$ 120,000
Metro Mobility	Small Buses	\$ 1,900,000	\$ 0	\$ 1,900,000
MTS	Large buses	\$ 110,687	\$ 0	\$ 110,687
MTS	Mid-size Buses	\$ 2,496,476	\$ 0	\$ 2,496,476
MTS	Large Buses	\$ 1,609,698	\$ 0	\$ 1,609,698
MVTA	Eagan Transit Hub	\$ 1,562,000	\$ 0	\$ 1,562,000
MVTA	Fleet Rehab	\$ 85,000	\$ 0	\$ 85,000
MVTA	Eagan bus garage	\$ 7,055,886	\$ 0	\$ 7,055,886
MVTA	Fleet Rehab	\$ 85,000	\$ 0	\$ 85,000
MVTA	Large buses	\$ 5,800,000	\$ 0	\$ 5,800,000
MVTA	Large buses	\$ 5,000,000	\$ 0	\$ 5,000,000
MVTA	Facilities Repairs	\$ 211,000	\$ 0	\$ 211,000
MVTA	Small buses	\$ 31,200	\$ 0	\$ 31,200
MVTA/MC Regional	Large Buses	\$ 3,500,000	\$ 0	\$ 3,500,000
MVTA/MC Regional	Large Buses	\$ 3,014,941	\$ 0	\$ 3,014,941
Plymouth	Shelters	\$ 306,547	\$ 0	\$ 306,547
Plymouth	Shelters	\$ 429,605	\$ 0	\$ 429,605
Prior Lake	Park and Ride Improvements	\$ 14,269	\$ 0	\$ 14,269
Prior Lake	Park and Ride Land Acquisition	\$ 80,000	\$ 0	\$ 80,000
Scott	Small buses	\$ 210,000	\$ 0	\$ 210,000
Scott	Small buses	\$ 220,000	\$ 0	\$ 220,000
SCS Delano	Small Buses	\$ 60,000	\$ 0	\$ 60,000
Shakopee	Park and Ride Improvements	\$ 36,768	\$ 0	\$ 36,768
Shakopee	Small buses	\$ 156,000	\$ 0	\$ 156,000
SMTC	Midlife overhauls	\$ 213,750	\$ 0	\$ 213,750
SMTC	SMTC Garage repair/security	\$ 184,000	\$ 0	\$ 184,000
SMTC	Bike racks for bus fleet	\$ 50,000	\$ 0	\$ 50,000
SMTC	Large Bus	\$ 376,406	\$313,672	\$ 62,734
SMTC	Fleet Rehab	\$ 300,000	\$ 0	\$ 300,000
SMTC	Security Improvements	\$ 290,167	\$ 0	\$ 290,167
SMTC	Non-revenue vehicles	\$ 40,000	\$ 0	\$ 40,000
SMTC	Southwest Station Debt Service	\$ 400,000	\$ 0	\$ 400,000
Sr Trans	Small buses	\$ 55,000	\$ 0	\$ 55,000
Various Systems	Communications Equipment	\$ 250,000	\$ 0	\$ 250,000
<b>TOTAL</b>		<b>\$51,561,864</b>	<b>\$438,493</b>	<b>\$51,123,371</b>

## 2004 Greater Minnesota Transit Systems Estimated Operating Costs

### GREATER MINNESOTA TRANSIT SYSTEMS

	<b>Costs</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
Urbanized	\$17,389,081.33	\$1,797,038.00	\$10,292,976.00	\$ 5,299,067.33
Elderly & Handicapped	\$ 2,893,493.52	\$ 0.00	\$ 2,087,753.00	\$ 805,740.52
Small Urban	\$ 3,941,743.34	\$ 562,629.16	\$ 2,497,845.34	\$ 881,268.84
Rural	\$15,951,976.09	\$2,244,900.16	\$10,468,744.89	\$ 3,238,331.04
<b>Totals</b>	<b>\$40,176,294.28</b>	<b>\$4,604,567.33</b>	<b>\$25,347,319.23</b>	<b>\$10,224,407.33</b>

### URBANIZED SYSTEMS

	<b>Costs</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
Duluth Transit Authority (DTA) - RR	\$ 8,924,323.65	\$ 449,344.00	\$ 5,610,568.00	\$2,864,411.65
East Grand Forks Transit	\$ 195,727.96	\$ 50,230.00	\$ 109,880.00	\$ 35,617.96
La Crescent Apple Express	\$ 151,272.58	\$ 27,255.50	\$ 75,640.50	\$ 48,376.58
Moorhead Metropolitan Area Transit	\$ 1,035,462.07	\$ 229,190.00	\$ 608,538.00	\$ 197,734.07
Rochester City Lines	\$ 3,025,615.56	\$ 518,018.50	\$ 1,427,053.50	\$1,080,543.56
St. Cloud Metro Bus	\$ 4,056,679.52	\$ 523,000.00	\$ 2,461,296.00	\$1,072,383.52
<b>Totals</b>	<b>\$17,389,081.33</b>	<b>\$1,797,038.00</b>	<b>\$10,292,976.00</b>	<b>\$5,299,067.33</b>

### ELDERLY & HANDICAPPED SYSTEMS

	<b>Costs</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
Duluth Transit Authority (DTA) STRIDE	\$ 544,982.70	\$ 0.00	\$ 345,950.00	\$199,032.70
East Grand Forks Dial-A-Ride	\$ 46,850.70	\$ 0.00	\$ 40,579.00	\$ 6,271.70
Moorhead (MAT) Paratransit	\$ 148,037.57	\$ 0.00	\$ 118,983.00	\$ 29,054.57
Rochester - ZIPS	\$ 469,169.83	\$ 0.00	\$ 396,652.50	\$ 72,517.33
St. Cloud Metro Plus Paratransit	\$1,684,452.73	\$ 0.00	\$1,185,588.50	\$498,864.23
<b>Totals</b>	<b>\$2,893,493.52</b>	<b>\$ 0.00</b>	<b>\$2,087,753.00</b>	<b>\$805,740.52</b>

