



Dear Friends of Transit,

Gov. Pawlenty and I recognize that transit is an important part of a coordinated transportation system that meets the needs of Minnesota's citizens and businesses for safe, timely and predictable travel.

Transit enhances the economic vitality of Minnesota. Transit is an option to the single occupant vehicle in congested areas. Transit is an important link to employment and services that some citizens may not otherwise have, and transit provides connections to other transportation systems.

We are committed to focusing on priority transportation investments during these uncertain economic times. The administration's transportation finance package announced in 2003 provides \$36 million to advance construction of Metro area park and ride lots, bus ramps and other improvements. Another \$5 million will be used to purchase buses in Greater Minnesota over the next five years.

We will continue to work to meet greater Minnesota transit needs by 2010. We are also committed to expanding innovative partnerships with citizens, communities and organizations to improve safety, increase mobility and enhance transit services statewide.

Please take a few moments to read this report. It includes examples of how priority investments, improved services and innovative partnerships can go a long way to making the future of transit, and all transportation in Minnesota, much brighter!

Sincerely,

Lt. Gov. Carol Molnau
Commissioner

Introduction



A primary goal of the Pawlenty-Molnau administration is to enhance transportation by improving the ability of Minnesotans to travel safer, smarter and more efficiently. The Minnesota Department of Transportation and the Metropolitan Council missions focus on developing transit plans and projects that improve access to markets, jobs, goods and services and support a strong regional economy.

In this economic environment, the administration is focusing on priority transit improvements and investments that move the greatest number of people, to the right places, in the most cost-efficient manner. Transit alternatives such as light rail transit and bus rapid transit will be put to the test in 2004. Some transit providers are using innovations such as computer scheduling and dispatching to improve services and meet citizens' needs.

The 2003 Annual Transit Report provides an overview of Minnesota Department of Transportation and Metropolitan Council projects and events in 2003. Samples include transit sector studies to increase productivity and the first combined Minnesota and Wisconsin Minnesota Public Transit Conference.

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

CITY OF ROCHESTER REGULAR ROUTE AND ROCHESTER CITY LINES, INC.

The City of Rochester and Rochester City Lines, Inc. were dual recipients of the Minnesota Public Transit Association's 2003 Transit System of the Year award. Each year this award is presented to the organization that has demonstrated achievement in efficiency and effectiveness – including ridership, cost, safety, maintenance proficiency, agency policy and administration – and achievement of the organization's goals and objectives.



(L to R) Dan Holter, Rochester City Lines, Rochester Mayor Ardele Brede, Jean Meyer, District 6 Transit Project Manager and Tony Knauer, City of Rochester.

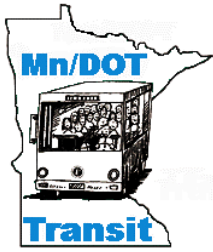
Rochester City Lines is the third-party contractor that operates Easy Rider, Rochester's regular route service. Easy Rider has experienced a 49% increase in ridership over the past seven years. From 1995 to 2002 ridership increased from 816,143 to 1,214,952. This is an exceptional achievement given the fiscal constraints and economic uncertainty over the past few years.

Easy Rider's 2002 achievements include:

- \$2.21 cost per passenger trip, the lowest rate in Greater Minnesota
- 41.4% revenue to cost ratio
- 5% increase in ridership
- Established additional park and ride facilities throughout the city

These outstanding achievements are attributed to the great partnership that Rochester enjoys with its third-party contractor. The City of Rochester and Rochester City Lines are true partners in public transit services!

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 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. The purpose of the Public Transit Participation Program, which provides financial assistance to transit systems in Greater Minnesota, 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
- Meet the needs of individual transit systems so they are consistent with other objectives stated above

The Mn/DOT Office of Transit has the unique challenge of advocating locally for transit service development and expansion, while keeping in mind fiscal restraints for the state as a whole. In July of 2002, Mn/DOT's Bicycle, Pedestrian and Telework staff joined the Office of Transit. With their planning expertise in non-motorized transportation, they create opportunities to promote safe infrastructure access for all transportation modes.

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.

Program Overview

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 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
- Maintaining public mobility in the event of emergencies or energy shortages.

Operating Costs for Public Transit

In calendar year 2002 it cost \$298.90 million to provide nearly 88 million rides on public transportation throughout the state of Minnesota. **Table I** illustrates the breakdown of total operating costs for public transportation in Minnesota by funding class in calendar year 2002. **Graphs I and II** illustrate 2002 funding sources for total operating costs for public transportation in Minnesota. **Maps I and II** illustrate the locations of the public transit system in Greater Minnesota and the Twin Cities Metropolitan Area.

**Table I – Total Operating Costs
2002 Minnesota Public Transit**

	Total Cost (in millions)
Twin Cities Regular Route	
(1 Metro Transit	\$196.4
Private Operators (18 systems)	\$ 9.9
Opt-Out Communities*	\$ 21.8
Metro Mobility	\$ 24.9
Urbanized – Greater MN	\$ 16.4
Elderly & Handicapped – Greater MN	\$ 2.4
Small Urban – Metro	\$ 1.2
Small Urban – Greater MN	\$ 3.8
Rural – Metro	\$ 7.0
Rural – Greater MN	\$ 15.1
Total	\$289.90

* 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 2002 are displayed in **Table II**.

Table II – 2002 Minnesota Public Transit Ridership

Greater Minnesota	9,337,142
Urbanized	6,125,369
Small Urban	935,642
Rural	2,089,814
Elderly and Handicapped	186,317
Twin Cities Metropolitan Area.	78,506,441
Metro Transit	69,589,375
Private Operators	1,985,053
Metro Mobility.....	1,106,166
Opt-Out	1,675,779
Small Urban	158,662
Rural	493,431
Campus Shuttle Service	3,497,975
(Service is self-supported, no state appropriation 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 Metro Bus

Small Urban

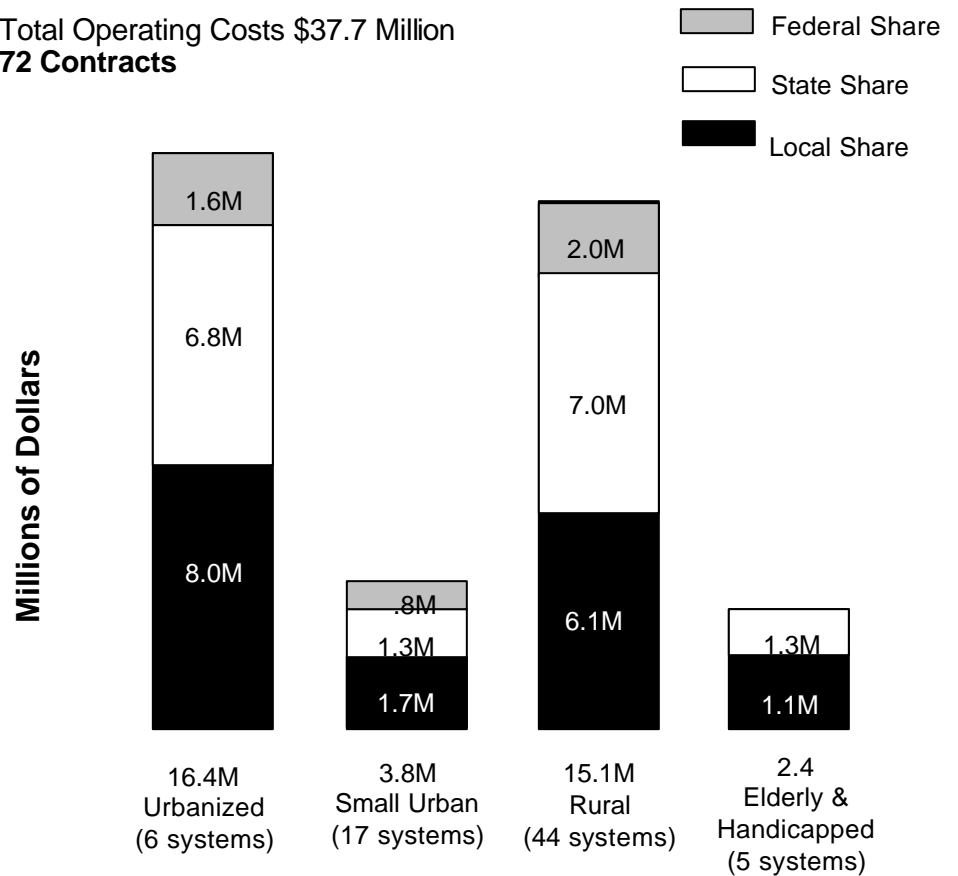
- Benson Heartland Express
- Cloquet Public Transit System
- Faribault Flyer
- Granite Falls Heartland Express
- Hibbing Area Transit
- LeSueur Heartland Express
- Mankato Heartland Express
- Montevideo Heartland Express
- Monticello Heartland Express
- Morris Transit
- Northfield Transit
- Red Wing 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
- Brainerd City Bus
- Brown County Heartland Express
- Chisago-Isanti County Heartland Express
- Clay County Rural Transit (CCRT)
- Clearwater Heartland Express
- Cottonwood County Transit
- Crow Wing Transit
- Dawson Heartland Express
- Faribault County Prairie Express
- Fosston Heartland Express
- Grant County Alpha Transit
- Hubbard County Heartland Express
- Kandiyohi Area Transit (KAT)
- Lake of the Woods Heartland Express
- Lincoln Heartland Express