### SMALL URBAN SYSTEMS

	<b>Costs</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
Albert Lea Transit	\$ 185,755.66	\$ 20,226.00	\$ 109,534.00	\$ 55,995.66
Benson Heartland Express	\$ 141,494.01	\$ 24,322.00	\$ 92,694.00	\$ 24,478.01
Cloquet PublicTransit	\$ 127,012.58	\$ 17,264.00	\$ 83,912.00	\$ 25,836.58
Faribault Flyer	\$ 158,880.07	\$ 27,096.00	\$ 101,874.50	\$ 29,909.57
Granite Falls Heartland Express	\$ 91,901.82	\$ 10,734.00	\$ 49,802.00	\$ 31,365.82
Hibbing Area Transit	\$ 185,407.76	\$ 28,822.00	\$ 120,866.00	\$ 35,719.76
LeSueur Heartland Express	\$ 161,463.18	\$ 25,964.00	\$ 99,492.00	\$ 36,007.18
Mankato Heartland Express	\$1,041,910.11	\$137,216.00	\$ 695,648.00	\$209,046.11
Montevideo Heartland Express	\$ 104,339.48	\$ 18,086.00	\$ 67,858.00	\$ 18,395.48
Monticello Heartland Express	\$ 64,986.24	\$ 9,880.00	\$ 38,120.00	\$ 16,986.24
Morris Transit	\$ 282,136.17	\$ 44,983.76	\$ 180,984.24	\$ 56,168.17
Northfield Transit	\$ 240,303.46	\$ 37,404.00	\$ 153,812.00	\$ 49,087.46
Red Wing RIDE	\$ 320,421.02	\$ 47,664.00	\$ 182,992.00	\$ 89,765.02
Saint Peter Transit	\$ 196,535.31	\$ 26,842.00	\$ 119,486.00	\$ 50,207.31
Stewartville Heartland Express	\$ 60,116.73	\$ 9,608.00	\$ 38,424.00	\$ 12,084.73
Virginia Dial-A-Ride	\$ 188,177.05	\$ 28,274.00	\$ 123,222.00	\$ 36,681.05
Winona Transit Service	\$ 390,902.68	\$ 48,243.40	\$ 239,124.60	\$103,534.68
<b>Totals</b>	<b>\$3,941,743.34</b>	<b>\$562,629.16</b>	<b>\$2,497,845.34</b>	<b>\$881,268.84</b>



## 2004 Greater Minnesota Transit Systems Estimated Operating Costs

### RURAL SYSTEMS

	Costs	Federal Share	State Share	Local Share
Annandale Heartland Transit	\$ 129,503.59	\$ 12,284.00	\$ 76,473.00	\$ 40,746.59
Arrowhead Transit	\$ 2,693,349.23	\$ 368,400.00	\$ 1,926,600.00	\$ 398,349.23
Becker County Transit	\$ 224,974.21	\$ 34,400.00	\$ 158,550.00	\$ 32,024.21
Brainerd/Crow Wing County Transit	\$ 709,714.07	\$ 125,291.80	\$ 480,605.20	\$ 103,817.80
Brown County Heartland Express	\$ 441,700.68	\$ 70,638.00	\$ 306,073.50	\$ 64,989.18
Chisago-Isanti CoountyHeartland Express	\$ 595,235.10	\$ 88,544.00	\$ 348,118.00	\$ 158,573.10
Clay County Rural Transit (CCRT)	\$ 234,408.39	\$ 40,552.00	\$ 159,419.00	\$ 34,437.39
Cottonwood County Transit	\$ 97,225.63	\$ 12,210.00	\$ 66,160.00	\$ 18,855.63
Dawson Heartland Express	\$ 66,454.20	\$ 10,890.00	\$ 46,400.00	\$ 9,164.20
Far North Public Transit	\$ 223,059.56	\$ 37,720.00	\$ 151,915.00	\$ 33,424.56
Faribault County Prairie Express	\$ 125,744.46	\$ 21,314.00	\$ 86,712.50	\$ 17,717.96
Fosston Heartland Express	\$ 60,432.00	\$ 8,108.95	\$ 39,329.55	\$ 12,993.50
Grant County Alpha Transit	\$ 125,629.87	\$ 9,381.53	\$ 80,650.47	\$ 35,597.87
Hubbard County Heartland Express	\$ 176,452.08	\$ 27,246.00	\$ 122,898.00	\$ 268,308.08
Kandiyohi Area Transit (KAT)	\$ 671,428.28	\$ 102,718.00	\$ 471,363.50	\$ 97,346.78
Lincoln County Heartland Express	\$ 148,835.92	\$ 22,508.00	\$ 94,401.00	\$ 31,926.92
Mahnomen County Heartland Express	\$ 132,228.99	\$ 23,754.00	\$ 90,290.50	\$ 18,184.49
Martin County Express	\$ 353,460.85	\$ 41,515.20	\$ 234,709.30	\$ 77,236.35
Meeker County Public Transit	\$ 237,835.19	\$ 26,500.00	\$ 131,557.50	\$ 79,777.69
MorrTrans	\$ 161,567.78	\$ 28,998.80	\$ 109,610.70	\$ 22,958.28
Mower County Area Transit	\$ 412,325.56	\$ 33,766.00	\$ 318,839.50	\$ 59,720.06
Murray County Heartland Express	\$ 80,259.67	\$ 11,197.20	\$ 49,110.30	\$ 19,952.17
Paul Bunyan Transit	\$ 486,220.77	\$ 83,096.00	\$ 335,937.00	\$ 67,187.77
Pelican Rapids Transit	\$ 8,496.75	\$ 0.00	\$ 6,651.00	\$ 1,845.75
Pine River Ride With Us Bus	\$ 60,212.58	\$ 11,191.00	\$ 40,174.50	\$ 8,847.08
Pipestone County Transit	\$ 244,486.44	\$ 37,906.00	\$ 166,094.00	\$ 40,486.44
Prairie Five RIDES	\$ 612,330.65	\$ 66,500.00	\$ 346,175.00	\$ 199,655.65
Prairieland Transit System	\$ 239,015.36	\$ 40,558.35	\$ 162,234.65	\$ 36,222.36
Rainbow Rider Transit	\$ 888,680.42	\$ 105,982.40	\$ 610,006.60	\$ 172,691.42
Red Lake Transit	\$ 150,677.95	\$ 67,500.00	\$ 0.00	\$ 83,177.95
Renville County Heartland Express	\$ 202,415.19	\$ 22,946.00	\$ 132,587.00	\$ 46,882.19
RiverRider Public Transit	\$ 531,730.56	\$ 63,166.00	\$ 336,827.00	\$ 131,737.56
Rock County Heartland Express	\$ 221,481.75	\$ 34,864.20	\$ 153,427.80	\$ 33,189.75
Rum River Transportation Collaborative	\$ 228,439.68	\$ 20,414.93	\$ 110,272.57	\$ 97,752.18
SEMCAC Transportation	\$ 184,857.80	\$ 19,306.00	\$ 139,669.50	\$ 25,882.30
Steele County Area Transit (SCAT)	\$ 320,372.37	\$ 49,928.00	\$ 226,696.00	\$ 43,748.37
Three Rivers Hiawathaland Transit	\$ 329,974.15	\$ 48,974.00	\$ 204,377.00	\$ 76,623.15
Trailblazer Transit	\$ 799,650.17	\$ 118,232.00	\$ 518,554.00	\$ 162,864.17
Tri-CAP Transit Connection	\$ 377,230.50	\$ 54,400.00	\$ 251,175.00	\$ 71,655.50
Tri-Valley Heartland Express	\$ 578,886.70	\$ 90,415.20	\$ 361,005.35	\$ 127,466.14
Wadena County Friendly Rider	\$ 190,416.87	\$ 32,134.00	\$ 130,785.50	\$ 27,497.37
Watonwan Take Me There Transit	\$ 186,751.13	\$ 23,851.00	\$ 104,184.50	\$ 58,715.63
Western Community Action Program	\$ 1,007,822.97	\$ 95,597.60	\$ 582,124.40	\$ 330,100.97
<b>Totals</b>	<b>\$15,951,976.09</b>	<b>\$2,244,900.16</b>	<b>\$10,468,744.89</b>	<b>\$3,238,331.04</b>

## 2004 Metropolitan Area Estimated Operating Cost

As reported by the Metropolitan Council from their 2003 National Transit Database Report.

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Metro Transit*	\$196,437,300	\$121,997,346	\$9,013,174	\$ 65,426,780
Metro Mobility*	\$ 24,884,491	\$ 0	\$4,850,000	\$ 30,893,000
Private Operators	\$ 1,041,263	\$ 588,100	\$ 0	\$ 9,813,163
Small Urban	\$ 1,306,945	\$ 370,184	\$ 0	\$ 824,698
Rural	\$ 4,410,606	\$ 522,525	\$3,365,556	\$ 3,888,081
Opt Outs	\$ 26,909,739	\$ 6,209,940	\$ 0	\$ 20,699,799
<b>Total</b>	<b>\$313,127,199</b>	<b>\$117,688,880</b>	<b>\$9,709,673</b>	<b>\$142,740,809</b>

\* Local share for Metro Transit and Metro Mobility includes funds dedicated to transit at their source, Light Rail from Hennipen County, Mn/DOT advertising, interest earnings, unrealized grants, sale of fixed assets, over reimbursed capital expenditure of bus funds, freight tariffs, charter service funds, some federal funds and gasoline tax.

### METROPOLITAN AREA TRANSIT SYSTEMS

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Metro Transit	\$196,437,300	\$121,997,346	\$9,013,174	\$65,426,780
Metro Mobility	\$ 24,884,491	\$ 3,293,454	\$ 0	\$21,491,037

### PRIVATE OPERATORS

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Anoka Traveler	\$ 1,020,467	\$ 31,600	\$0	\$ 988,867
BE-Line	\$ 1,263,061	\$115,500	\$0	\$1,147,561
East Metro	\$ 640,700	\$ 26,100	\$0	\$ 614,600
Lorenz(NSL)	\$ 1,455,408	\$ 82,000	\$0	\$1,373,408
Minnetonka(SCS)	\$ 155,600	\$ 12,000	\$0	\$ 143,600
Osseo	\$ 22,850	\$ 0	\$0	\$ 22,850
Roseville	\$ 940,248	\$ 56,000	\$0	\$ 884,248
417(DARTS)	\$ 34,707	\$ 600	\$0	\$ 34,107
604-614	\$ 701,768	\$ 28,000	\$0	\$ 673,768
219(NEST)	\$ 344,740	\$ 14,000	\$0	\$ 330,740
246(H.S.I.)	\$ 157,954	\$ 11,750	\$0	\$ 146,204
755-756(1st Stud.)	\$ 893,156	\$ 42,500	\$0	\$ 850,656
661(1st Stud.)	\$ 73,418	\$ 5,050	\$0	\$ 68,368
641-678(SCS)	\$ 621,476	\$ 31,000	\$0	\$ 590,476
76	\$ 57,610	\$ 8,000	\$0	\$ 49,610
South County	\$ 602,728	\$ 14,000	\$0	\$ 588,728
West Metro	\$ 1,415,372	\$110,000	\$0	\$1,305,372
<b>Totals</b>	<b>\$10,401,263</b>	<b>\$588,100</b>	<b>\$0</b>	<b>\$9,813,163</b>

## 2004 Metropolitan Area Estimated Operating Costs

### SMALL URBAN

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Edina Dial-A-Ride	\$ 60,072	\$ 24,072	\$ 0	\$ 36,000
Hastings - TRAC	\$ 256,665	\$ 55,000	\$ 40,000	\$ 161,665
Hopkins Hop-A-Ride	\$ 122,567	\$ 28,577	\$ 0	\$ 93,990
Lake Area Bus	\$ 399,020	\$ 56,477	\$ 0	\$ 270,480
Northeast Suburban Transit	\$ 288,740	\$ 117,275	\$ 0	\$ 171,465
PRISM	\$ 133,735	\$ 66,729	\$ 0	\$ 67,006
Park People Mover	\$ 46,146	\$ 22,054	\$ 0	\$ 24,092
<b>Totals</b>	<b>\$ 1,306,945</b>	<b>\$ 370,184</b>	<b>\$ 0</b>	<b>\$ 824,698</b>