Graph I – 2002 Greater Minnesota: Funding Sources for Total Operating Costs

Total Operating Costs \$37.7 Million
72 Contracts



- Mahnomen Heartland Express
- Martin County Express
- Meeker County Public Transit
- Mille Lacs County Heartland Express
- 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

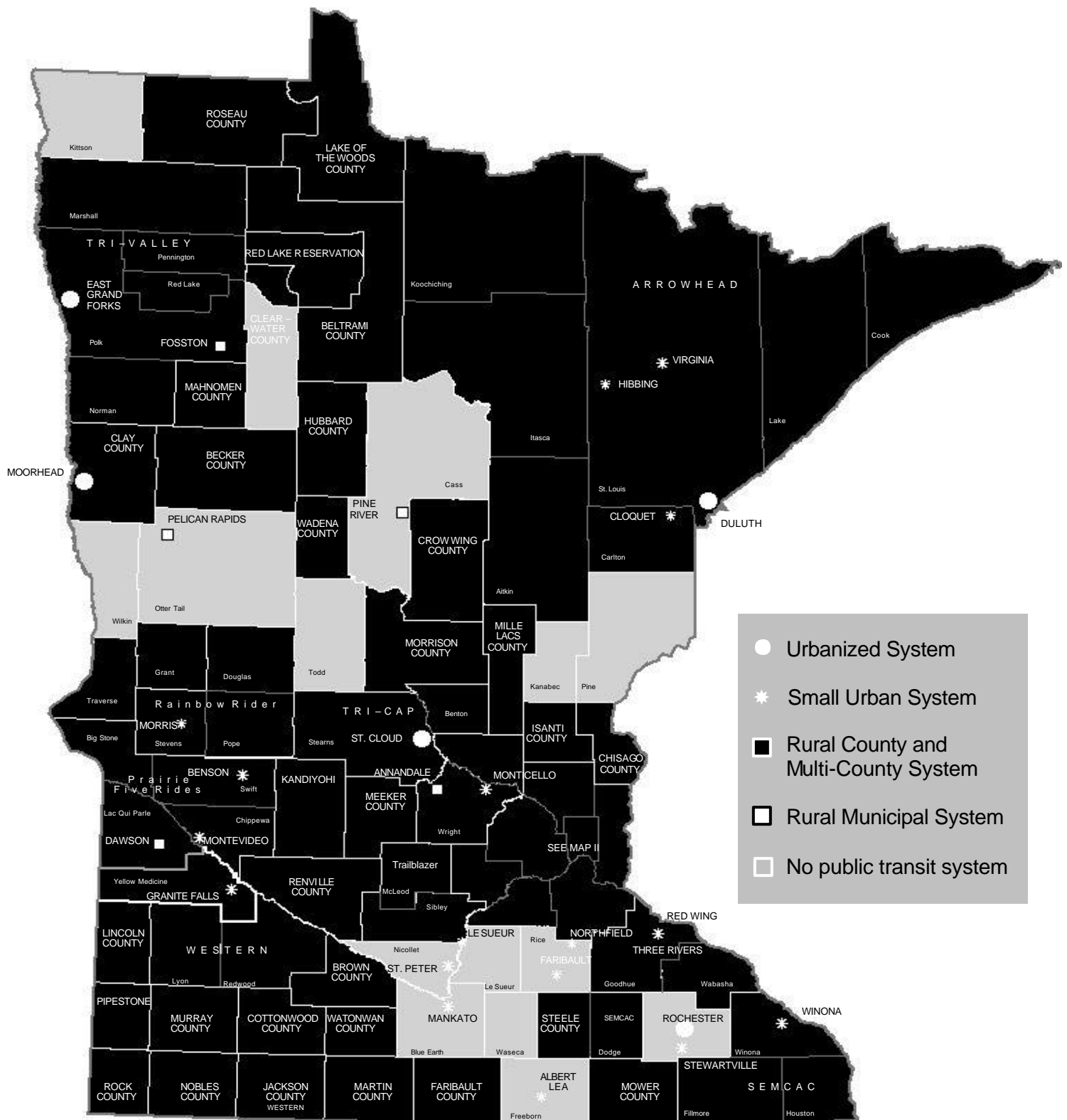
- Rock County Heartland Express
- Roseau County Area Transit (RCAT)
- SEMCAC Transportation
- Steele County Area Transit (SCAT)
- Three Rivers Hiawathaland Transit
- Trailblazer Transit
- Tri-CAP Transportation
- Tri-Valley Heartland Express
- Watonwan Take Me There
- Western Community Action Transportation 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 – 2003 Greater Minnesota Public Transportation Systems



Program Overview

Metro Mobility

Private Operators

- Anoka County Traveler
- Be-Line Route
- East Metro Redesign
- Lake Area Bus Fixed Route
- Minnetonka Dial-A-RIDE
- North Suburban Lines
- Osseo, Dial-A-Ride
- Roseville Area Circular
- Route 219
- Route 246 Dial-A-Ride
- Route 417
- Route 755/756
- Route 604/614
- Route 661
- Route 78 & 71
- South County Circular
- St. Croix Valley
- West Metro Redesign–Brooklyn Circuit