### RURAL

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Anoka County Dial-A-Ride	\$ 1,005,782	\$ 34,800	\$ 936,182	\$ 970,982
Carver County Transit (CART)	\$ 430,742	\$ 128,000	\$ 174,742	\$ 302,742
DARTS	\$ 655,980	\$ 92,560	\$ 470,860	\$ 563,420
SCS-Delans	\$ 124,195	\$ 6,000	\$ 112,195	\$ 118,195
Human Services, Inc.	\$ 881,563	\$ 83,286	\$ 714,991	\$ 798,277
Linwood Volunteer	\$ 45,750	\$ 0	\$ 45,750	\$ 45,750
Scott County	\$ 917,481	\$ 136,120	\$ 645,241	\$ 781,361
Senior Transportation Program	\$ 128,462	\$ 15,009	\$ 98,444	\$ 113,453
Anoka County Volunteer	\$ 67,621	\$ 18,000	\$ 31,621	\$ 49,621
SCS-West Hennepin	\$ 37,350	\$ 3,750	\$ 29,850	\$ 33,600
SCS-Westonka Rides	\$ 115,680	\$ 5,000	\$ 105,680	\$ 110,680
<b>Totals</b>	<b>\$ 4,410,606</b>	<b>\$ 522,525</b>	<b>\$3,365,556</b>	<b>\$ 3,888,081</b>

### OPT-OUTS

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
City of Prior Lake	\$ 493,876	\$ 43,200	\$ 0	\$ 450,676
Maple Grove Transit	\$ 2,526,986	\$ 810,000	\$ 0	\$ 1,716,985
Minnesota Valley Transit Authority	\$12,583,662	\$3,480,500	\$ 0	\$ 9,103,162
Plymouth Metrolink	\$ 4,345,517	\$ 671,040	\$ 0	\$ 3,674,477
Shakopee	\$ 802,000	\$ 55,000	\$ 0	\$ 747,000
Southwest Metro	\$ 6,157,699	\$1,150,200	\$ 0	\$ 5,007,499
<b>Totals</b>	<b>\$26,909,739</b>	<b>\$6,209,940</b>	<b>\$ 0</b>	<b>\$ 20,699,799</b>

## 2003 Greater Minnesota Transit Systems Actual Operating Costs (unaudited amounts)

Greater Minnesota Transit Systems	Costs	Local	Federal Share	State Share	MVST
Urbanized	\$16,898,485.15	\$ 4,918,133.86	\$1,972,038.00	\$ 5,988,513.24	\$4,026,375.88
Elderly & Handicapped	\$ 2,707,080.08	\$ 1,366,234.62	\$ 0.00	\$ 1,252,907.17	\$ 87,938.29
Small Urban	\$ 3,761,117.32	\$ 662,686.27	\$ 405,850.50	\$ 1,737,644.97	\$ 958,926.31
Rural	\$15,356,988.29	\$ 3,680,376.04	\$1,885,611.02	\$ 7,118,116.51	\$2,672,884.72
<b>Totals</b>	<b>\$38,723,670.84</b>	<b>\$10,627,430.79</b>	<b>\$4,263,499.52</b>	<b>\$16,097,181.89</b>	<b>\$7,746,125.20</b>

### Urbanized Systems

Greater Minnesota Transit Systems	Costs	Local	Federal Share	State Share	MVST
Duluth Transit Authority (DTA) Regular Route	\$ 8,991,634.00	\$3,209,353.06	\$ 449,344.00	\$3,602,913.91	\$1,730,023.03
East Grand Forks	\$ 160,246.52	\$ 0.00	\$ 50,230.00	\$ 45,917.91	\$ 70,674.44
La Crescent Apple Express	\$ 144,188.00	\$ 38,922.47	\$ 27,255.50	\$ 49,920.03	\$ 28,090.00
Moorhead Metropolitan Area Transit (MAT)	\$ 969,399.92	\$ 126,931.96	\$ 229,190.00	\$ 317,934.68	\$ 295,343.28
Rochester City Lines	\$ 2,891,146.44	\$1,163,473.62	\$ 518,018.50	\$ 805,056.74	\$ 404,597.58
St. Cloud Metro Bus	\$ 3,741,870.27	\$ 379,452.76	\$ 698,000.00	\$1,166,769.96	\$1,497,647.55
<b>Totals</b>	<b>\$16,898,485.15</b>	<b>\$4,918,133.86</b>	<b>\$1,972,038.00</b>	<b>\$5,988,513.24</b>	<b>\$4,026,375.88</b>

### Elderly & Handicapped Systems

	Costs	Local	Federal Share	State Share	MVST
Duluth Transit Authority (DTA) STRIDE	\$ 499,632.88	\$ 243,019.38	\$ 0.00	\$ 256,613.50	\$ 0.00
East Grand Forks Dial-A-Rid	\$ 37,902.55	\$ 13,265.89	\$ 0.00	\$ 24,636.66	\$ 0.00
Moorhead (MAT) Paratransit-Senior	\$ 144,546.47	\$ 57,056.47	\$ 0.00	\$ 87,490.00	\$ 0.00
Rochester Zumbro Independent Passenger Services (ZIPS)	\$ 441,035.37	\$ 154,362.38	\$ 0.00	\$ 260,423.61	\$26,249.38
St. Cloud Metro Plus Paratransit	\$1,583,962.81	\$ 898,530.50	\$ 0.00	\$ 623,743.40	\$61,688.91
<b>Totals</b>	<b>\$2,707,080.08</b>	<b>\$1,366,234.62</b>	<b>\$ 0.00</b>	<b>\$1,252,907.17</b>	<b>\$87,938.29</b>