Rural

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

Small Urban

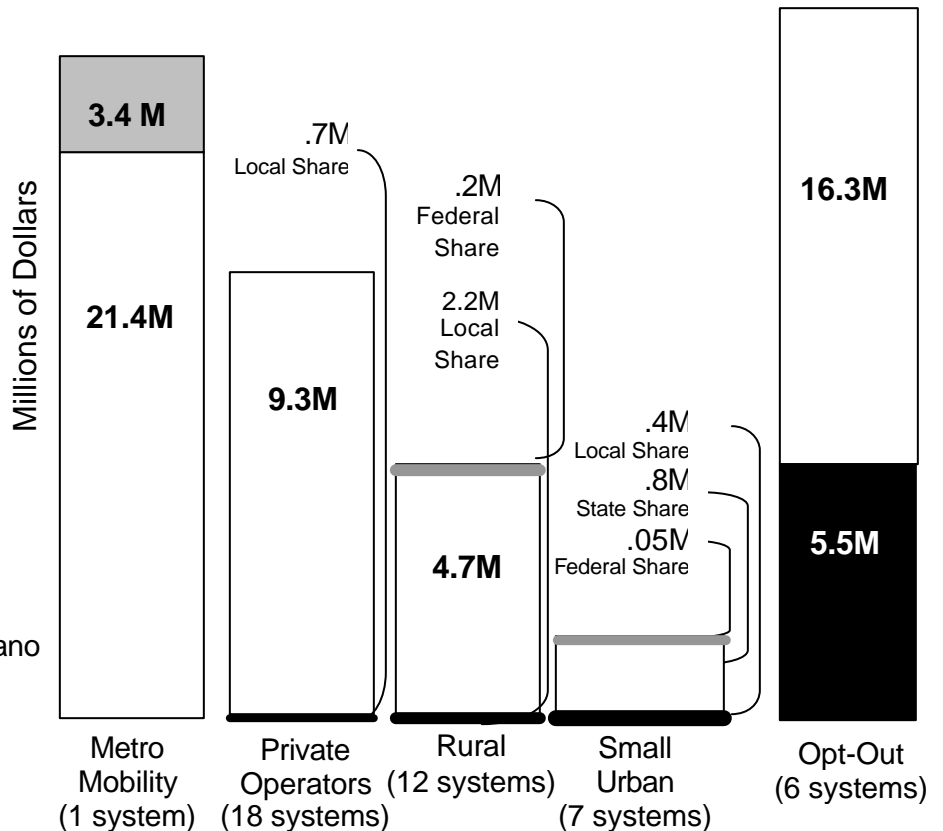
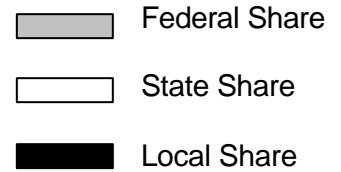
- Edina Dial-A-Ride
- Hastings TRAC
- Hopkins Hop-A-Ride
- Lake Area Bus Dial-A-Ride
- Northeast Suburban Transit (NEST)
- PRISM
- Park People Mover

Opt-Out

- Maple Grove Transit System
- Minnesota Valley Transit Authority
- Plymouth Metrolink
- Prior Lake Transit
- Shakopee
- Southwest Metro Transit Commission

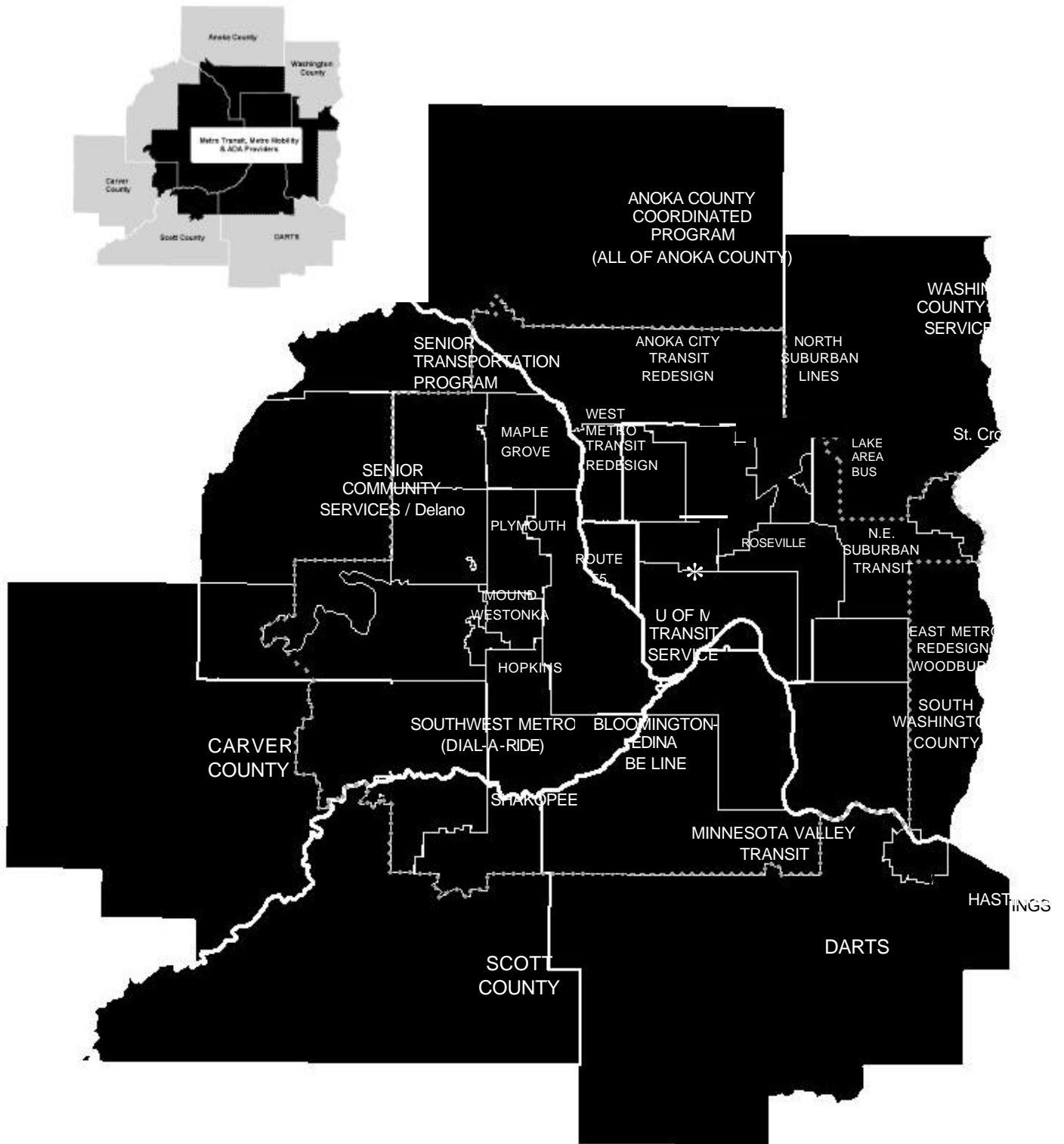
Graph II – 2002 Metro Funding Sources for Total Operating Costs

Total Operating Costs \$64 Million
44 Systems
(excludes Metro Transit)



Program Overview

Map II – 2003 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. In addition, Mn/DOT has statewide responsibility, which includes the metropolitan area, to administer the following Federal Transit Administration programs: Section 5309 Capital, Section 5303 Metropolitan Planning, Section 5310 Elderly and Persons with Disabilities, Section 5311 and Section 5311 (f) and Section 5313 State Planning and Research. Mn/DOT's responsibilities include managing contracts for services, billing, payments, and auditing 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 assistance funds for the Twin Cities metropolitan area. In addition they provide leadership in the development of a new vision and strategy for regional transit services.