### Small Urban Systems

	Costs	Local	Federal Share	State Share	MVST
Benson Heartland Express	\$ 141,479.15	\$ 13,128.30	\$ 16,657.50	\$ 67,732.50	\$ 43,960.85
Cloquet Public Transit	\$ 124,092.73	\$ 40,791.05	\$ 12,471.04	\$ 60,718.24	\$ 10,112.40
Faribault Flyer	\$ 137,855.23	\$ 0.00	\$ 18,279.38	\$ 64,433.76	\$ 59,132.82
Granite Falls Heartland Express	\$ 82,279.29	\$ 23,812.55	\$ 8,290.26	\$ 35,370.79	\$ 14,805.68
Hibbing Area Transit	\$ 177,576.77	\$ 52,657.57	\$ 18,150.00	\$ 82,050.00	\$ 24,719.20
LeSueur Heartland Express	\$ 154,794.25	\$ 29,263.12	\$ 18,718.70	\$ 71,756.11	\$ 35,056.32
Mankato Heartland Express	\$1,062,829.05	\$ 73,578.69	\$102,456.58	\$ 498,169.75	\$388,624.03
Montevideo Heartland Express	\$ 97,436.84	\$ 13,235.31	\$ 11,947.09	\$ 46,515.01	\$ 25,739.43
Monticello Heartland Express	\$ 69,197.09	\$ 3,522.83	\$ 7,950.00	\$ 31,050.00	\$ 26,674.26
Morris Transit	\$ 259,142.17	\$ 48,867.89	\$ 30,108.86	\$ 125,376.44	\$ 54,788.98
Northfield Transit	\$ 220,093.96	\$ 31,857.58	\$ 26,750.21	\$ 105,306.17	\$ 56,180.00
Red Wing RIDE	\$ 318,695.61	\$ 61,961.15	\$ 33,785.21	\$ 132,555.63	\$ 90,393.62
Saint Peter Transit	\$ 201,150.66	\$ 67,043.69	\$ 20,152.27	\$ 85,374.81	\$ 28,579.89
Senior Resources of Freeborn County Transit	\$ 106,274.96	\$ 25,655.98	\$ 12,842.72	\$ 50,922.26	\$ 16,854.00
Stewartville Heartland Express	\$ 60,781.93	\$ 8,799.26	\$ 7,116.89	\$ 28,910.66	\$ 15,955.12
Virginia Dial-A-Ride	\$ 173,895.83	\$ 58,322.33	\$ 18,900.00	\$ 85,437.50	\$ 11,236.00
Winona Transit Service	\$ 373,541.80	\$110,188.95	\$ 41,273.79	\$ 165,965.36	\$ 56,113.71
<b>Totals</b>	<b>\$3,761,117.32</b>	<b>\$662,686.27</b>	<b>\$405,850.50</b>	<b>\$1,737,644.97</b>	<b>\$958,926.31</b>

### Rural Systems

	Costs	Local	Federal Share	State Share	MVST
Annandale Heartland Transit	\$ 116,878.04	\$ 44,870.23	\$ 7,411.43	\$ 57,854.78	\$ 6,741.60
Arrowhead Transit	\$ 2,642,686.09	\$ 798,334.41	\$ 583,686.85	\$ 994,347.90	\$ 266,316.93
Becker County Transit	\$ 216,604.21	\$ 43,093.10	\$ 21,682.55	\$ 118,570.00	\$ 33,258.56
Brainerd/Crow Wing County Transit	\$ 687,770.36	\$ 128,302.32	\$ 88,968.96	\$ 323,141.98	\$ 147,357.10
Brown County Heartland Express	\$ 414,962.00	\$ 80,213.97	\$ 48,987.90	\$ 220,737.40	\$ 65,022.73
Chisago-Isanti County Heartland Express	\$ 569,680.83	\$ 118,284.88	\$ 63,445.05	\$ 257,633.51	\$ 130,317.38

## 2003 Greater Minnesota Transit Systems Actual Operating Costs (unaudited amounts)

	Cost	Local	Federal Share	State Share	MVST
Clay County Rural Transit (CCRT)	\$ 223,015.63	\$ 36,629.46	\$ 27,902.05	\$ 115,171.50	\$ 43,312.62
Cottonwood County Transit	\$ 94,341.29	\$ 30,024.46	\$ 9,488.85	\$ 48,139.49	\$ 6,688.50
Dawson Heartland Express	\$ 74,375.74	\$ 11,840.93	\$ 7,779.08	\$ 34,347.78	\$ 20,407.95
Far North Public Transit	\$ 217,044.25	\$ 42,745.13	\$ 26,959.77	\$ 114,119.00	\$ 33,220.36
Faribault County Prairie Express	\$ 129,576.53	\$ 11,837.57	\$ 15,095.30	\$ 63,317.67	\$ 39,326.00
Fosston Heartland Express	\$ 53,694.92	\$ 16,174.30	\$ 5,784.79	\$ 29,097.63	\$ 2,638.21
Grant County Alpha Transit	\$ 132,937.19	\$ 66,734.69	\$ 6,833.25	\$ 59,369.25	\$ 0.00
Hubbard County Heartland Express	\$ 169,584.44	\$ 5,311.12	\$ 19,792.30	\$ 90,323.50	\$ 54,157.52
Kandiyohi Area Transit (KAT)	\$ 687,217.18	\$ 134,021.10	\$ 74,912.25	\$ 315,958.82	\$ 162,325.61
Lincoln County Heartland Express	\$ 144,601.32	\$ 16,452.98	\$ 16,088.34	\$ 69,877.81	\$ 42,182.19
Mahnomen County Heartland Express	\$ 128,954.53	\$ 6,995.96	\$ 17,389.43	\$ 65,960.00	\$ 38,609.14
Martin County Express	\$ 323,869.91	\$ 121,374.45	\$ 29,349.30	\$ 173,146.17	\$ 0.00
Meeker County Public Transit	\$ 219,594.06	\$ 47,190.21	\$ 20,196.89	\$ 96,026.96	\$ 56,180.00
MorrTrans	\$ 156,886.64	\$ 21,130.60	\$ 18,428.81	\$ 83,529.35	\$ 33,797.89
Mower County Transit	\$ 509,846.72	\$ 189,944.68	\$ 32,621.40	\$ 237,022.01	\$ 50,258.63
Murray County Heartland Express	\$ 68,266.24	\$ 10,408.09	\$ 8,072.06	\$ 36,190.53	\$ 13,595.56
Paul Bunyan Transit	\$ 460,231.08	\$ 94,072.75	\$ 57,907.22	\$ 241,242.99	\$ 67,008.13
Pelican Rapids Transit	\$ 7,828.68	\$ 102.61	\$ 0.00	\$ 4,621.57	\$ 3,104.51
Pine River Ride With Us Bus	\$ 56,134.41	\$ 10,824.32	\$ 6,886.37	\$ 26,204.57	\$ 12,219.15
Pipestone County Transit	\$ 231,093.09	\$ 20,653.13	\$ 27,445.20	\$ 122,765.31	\$ 60,229.45
Prairie Five RIDES	\$ 523,734.05	\$ 151,530.26	\$ 36,424.49	\$ 267,014.98	\$ 68,764.32
Prairieland Transit System	\$ 234,596.64	\$ 58,763.60	\$ 26,979.18	\$ 103,909.87	\$ 44,944.00
Rainbow Rider Transit	\$ 822,072.66	\$ 129,110.04	\$ 79,823.84	\$ 403,548.10	\$ 209,590.68
Red Lake Transit	\$ 151,936.87	\$ 85,986.87	\$ 65,950.00	\$ 0.00	\$ 0.00
Renville County Heartland Express	\$ 224,462.58	\$ 60,301.46	\$ 14,205.04	\$ 91,147.98	\$ 58,808.10
RiverRider Public Transit	\$ 557,472.54	\$ 159,223.54	\$ 43,918.60	\$ 250,195.15	\$ 104,135.25
Rock County Heartland Express	\$ 225,907.74	\$ 57,688.30	\$ 25,130.42	\$ 113,324.86	\$ 29,764.16
Rum RiverTransportation Collaborative, Inc.	\$ 181,832.55	\$ 57,854.82	\$ 15,909.48	\$ 78,292.85	\$ 29,775.40
SEMCAC Transportation	\$ 140,890.74	\$ 21,446.48	\$ 11,190.21	\$ 80,388.77	\$ 27,865.28
Steele County Area Transit (SCAT)	\$ 284,889.51	\$ 60,385.33	\$ 31,244.37	\$ 153,933.81	\$ 39,326.00
Three Rivers Hiawathaland Transit	\$ 307,313.69	\$ 35,897.32	\$ 35,977.47	\$ 150,310.47	\$ 85,128.43
Trailblazer Transit	\$ 838,943.43	\$ 106,669.22	\$ 82,552.67	\$ 350,964.75	\$ 298,756.80
Tri-CAP Transit Connection	\$ 353,307.00	\$ 65,465.39	\$ 44,351.98	\$ 180,339.94	\$ 63,149.69
Tri-Valley Heartland Express	\$ 529,845.45	\$ 98,280.38	\$ 62,877.75	\$ 265,612.75	\$ 103,074.57
Wadena County Friendly Rider	\$ 159,842.88	\$ 55,945.01	\$ 0.00	\$ 103,897.87	\$ 0.00
Watsonwan Take Me There Transit	\$ 168,703.26	\$ 25,116.71	\$ 14,451.50	\$ 79,696.66	\$ 49,438.40
Western Community Action Transportation Program	\$ 913,560.72	\$ 343,143.88	\$ 51,508.63	\$ 446,820.29	\$ 72,087.92
<b>Totals</b>	<b>\$15,356,988.29</b>	<b>\$3,680,376.04</b>	<b>\$1,885,611.02</b>	<b>\$7,118,116.51</b>	<b>\$2,672,884.72</b>