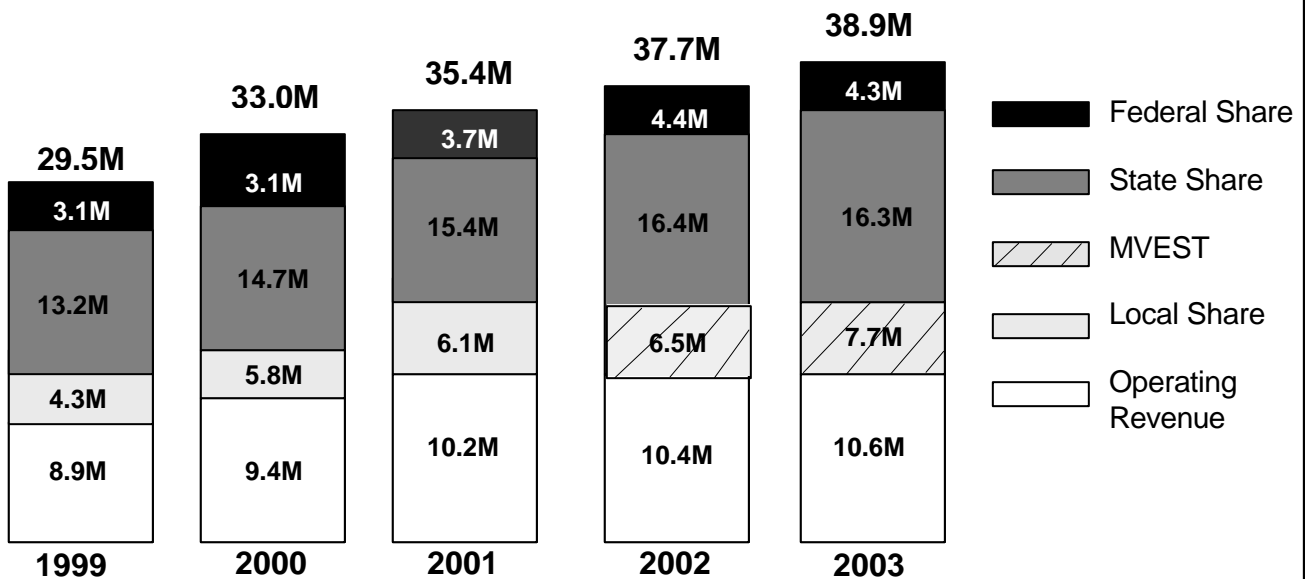
Funding Partnerships

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 2003, the fixed local shares are as follows:

Elderly and handicapped	35%
Rural	35%
Small Urban	40%
Urbanized	40%

Graph III - 1999 – 2003 Greater Minnesota – Funding Sources for Total Operating Costs



Figures for 1999, 2000, 2001 and 2002 represent actual reported operating costs. 2003 figures are estimates.

Program Management

Property Tax Replacement Aid

The 2001 legislature created the Greater Minnesota Transit Fund to provide Property Tax Replacement Aid payments for public transit systems in Greater Minnesota for FY 2002 and FY 2003. These payments replaced the portion of the local share and, in some cases local tax levies, for transit operating costs previously funded by local property taxes. The payments were adjusted each year for inflation. Mn/DOT disbursed property tax replacement aid to public transit systems in two equal payments on July 20 and November 20.

The 2001 Legislature created the Metropolitan Transit Fund to provide a source of operating funds for transit systems in the Metropolitan Region. This fund transfers a dedicated percentage of the Minnesota Motor Vehicle Sales Tax to regional transit providers, including the Metropolitan Council's transit division and the opt-out systems. The monthly assistance payments from the fund are structured to replace the transit operating dollars previously collected by the Metropolitan Council or various cities in the region through property tax levies which had been established in 1979 and periodically increased by subsequent measures. This was part of a wider legislative initiative in 2001 to reduce and reform property tax uses and loads.

State Public Transit Assistance

For fiscal years 2004 and 2005 the legislature appropriated a total of \$195,635,000 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 General Funds for 2004 – 2005 Biennium			
(Dollars in thousands)			
	FY2004	FY2005	Total
Greater MN Transit			
Public Transit Assistance	\$15,957	\$15,958	\$31,915
Capital Assistance*	\$ 1,000	\$1,000	\$2,000
Transit Facilities	\$1,000	\$0	\$1,000
Metro Area Transit			
Public Transit Assistance	\$54,010	\$54,010	\$108,020
Hiawatha LRT Operations	\$2,800	\$3,900	\$6,700
Northwest Busway Bonding Authority	\$1,000	\$0	\$1,000
	\$45,000	\$0	\$45,000
Total	\$120,767	\$74,868	\$195,635
*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			

Federal Programs

Mn/DOT serves as the recipient and administrator of Federal Transit Assistance (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

Program Management

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 the 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 at 80 percent of eligible costs. For fiscal year 2003, Minnesota was allocated discretionary funds for the following projects:

New Starts:

Northstar Corridor	\$4,917,912
Hiawatha Corridor Light Rail Transit	\$59,014,944

National Planning and Research Program:

Hennepin County Community Transportation	\$993,500
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Bus and Bus-Related Equipment:

Dakota County, Cedar Avenue Project	\$983,679
Duluth Transit Authority (DTA)	\$491,839
Greater Minnesota transit systems	\$1,967,357*
La Crescent Public Transfer Hub	\$59,021
Metro Transit	\$11,395,917
Metropolitan Light Rail Transit	
Joint Powers Board	\$491,839
Rush Line Corridor Minneapolis	
Downtown Circulator	\$1,967,357
Minneapolis, 63rd Avenue North	
Park and Ride	\$983,679
Northwest Corridor Busway	\$2,459,197
City of Rochester	\$498,725
St. Cloud Metropolitan Transit	
Commission	\$491,839
Steele County	\$47,217
Arrowhead Transit	\$196,736

Fixed Guideway Modernization:

City of Minneapolis	\$6,225,814
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* Mn/DOT reallocated the funds for Greater Minnesota transit systems to the DTA, Moorhead MAT, St. Cloud MTC, and the City of Rochester to purchase transit vehicles.

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) that are responsible for conducting planning activities and 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, which is based on urbanized area population and transit system miles. In federal fiscal year 2003 Minnesota's apportionment is \$848,611. 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 2003, Minnesota's appropriation is \$167,117.

These funds cover 80 percent of project costs.

- 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 2003 Minnesota's appropriation is \$2,685,419

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 2003, Minnesota's apportionment for the Twin Cities was \$38,034,686 and \$3,580,428 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

Program Management

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 eligible vehicle costs with the recipient contributing 20 percent from non-federal funds. All operating costs are the responsibility of the

recipient. In federal fiscal year 2003, Minnesota's apportionment was \$1,358,804.

In calendar year 2003, the 5310 federal capital assistance program provided funds for 27 organizations to purchase 28 lift-equipped vehicles. The following organizations received vehicles.

- Anoka, City of
- Cannon Falls Community Hospital, Cannon Falls
- Cedar Valley Services, Austin
- Center of Human Environment, Mahnomon
- Connections of Moorhead
- East Polk County DAC, Fosston
- Focus Corporation, Roseau
- Functional Industries, Buffalo
- Good Samaritan Heritage Communities, East Grand Forks
- Hallie Q Brown, St. Paul
- Human Services, Inc., Oakdale
- Independence Center, Waite Park
- Jobs Plus, Waseca
- Lakewood Health System, Staples
- Lifeworks, Inc., Mankato
- Martin Luther Manor, Bloomington
- Midway Transportation, St. Paul
- Mn Masonic Home Senior Outreach Services (2), New Hope
- Options, Inc., Big Lake
- Pheonix Alternatives, White Bear Lake
- PRISM, Golden Valley
- ProAct, Eagan

- RISE, Spring Lake Park
- Sojourn Adult Day Services, Spring Park
- St. Johns Lutheran Home, Springfield
- UDAC, Duluth
- Wadena County DAC, Sebeka

NonUrbanized Area Formula Program (5311)

This is a formula grant program for small urban (under 50,000 population) and rural areas. In 2003, 60 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