## 2003 Metropolitan Area Transit Actual Operating Costs (unaudited amounts)

As reported by the Metropolitan Council from their 2003 National Transit Database Report.

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Metro Transit*	\$ 196,437,300	\$121,997,346	\$ 9,013,174	\$ 65,426,780
Metro Mobility	\$ 4,850,000	\$ 0	\$ 4,850,000	\$ 30,893,000
Private Operators	\$ 9,472,545	\$ 638,341	\$ 0	\$ 8,768,017
Small Urban	\$ 2,125,839	\$ 421,655	\$ 42,536	\$ 1,448,156
Rural	\$ 4,938,494	\$ 1,672,929	\$ 226,229	\$ 2,044,882
Opt Outs	\$ 41,859,319	\$ 12,439,453	\$ 427,734	\$ 8,769,465
Other	\$ 1,059,657	\$ 721,084	\$ 0	\$ 338,573
<b>Total</b>	<b>\$ 313,127,199</b>	<b>\$117,688,880</b>	<b>\$ 9,709,673</b>	<b>\$142,740,809</b>

\*Local share for Metro Transit and Metro Mobility includes funds dedicated to transit at their source. Light Rail from Hennepin County, Mn/DOT advertising, interest earnings, unrealized grants, sales of fixed assets, over reimbursed capital expenditures, school bus funds, freight tariffs, charter service funds, some federal funds and gasoline tax.

### METROPOLITAN AREA TRANSIT SYSTEMS

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Metro Transit	\$ 196,437,300	\$ 121,997,346	\$ 9,013,174	\$ 65,426,780
Metro Mobility	\$ 24,884,491	\$ 3,293,454	\$ 0	\$ 21,491,037

### PRIVATE PROVIDER

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Anoka County Fixed Route	\$ 1,096,588	\$ 115,548	\$ 0	\$ 981,040
BE-Line	\$ 930,549	\$ 129,551	\$ 0	\$ 800,997
East Metro Redesign	\$ 735,131	\$ 15,373	\$ 0	\$ 719,758
Lake Area Bus MB	\$ 57,030	\$ 1,232	\$ 0	\$ 55,797
NEST MB	\$ 327,540	\$ 20,591	\$ 0	\$ 306,950
North Suburban Lines	\$ 1,532,958	\$ 86,452	\$ 0	\$ 1,446,507
Roseville Circulator	\$ 916,872	\$ 52,714	\$ 0	\$ 864,158
Route 417 (old 477)	\$ 35,932	\$ 159	\$ 0	\$ 35,773
Route 55	\$ 931,617	\$ 52,161	\$ 0	\$ 879,456
Route 66/614	\$ 383,011	\$ 18,896	\$ 0	\$ 364,116
Route 661	\$ 150,122	\$ 5,231	\$ 0	\$ 144,892
Route 78 & 71	\$ 66,969	\$ 3,951	\$ 0	\$ 63,019
South County Circulator	\$ 685,996	\$ 17,680	\$ 0	\$ 668,316
St. Croix Valley	\$ 154,350	\$ 1,987	\$ 0	\$ 152,363
West Metro Redesign	\$ 1,401,693	\$ 116,817	\$ 0	\$ 1,284,876
<b>Totals</b>	<b>\$ 9,406,358</b>	<b>\$ 638,3443</b>	<b>\$ 0</b>	<b>\$ 8,768,018</b>