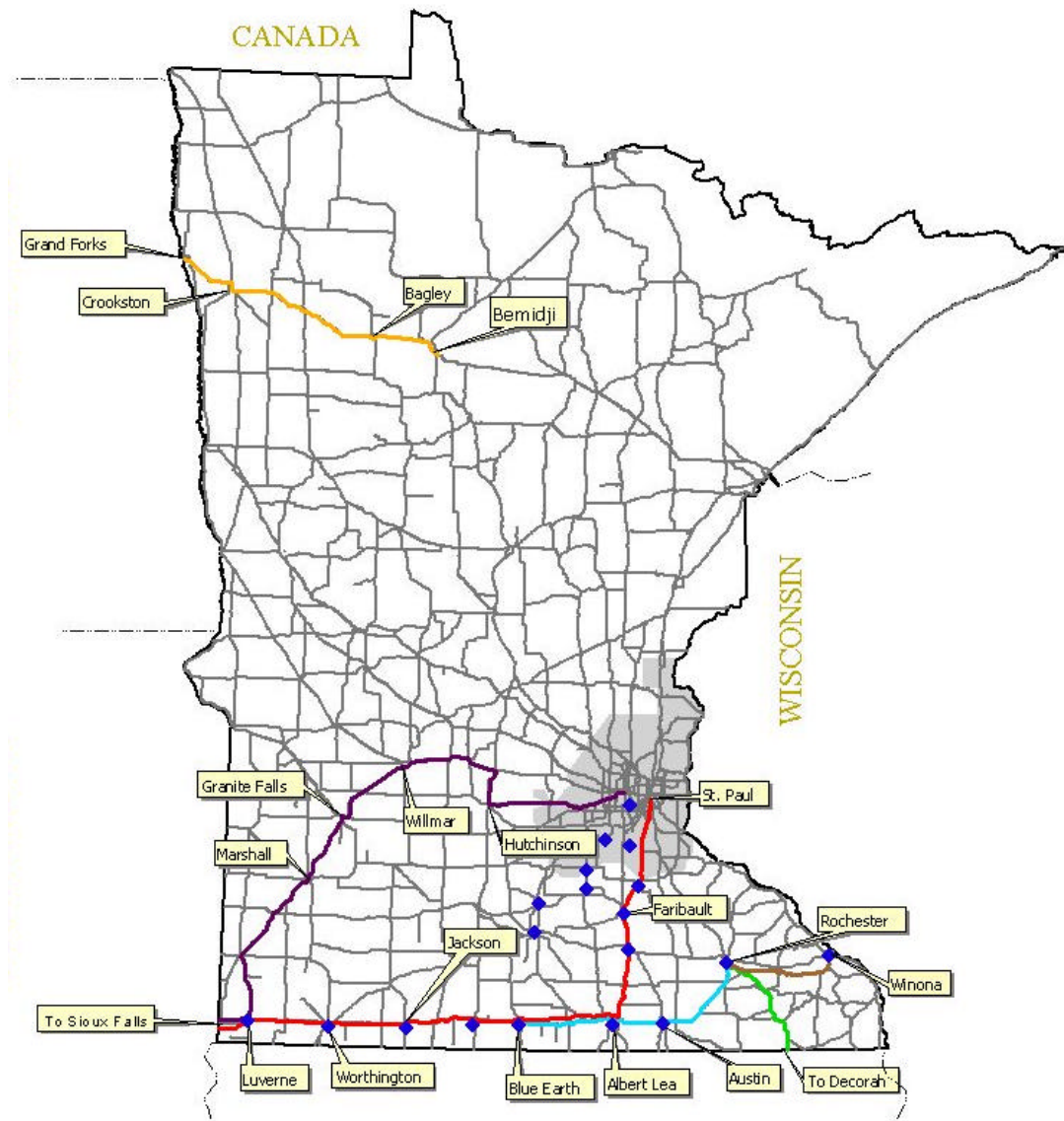
deficits. Currently, limited formula funds make the federal share of system operating deficits 20 percent and no funds remain for capital purchases. Minnesota's apportionment for federal fiscal year 2003 is \$5,885,421.

In addition to the apportioned Section 5311 funds for federal fiscal year 2003, Areawide Transportation Partnerships allocated \$1,004,000 to purchase 20 transit vehicles for Greater Minnesota.

Intercity Bus Program (5311(f))

This program requires states to spend not less than 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 2003.

Map III – 2003 Intercity Bus Service: Contract Period July 03 – Dec 04



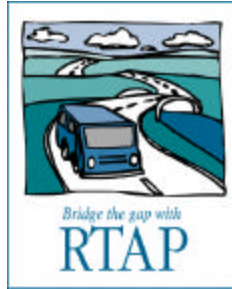
- Greyhound Bus Lines, Bemidji to Grand Forks, North Dakota, operating assistance, \$152,908
- Greyhound Bus Lines, Minneapolis to Sioux Falls, South Dakota, operating assistance, \$304,873
Greyhound Bus Lines, installation of accessibility equipment for four coaches to comply with ADA requirements, \$117,872
- Jefferson Bus Lines, Saint Paul to Sioux Falls, South Dakota, operating assistance, \$285,444
Jefferson Bus Lines, Saint Paul to Sioux Falls, South Dakota, marketing assistance, \$71,200
- Jefferson Bus Lines, Blue Earth to Rochester, operating assistance, \$124,729
Jefferson Bus Lines, Blue Earth to Rochester, marketing assistance, \$24,000
Jefferson Bus Lines, purchase, install and train TRIPS information/ticketing software in terminals, \$148,000
- Lagnaf, Inc., Rochester to Decorah, Iowa, operating assistance, \$7,357
- Lagnaf, Inc., Rochester to Winona, operating assistance, \$9,667
Lagnaf, Inc., Rochester to Decorah, Iowa and Rochester to Winona, marketing assistance, \$18,746

Mn/DOT will solicit additional intercity bus project applications during the summer of 2004 for funding in 2005.

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 2003, Minnesota's apportionment of RTAP funds was \$110,858.



In 2003, RTAP provided driver training in Passenger Assistance and Safety, Defensive Driving and Abuse Prevention to over 400 drivers statewide.



Passenger Assistance Training

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.

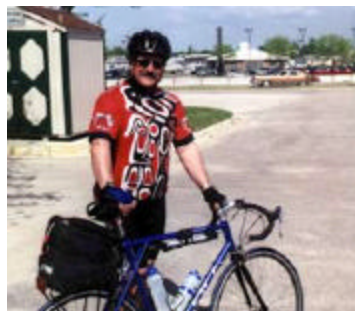
Mn/DOT Projects

Greater Minnesota Rideshare

The Federal Highway Administration (FHWA) funds the Greater Minnesota Rideshare Program. The program offers technical assistance to employers and employees in Greater Minnesota to promote alternative transportation options. The program helps employers develop, market, and promote all modes of transportation, which include car and vanpools, transit use, biking, walking and telecommuting.

B-BOP 2003

Many employees and employers participated in the 25th Annual, Bike, Bus, or Carpool (B-BOP) Commuter Challenge. Employers were encouraged to challenge each other by encouraging employees to use an alternative mode of transportation instead of the single occupancy vehicle. Metro Commuter Services, Greater Minnesota Rideshare and other private companies sponsored the 2003 event.



B-BOP Biker in Rochester

During the month of May, employers participated in the B-BOP Commuter Challenge by educating employees about commuting options

that are available to them and

encourages them to try one or more alternative mode. A different mode of transportation was featured each week through promotions and advertisements. Commuter information was provided to ride the bus, carpool, vanpool, walk or telecommute or ride a bike to work. There were 185 employers and 9,400 employees that participated in the statewide event.

Mn/DOT also sponsored several bike rides originating from different locations throughout the metro area and ending at the State Capitol. Other events include the Second Annual B-BOP “Walk Around the Capitol Mall.” There were 125 walkers who completed 429 laps equaling over 300 miles walked with 30,000 calories burned.