## 2003 Metropolitan Area Transit Actual Operating Costs (unaudited amounts)

### SMALL URBAN

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
East Metro Redesign-Demand	\$ 159,565	\$ 5,925	\$ 0	\$ 153,640
Edina Dial-A-Ride	\$ 79,872	\$ 25,870	\$ 0	\$ 36,664
HASTINGS TRAC	\$ 244,892	\$ 52,157	\$34,136	\$ 158,599
Hopkins Hop-A-Ride	\$ 137,575	\$ 30,378	\$ 0	\$ 95,261
Lake Area Bus DR	\$ 391,018	\$ 77,513	\$ 0	\$ 270,480
Minnetonka DAR	\$ 158,808	\$ 8,956	\$ 0	\$ 149,852
NEST DR	\$ 331,725	\$ 98,082	\$ 0	\$ 171,465
Osseo Dial-A-Ride	\$ 22,337	\$ 0	\$ 0	\$ 22,337
Park People Mover	\$ 44,974	\$ 11,639	\$ 0	\$ 24,092
PRISM	\$ 231,061	\$ 93,803	\$ 8,400	\$ 59,087
Route 246 DAR	\$ 63,173	\$ 3,975	\$ 0	\$ 59,198
SCS - 71 & 78 DR	\$ 260,838	\$ 13,357	\$ 0	\$ 247,481
<b>Totals</b>	<b>\$4,251,676</b>	<b>\$229,812</b>	<b>\$42,536</b>	<b>\$1,448,156</b>

### RURAL

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Anoka County Traveler PBF	\$1,283,253	\$ 570,380	\$ 0	\$ 322,798
Anoka County Volunteer	\$ 90,073	\$ 41,809	\$ 0	\$ 25,502
CART	\$ 446,977	\$ 98,881	\$ 83,021	\$ 209,925
DARTS General Public	\$ 556,844	\$ 188,345	\$ 18,634	\$ 316,710
Human Services PBF	\$1,152,563	\$ 374,588	\$ 0	\$ 463,785
Linwood Volunteer	\$ 82,406	\$ 34,448	\$ 0	\$ 16,298
Scott County Fixed Route	\$ 34,989	\$ 20,131	\$ 0	\$ 0
Scot County Dial-A-Ride	\$ 744,506	\$ 184,322	\$106,824	\$ 449,804
SCS-Delano	\$ 170,362	\$ 51,433	\$ 0	\$ 73,761
SCS-West Hennepin	\$ 50,757	\$ 20,847	\$ 0	\$ 10,626
SCS-Westonka Rides	\$ 125,022	\$ 20,218	\$ 12,100	\$ 77,673
Senior Transportation Program	\$ 200,741	\$ 67,528	\$ 5,650	\$ 78,000
<b>Totals</b>	<b>\$4,938,493</b>	<b>\$1,672,930</b>	<b>\$226,229</b>	<b>\$2,044,882</b>

### OPT-OUTS

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
City of Prior Lake	\$ 276,804	\$ 38,371	\$ 0	\$ 238,433
Maple Grove Transit System	\$ 2,235,563	\$ 810,574	\$ 0	\$1,424,989
MVTA-Fixed Route	\$19,160,593	\$11,049,648	\$ 18,504	\$ 312,031
Plymouth Metrolink	\$ 3,756,902	\$ 513,477	\$ 0	\$3,243,425
Prior Lake Dial-A-Ride	\$ 14,144	\$ 1,551	\$ 0	\$ 12,593
Shakopee Dial-A-Ride	\$ 262,218	\$ 22,867	\$ 0	\$ 239,351
Shakopee Fixed Route	\$ 75,279	\$ 2,965	\$ 0	\$ 72,314
Southwest Metro Transit RR	\$16,077,816	\$12,439,453	\$409,230	\$3,226,329
<b>Totals</b>	<b>\$41,859,319</b>	<b>\$24,878,906</b>	<b>\$427,734</b>	<b>\$8,769,465</b>

## 2003 Metropolitan Area Transit Actual Operating Costs (unaudited amounts)

### Other

	<b>Costs</b>	<b>Local Share</b>	<b>Federal Share</b>	<b>State Share</b>
Northstar Commuter Coach	\$ 462,043	\$462,043	\$0	\$ 0
Van-Go	\$ 597,614	\$259,041	\$0	\$338,573
<b>Total</b>	<b>\$1,059,657</b>	<b>\$721,084</b>	<b>\$0</b>	<b>\$338,573</b>

## Glossary

This glossary contains certain technical terms, which appear in the 2004 Minnesota Transit Report. Many of these terms have multiple definitions; therefore, these terms are defined as they are used in the context of this report.

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

**Americans with Disabilities Act (ADA)** – The passage of the Americans with Disabilities Act in July 1991 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; excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares.

**Bus Rodeo** – A 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.

**Car Pool** – An arrangement where people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations.

**Charter Service** – Transportation service offered to the public on an exclusive group basis. It is provided with a vehicle that is licensed to render charter service and engage at a specific price for the trip or a period of time, usually on a reservation or contractual basis.

**Commercial Driver's License (CDL)** – A special operating license for drivers of certain types of vehicles based on the weight and seating capacity.

**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 function.

**Cost Effectiveness** – The ratio of the cost of a transit system to the level of service provided. Various measures may be used to determine cost effectiveness, as an example, cost per passenger trip.

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

**Demand Responsive/ 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.

**Elderly and Disabled Transportation** – Transportation service to persons that are physically disabled and/or elderly and live in areas with a population over 50,000 (Section 5307).

**Express Commuter Service** – Transit service generally connecting residential areas and activity centers via a high speed, non-stop connection.

## Glossary

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

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

**Fare box Recovery Ratio** – Total fare revenue divided by the total operating cost.

**Federal Transit Administration (FTA)** – A part of the United States Department of Transportation that administers the federal program of financial assistance to public transit.

**Fixed-Route** – Transportation service operated over a set route or network of routes on a regular time schedule. (Also known as Regular Route).

**Flexible-Fixed Route** – Transportation service that operates on a regular route, but will on demand change the route to meet the user's needs. (See Route Deviation).

**Inter City Bus** – (over -the-road coach) a large bus with luggage space, used primarily for transportation between cities.

**Light Rail Transit (LRT)** – A metropolitan electric railway system characterized by its ability to operate single cars or short trains along exclusive right-of-way at ground level, or aerial structures, in subways, or occasionally, in streets.