Minnesota/Wisconsin Public Transit Conference



The Minnesota/Wisconsin Public Transit Conference was held September 15th through the 17th in Duluth, Minnesota at the Duluth Entertainment and Convention Center (DECC). This was the first combined transit conference with Wisconsin in over a decade. The theme for this year’s conference was “Partnerships for Progress”.

The conference program consisted of a variety of sessions and a Vendor Expo. The program included: FTA’s new safety and security expectations, transit advocacy, transporting clients with special needs, market and fair choices, LRT, special events services, insurance issues, building ridership, and comparisons between Minnesota and Wisconsin public transit systems. The Vendor Expo showcased a record number of vendor products and services. Participants also had excellent networking opportunities that benefited both states through information sharing and creating partnerships for progress.

The 21st 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 award was presented to Senator, Dean E. Johnson.
- Distinguished Career award was presented to Loren Ewert, City of Mankato.

Mn/DOT Projects

- Transit Professional of the Year award was presented to Mark Hoisser of DARTS.
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RTAP produced and distributed two training videos "Assisting Your Transit

Passengers" and "Driving Professionally and Defensively."

RTAP sponsors an eight-hour



"Passenger Assistance" class, which helps drivers understand passenger needs and trains them in how to assist

passengers in an appropriate, professional manner. The "Assisting Your Transit Passengers" video highlights the key elements of this eight-hour class.

The second video, "Driving Professionally and Defensively" highlights the key elements of the RTAP sponsored



four-hour Defensive Driving class. These short videos are a supplement (but not a substitute) for the classes. RTAP training classes are recommended for all public transit system drivers.

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 in cooperation with state, regional, and metro county and city representatives. The counties involved are Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, Washington, and Wright counties as well as most of the cities within each of these counties. 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

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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 electronic map will contain all existing and proposed bicycle facilities in the metro area, including state, regional, county and municipal bike lanes, bike-able road shoulders, and trails. This map will eventually show all existing bicycle facilities, including those that are funded but not yet constructed, so that gaps in the network are easily identified and beginnings of the system are also portrayed.

This project will result in the first comprehensive metro-wide bicycle map. The map will be used to identify bicycle facility needs within the metro area. The first phase of contacting all the cities and counties and obtaining their data has been initiated, and this data has been mapped electronically. The next phases include verifying the map and data, adding more cities' information, updating proposed bicycle facilities and sending the map to counties and cities for their review.

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 literal framework for identifying and communicating a community's issues. In twenty-one weeks, a broad range of transportation stakeholders' are facilitated through a series of exercises that cultivate a wider discussion of transportation issues.

In Fiscal Year 2003 the communities of Walker and Redwood Falls took the opportunity to use the TAM as part of their

community's planning process. Some of the notable outputs include the following:

Walker: Consensus was developed within the community to explore the development of a collector in the southern part of town as a means to improve traffic flow on Trunk Highway 371 through Walker's Commercial Business District. A long-range parking plan was also developed.

Redwood Falls: The community of Redwood Falls focused exclusively on issues related to bicycle and pedestrian traffic. The community identified a biking network that linked many key interest points and provided transportation options for both recreational and commuter bicyclists.

Pedestrian Training

In its continuing role of providing technical support, the Bicycle and Pedestrian section of the Office of Transit provided training



to a total of 119 transportation professionals from city, county, state, and private industry during May and June

of 2003. The training focused on the incorporation of pedestrian facilities into transportation projects, it also introduced an recommended practice that is part of Mn/DOT's pedestrian design guide. Using a presentation and discussion format, the workshop provided the necessary technical information and guidance to make roads and streets in Minnesota safer for those who walk.

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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. Implementation will take place in two phases during 2004. This plan will not only redesign local bus service, but will also 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.

The 2003 Legislature enacted significant changes in metropolitan transit service funding levels as a result of the budget balancing efforts needed to erase a projected four billion dollar state deficit. A reduction in general fund appropriations was partially offset by an increase in Motor Vehicle Sales Tax dedicated to transit. This translated to a net reduction of approximately \$6 million for the biennium, as opposed to the previous biennium's base level funding. Due to inflationary pressures over the same period, Metropolitan Council transit operations if left unchanged were projected to produce a budget shortfall of over \$30 million. This shortfall was remedied by some fare increases, Council-wide administrative cutbacks, and service reductions for all transit programs, including Metro Transit, contracted private providers, community-based systems, and Metro Mobility.

Regional Fixed Route Services

Regional fixed-route services provide almost 98 percent of all passenger trips on the regional transit system, totaling about 76 million rides in 2003. 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 800 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

Metropolitan Council Projects

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.

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 mainstream 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

Major construction on the 11 mile Hiawatha LRT continued in 2003. Construction is over 75 percent complete. Construction from downtown Minneapolis, along Fifth Street, and down to 46th Street, including the yards and shops complex, are essentially complete. The

tunneling project underneath the Minneapolis-St. Paul Airport and the Mall of America terminus are scheduled for completion by fall, 2004. The first light rail vehicle began initial testing in May 2003, with more now arriving on a regular schedule. Metro Transit will begin revenue service on Phase IA of the project, from Minneapolis to Fort Snelling, in April 2004. Operations on Phase IB will follow the line's completion to the Airport and the Mall of America in December 2004. The parallel project to set up a new fare collection system using "smart card" technology is scheduled for testing in late 2003, with full implementation by early 2004. This fare system will integrate the bus and light rail fare structure and equipment, and install the new smart card system on vehicles run by all regular route providers throughout the region.

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 MnDOT 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

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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 Performance 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

Metro Transit and their consultant, completed final planning on Sector 5 in May, 2003, following widespread plan modifications in response to both public input and necessary budget-driven service cuts. The Metropolitan Council formally adopted the revised Central-South Final Transit Plan in June 2003. First phase of implementation will occur in April 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 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 2004 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 2006, 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 will be received and evaluated this year, 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

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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 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, Commuter Check, Super Pool, and a new Vanpool startup 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) and Transportation Management Associations (TMA'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 TMO. In May, 2003, these TDM partners, along with MnDOT and numerous private sponsors, joined in an extremely successful TDM marketing and promotion effort called "Commuter Challenge" that increased participation in some areas and some programs by as much as 50%.

Metro Mobility

Metro Mobility provides over 4,300 rides per weekday in a 700 square mile service area.

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Federal law, under the Americans with Disabilities Act (ADA), largely defines the service area and hours of operation. The 2002 ridership for Metro Mobility was 1,106,200, an increase of 7.5% over 2001 levels. Added funding from federal and state sources, as well as higher fares for the demand-response service, have allowed Metro Mobility to handle this increased ridership while continuing to keep denials well below 1% on an ongoing basis since November, 2001. Added to a constant review of operating success and a push for innovation, this has led to the Metro Mobility program nearing the FTA goal of zero trip denials.

A multi-faceted approach to meeting steadily increasing demand while maintaining service and quality levels has resulted in several new initiatives in 2003. New programs to be implemented this year include:

- A Travel Instruction program to provide the opportunity and incentives for the disability community to use fixed route services and to increase awareness of the viability and convenience of mainline transit. The program provides persons with disabilities increased mobility options and the ability to use multiple services to complete trip needs.
- A modification of the current self-certification process. Functional assessments will be required for new program applicants who are currently asked to provide verification of their disability. 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, are deemed eligible for ADA paratransit services.

- A joint effort between Metro Mobility and the Department of Vehicle Services (DVS) to use current Minnesota State identification cards and Minnesota State driver's licenses to identify ADA certified riders. This program will nearly eliminate the need for a dedicated Metro Mobility identification card and all associated costs.
- The award of new agency contracts this year as a result of competitive bidding, thus maintaining services for group transport and agency-specific needs while reducing and controlling costs over the next several years on this portion of the service.

A customer satisfaction survey conducted by the State Department of Administration in February 2002, shows more than 94.6% of customers say they are satisfied or very satisfied with the service. That result is up from just over 87% in February 2001. Nearly 92% of riders surveyed gave very high marks to telephone reservationists, and 92% rated the drivers good or excellent on courtesy, helpfulness, and safe driving skills.

Customer fares for demand-response service are \$3.00 during peak weekday service hours, 6-9 a.m. and 3-6:30 p.m., and \$2.25 during non-peak hours. The average public subsidy per ride is approximately \$20.00. Compared with ADA paratransit systems in other large 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.

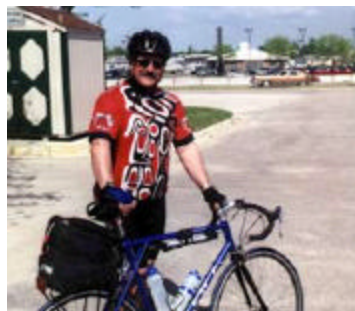
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Greater Minnesota Rideshare

The Federal Highway Administration (FHWA) funds the Greater Minnesota Rideshare Program. The program offers technical assistance to employers and employees in Greater Minnesota to promote alternative transportation options. The program helps employers develop, market, and promote all modes of transportation, which include car and vanpools, transit use, biking, walking and telecommuting.

B-BOP 2003

Many employees and employers participated in the 25th Annual, Bike, Bus, or Carpool (B-BOP) Commuter Challenge. Employers were encouraged to challenge each other by encouraging employees to use an alternative mode of transportation instead of the single occupancy vehicle. Metro Commuter Services, Greater Minnesota Rideshare and other private companies sponsored the 2003 event.



B-BOP Biker in Rochester

During the month of May, employers participated in the B-BOP Commuter Challenge by educating employees about commuting options

that are available to them and

encourages them to try one or more alternative mode. A different mode of transportation was featured each week through promotions and advertisements. Commuter information was provided to ride the bus, carpool, vanpool, walk or telecommute or ride a bike to work. There were 185 employers and 9,400 employees that participated in the statewide event.

Mn/DOT also sponsored several bike rides originating from different locations throughout the metro area and ending at the State Capitol. Other events include the Second Annual B-BOP "Walk Around the Capitol Mall." There were 125 walkers who completed 429 laps equaling over 300 miles walked with 30,000 calories burned.

Minnesota/Wisconsin Public Transit Conference



The Minnesota/Wisconsin Public Transit Conference was held September 15th through the 17th in Duluth, Minnesota at the Duluth Entertainment and Convention Center (DECC). This was the first combined transit conference with Wisconsin in over a decade. The theme for this year's conference was "Partnerships for Progress".

The conference program consisted of a variety of sessions and a Vendor Expo. The program included: FTA's new safety and security expectations, transit advocacy, transporting clients with special needs, market and fair choices, LRT, special events services, insurance issues, building ridership, and comparisons between Minnesota and Wisconsin public transit systems. The Vendor Expo showcased a record number of vendor products and services. Participants also had excellent networking opportunities that benefited both states through information sharing and creating partnerships for progress.

The 21st 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 award was presented to Senator, Dean E. Johnson.
- Distinguished Career award was presented to Loren Ewert, City of Mankato.

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- Transit Professional of the Year award was presented to Mark Hoisser of DARTS.
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RTAP Videos

RTAP produced and distributed two training videos "Assisting Your Transit

Passengers" and "Driving Professionally and Defensively."

RTAP sponsors an eight-hour



"Passenger Assistance" class, which helps drivers understand passenger needs and trains them in how to assist

passengers in an appropriate, professional manner. The "Assisting Your Transit Passengers" video highlights the key elements of this eight-hour class.

The second video, "Driving Professionally and Defensively" highlights the key elements of the RTAP sponsored



four-hour Defensive Driving class. These short videos are a supplement (but not a substitute) for the classes. RTAP training classes are recommended for all public transit system drivers.

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 in cooperation with state, regional, and metro county and city representatives. The counties involved are Anoka, Carver, Chisago, Dakota, Hennepin, Ramsey, Scott, Washington, and Wright counties as well as most of the cities within each of these counties. 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

Mn/DOT Projects

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 electronic map will contain all existing and proposed bicycle facilities in the metro area, including state, regional, county and municipal bike lanes, bike-able road shoulders, and trails. This map will eventually show all existing bicycle facilities, including those that are funded but not yet constructed, so that gaps in the network are easily identified and beginnings of the system are also portrayed.

This project will result in the first comprehensive metro-wide bicycle map. The map will be used to identify bicycle facility needs within the metro area. The first phase of contacting all the cities and counties and obtaining their data has been initiated, and this data has been mapped electronically. The next phases include verifying the map and data, adding more cities' information, updating proposed bicycle facilities and sending the map to counties and cities for their review.

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 literal framework for identifying and communicating a community's issues. In twenty-one weeks, a broad range of transportation stakeholders' are facilitated through a series of exercises that cultivate a wider discussion of transportation issues.

In Fiscal Year 2003 the communities of Walker and Redwood Falls took the opportunity to use the TAM as part of their

community's planning process. Some of the notable outputs include the following:

Walker: Consensus was developed within the community to explore the development of a collector in the southern part of town as a means to improve traffic flow on Trunk Highway 371 through Walker's Commercial Business District. A long-range parking plan was also developed.

Redwood Falls: The community of Redwood Falls focused exclusively on issues related to bicycle and pedestrian traffic. The community identified a biking network that linked many key interest points and provided transportation options for both recreational and commuter bicyclists.

Pedestrian Training

In its continuing role of providing technical support, the Bicycle and Pedestrian section of the Office of Transit provided training



to a total of 119 transportation professionals from city, county, state, and private industry during May and June

of 2003. The training focused on the incorporation of pedestrian facilities into transportation projects, it also introduced an recommended practice that is part of Mn/DOT's pedestrian design guide. Using a presentation and discussion format, the workshop provided the necessary technical information and guidance to make roads and streets in Minnesota safer for those who walk.

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. Implementation will take place in two phases during 2004. This plan will not only redesign local bus service, but will also 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.

The 2003 Legislature enacted significant changes in metropolitan transit service funding levels as a result of the budget balancing efforts needed to erase a projected four billion dollar state deficit. A reduction in general fund appropriations was partially offset by an increase in Motor Vehicle Sales Tax dedicated to transit. This translated to a net reduction of approximately \$6 million for the biennium, as opposed to the previous biennium's base level funding. Due to inflationary pressures over the same period, Metropolitan Council transit operations if left unchanged were projected to produce a budget shortfall of over \$30 million. This shortfall was remedied by some fare increases, Council-wide administrative cutbacks, and service reductions for all transit programs, including Metro Transit, contracted private providers, community-based systems, and Metro Mobility.

Regional Fixed Route Services

Regional fixed-route services provide almost 98 percent of all passenger trips on the regional transit system, totaling about 76 million rides in 2003. 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 800 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

Metropolitan Council Projects

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.

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 mainstream 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

Major construction on the 11 mile Hiawatha LRT continued in 2003. Construction is over 75 percent complete. Construction from downtown Minneapolis, along Fifth Street, and down to 46th Street, including the yards and shops complex, are essentially complete. The

tunneling project underneath the Minneapolis-St. Paul Airport and the Mall of America terminus are scheduled for completion by fall, 2004. The first light rail vehicle began initial testing in May 2003, with more now arriving on a regular schedule. Metro Transit will begin revenue service on Phase IA of the project, from Minneapolis to Fort Snelling, in April 2004. Operations on Phase IB will follow the line's completion to the Airport and the Mall of America in December 2004. The parallel project to set up a new fare collection system using "smart card" technology is scheduled for testing in late 2003, with full implementation by early 2004. This fare system will integrate the bus and light rail fare structure and equipment, and install the new smart card system on vehicles run by all regular route providers throughout the region.