**Marketing** – A comprehensive process to induce greater usage of transportation services by determining the needs or demand of the community and potential customers, developing and implementing service on the basis of these needs, pricing the services, promoting the services, and evaluating the services as implemented in relation to customer needs and marketing goals.

**Metro Mobility** – The metropolitan-wide special transportation service of the Twin Cities.

**MVST (Motor Vehicle Sales Tax)** – A source of revenue for Minnesota public transit. For fiscal years 2003-2006, 21.5% of money collected on the purchase price of motor vehicles registered in Minnesota is deposited in the metropolitan area transit fund; 1.43% is deposited in the Greater Minnesota transit fund. The Greater Minnesota transit fund supports the Public Transit Participation Program in Minnesota Statutes, Section 174.24 for Greater Minnesota public transit.

**Operating Cost** – The recurring costs of providing transit service, i.e., wages, salaries, fuel, oil, taxes, maintenance, depreciation, insurance, marketing, etc.

**Operating Deficit** – Total-operating expenses 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 revenue.

**Opt-Out** – Replacement service program in the twin cities metro area (see Minnesota Statutes Section 473.388).

**Para transit**– Flexible forms of public transportation services that are not provided over a fixed-route e.g. demand responsive service.



## Glossary

**Park and Ride Facility** – A common location (e.g. parking lot) for individuals to transfer from a low to a high occupancy travel mode.

**Pass** – A means of transit payment, usually a pre-paid card that carries some identification that is displayed to the driver in lieu of paying cash for the fare.

**Passengers Per Mile** – The total number of passenger trips provided by a transit system divided by the number of miles traveled.

**Passenger Trip** – One person making a one-way trip from origin to destination. One round trip equals two passenger trips.

**Peak Period** – The hours when traffic or passenger demand is the greatest.

**Point Deviation** – Transportation service in which the transit vehicle is required to arrive at designated transit stops in accordance with a prearranged schedule but is not given a specific route to follow between these stops. It allows the vehicle to provide curbside service for those who request it.

**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.

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

**Revenue Vehicle Miles** – The total mileage incurred in scheduled service. Excludes non-service mileage (deadhead, training, etc.), charter mileage, exclusive service mileage, and mileage lost due to missed runs.

**Revenue Hours** – The total number of hours when the vehicle is in revenue service (e.g., the time when a vehicle is available to the general public and there is an expectation of carrying passengers). Excludes deadhead hours, but includes recovery/layover time.

**Route Deviation** – Transportation service on a non-exclusive basis, that operates along a public right-of-way, on a standard route, 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.

**RTAP (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.

**Rural Area** – A geographic area with a population of less than 2,500 (Section 5311).

**Section 5303 (Metropolitan Planning Program)** – The section of the Federal Transit Act of 1991, as amended, that provides financial assistance to metropolitan planning organizations which are responsible for conducting planning activities and technical assistance for public transit services. The program is expected to support the basic transportation planning process underway in urbanized areas, including capital planning, financial planning, and operations-related planning essential to the provision of transit services.

## Glossary

**Section 5303/5313 (Consolidated Planning Grant)** – The combination of the FTA's planning grant and the Federal Highway Administrations PL Planning program into one consolidated grant.

**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 over 50,000 populations 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 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 (under 50,000 population). The funds initially go to the Governor of each state. In Minnesota, the Minnesota Department of Transportation administers these funds.

**Section 5313 (State Planning and Research Program)** – The section of the Federal Transit Act of 1991, as amended, that provides financial assistance to the States for purposes of planning, technical studies and assistance, demonstrations, management training, and cooperative research activities.

**Service Area** – The geographic area that coincides with a transit system's legal operating limits (i.e. urbanized area, city limits, or county boundary).

**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.

**Shared-Ride Taxi** – A demand responsive service in which taxis carry several unrelated passengers with different origins and destinations.

**Small Urban** – A geographic area with a central city that has a population of between 2,500 and 50,000 (Section 5311).

**Special Transportation Services (STS)** - Transportation provided by a carrier on a regular basis designed to serve individuals who are elderly, handicapped, or disabled and are unable to use regular types of transportation. In Minnesota, carriers must be certified by the Office of Freight and Commercial Vehicle Operations before providing transportation. Terms and conditions for STS service are in the Minnesota Department of Transportation's Special Transportation Service Rules, parts 8840.5100 through 8840.6300.

**State Public Transit Assistance** – Funds appropriated by the Minnesota State legislature to be used to support the day-to-day operational costs of providing transit.

## Glossary

**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.

**System Miles** - The miles a transit vehicle travels from the time it goes into revenue service to the time it returns from revenue service. It is often called platform miles. It includes revenue miles and deadhead miles.

**TEA 21** – Transportation Equity Act for the 21st Century, reauthorization of ISTEA for FY 1998 – 2003.

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

**Total Passengers** – The total of all revenue passengers plus transfer passengers on second and successive rides, and free ride passengers.

**Transit** – Transportation by bus, rail, or other conveyance, either publicly or privately owned, which provides to the public, general or special service on a regular and continuing basis. Also known as “mass transportation,” “mass transit” and “transit.” The term includes fixed-route and Para transit services as well as ridesharing.

**Transit Dependent** – A 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.

**Urbanized Area** – A geographic area with a central city that has a population of over 50,000 (Section 5307).

**Vanpool** – A Para transit service by a van on a scheduled or unscheduled basis with at least five persons as occupants.

**Vehicles** - Transit vehicles are classified according to the following guidelines:

Class 300 Small, Light-Duty Cutaway Chassis Bus  
(Up to 150" Wheelbase) (Up to 12,500 GVWR)

Class 400 Medium, Light-Duty Cutaway Chassis Bus  
(151" to 180" Wheelbase) (12,300 to 16,000 GVWR)

Class 500 Medium-Duty Purpose Built Bus  
(17,000 – 24,000 GVWR)

Class 600 Medium, Heavy-Duty Purpose Built Bus  
(21,000-32,000 GVWR)

Class 700 Large, Heavy-Duty Purpose Built Bus  
(over 32,000 GVWR)

**Volunteer Driver Program** - – Transportation service provided by persons who utilize their own personal vehicle and are compensated for miles traveled.