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 MnDOT 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

Metropolitan Council Projects

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 Performance 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

Metro Transit and their consultant, completed final planning on Sector 5 in May, 2003, following widespread plan modifications in response to both public input and necessary budget-driven service cuts. The Metropolitan Council formally adopted the revised Central-South Final Transit Plan in June 2003. First phase of implementation will occur in April 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 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 2004 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 2006, 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 will be received and evaluated this year, 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

Metropolitan Council Projects

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 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, Commuter Check, Super Pool, and a new Vanpool startup 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) and Transportation Management Associations (TMA'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 TMO. In May, 2003, these TDM partners, along with MnDOT and numerous private sponsors, joined in an extremely successful TDM marketing and promotion effort called "Commuter Challenge" that increased participation in some areas and some programs by as much as 50%.

Metro Mobility

Metro Mobility provides over 4,300 rides per weekday in a 700 square mile service area.

Metropolitan Council Projects

Federal law, under the Americans with Disabilities Act (ADA), largely defines the service area and hours of operation. The 2002 ridership for Metro Mobility was 1,106,200, an increase of 7.5% over 2001 levels. Added funding from federal and state sources, as well as higher fares for the demand-response service, have allowed Metro Mobility to handle this increased ridership while continuing to keep denials well below 1% on an ongoing basis since November, 2001. Added to a constant review of operating success and a push for innovation, this has led to the Metro Mobility program nearing the FTA goal of zero trip denials.

A multi-faceted approach to meeting steadily increasing demand while maintaining service and quality levels has resulted in several new initiatives in 2003. New programs to be implemented this year include:

- A Travel Instruction program to provide the opportunity and incentives for the disability community to use fixed route services and to increase awareness of the viability and convenience of mainline transit. The program provides persons with disabilities increased mobility options and the ability to use multiple services to complete trip needs.
- A modification of the current self-certification process. Functional assessments will be required for new program applicants who are currently asked to provide verification of their disability. 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, are deemed eligible for ADA paratransit services.

- A joint effort between Metro Mobility and the Department of Vehicle Services (DVS) to use current Minnesota State identification cards and Minnesota State driver's licenses to identify ADA certified riders. This program will nearly eliminate the need for a dedicated Metro Mobility identification card and all associated costs.
- The award of new agency contracts this year as a result of competitive bidding, thus maintaining services for group transport and agency-specific needs while reducing and controlling costs over the next several years on this portion of the service.

A customer satisfaction survey conducted by the State Department of Administration in February 2002, shows more than 94.6% of customers say they are satisfied or very satisfied with the service. That result is up from just over 87% in February 2001. Nearly 92% of riders surveyed gave very high marks to telephone reservationists, and 92% rated the drivers good or excellent on courtesy, helpfulness, and safe driving skills.

Customer fares for demand-response service are \$3.00 during peak weekday service hours, 6-9 a.m. and 3-6:30 p.m., and \$2.25 during non-peak hours. The average public subsidy per ride is approximately \$20.00. Compared with ADA paratransit systems in other large 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



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Transit service operated by Senior Resources of Freeborn County until December 2003

2004 Objectives:

- Establish a fixed route for the City of Albert Lea
- Establish and develop a Transportation Advisory Committee
- Increase the Dial-A-Ride program to 34,000 trips in 2004

Long Range Plans (2005-2010):

- Increase ridership by 10 percent each year
- Purchase additional vehicles to meet demand
- Secure Freeborn County funding for a countywide system

Vehicles: 1 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride; Subscription
Days of Service: Monday-Friday, 9:00 a.m. - 5:00 p.m.
Base Fare: \$1.25
Funding Class: Small Urban

2002 SYSTEM DATA:

See Senior Resources of Freeborn County for 2002 Operating Statistics

ANNANDALE HEARTLAND EXPRESS



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SYSTEM SNAPSHOT:

Legal Name: Annandale Care Center
Type of Government: Non-Profit
Area Served: Annandale, Clearwater-French Lake,
Maple Lake, Buffalo
Legislative District: 18, 18B
Congressional District: 6

2003 Achievements:

- Improved coordination with River Rider in Buffalo
- Maintained revenue and ridership levels even with a loss of a significant route segment (2nd shift Functional Industries)

2004 Objectives:

- Increase Revenue to expense ratio to 40 percent
- Continue to provide safe, reliable and convenient transit service to residents within its service area

Long Range Plans (2005-2010):

- Add St. Cloud regional center to service area
- Increase Annandale community based Dial-A-Ride service

Vehicles: 4 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride;
Route Guarantee
Days of Service: Monday-Friday 7:00 a.m.-
5:00 p.m.
Base Fare: \$1.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$115,505.91
Total Cost Per Passenger: \$7.03
Ridership: 16,437
Annual System Miles: 96,899



ARROWHEAD TRANSIT



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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

Vehicles: 22 Class 400 (medium), 19 Class 500
(medium), 14 Class 600 (large)
Service Type: Route Deviation; Dial-A-Ride;
Route Guarantee; Volunteer
Days of Service: Monday-Friday 5:30 a.m. - 6:30 p.m.;
Sunday 9:00 a.m. - 12:00 p.m.
Base Fare: \$1.10
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$2,578,782.57
Total Cost Per Passenger: \$6.88
Ridership: 374,665
Annual System Miles: 1,992,390
Volunteer Ridership: 7,698.00
Volunteer System Miles: 507,487

2003 Achievements:

- Succeeded in completing transit garage and office project in Two Harbors location
- Projecting Increased ridership over 2002 levels
- Initiated in-house printing of tickets, brochures, flyers, and schedules

2004 Objectives:

- Increase ridership three percent over 2003 levels
- Update existing inventory software program
- Strengthen youth ridership market share

Long Range Plans (2005-2010):

- Keep fleet equipped with new, safe, and reliable transit vehicles
- Diversify ridership demographics
- Increase ridership over 2004 levels



ARROWHEAD TRANSIT

BECKER COUNTY TRANSIT



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SYSTEM SNAPSHOT:

Legal Name: Becker County
Type of Government: County
Area Served: Detroit Lakes, Frazee, Audubon, Lake Park, Callaway, Ogema
Legislative District: 2A,9B,10B
Congressional District: 7

2003 Achievements:

- Successful at coordinating riders to common destinations (i.e. retail centers)
- Successful soliciting financial help from local organizations to help fund the Joy ride program
- Lowered expenses due to budget cuts with minimal service disruption

2004 Objectives:

- Continue to increase rider and trip efficiencies by combining trips and maximizing usage of deviated routes
- Continue to work within new budget constraints with little disruption to service
- Network with as many agencies, groups, clubs, transit providers, and senior services as possible

Long Range Plans (2005-2010):

- Serve the needs of county residents by providing quality services in a fiscally responsible and friendly manner
- Enter into discussion with the County Commissioners/County Fair Board regarding a transit building project
- Keep fleet equipped with new rider-friendly transit vehicles

Vehicles: 4 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride; Volunteer
Days of Service: Monday-Friday 8:00 a.m.- 4:30 p.m.; Saturday/Sunday 6:00 a.m. - 12:00 p.m. (volunteer only)
Base Fare: \$1.25
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$234,494.75
Total Cost Per Passenger: \$6.83
Ridership: 34,321
Annual System Miles: 75,183
Volunteer Ridership: 1,570
Volunteer System Miles: 124,340



BENSON HEARTLAND EXPRESS



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Reduced accidents by 20 percent from 2002 levels
- Reduced budget and maintained service at 2002 levels

2004 Objectives:

- Maintain system hours with reduced state funding
- Continue to improve safety
- Increase elderly ridership by 15 percent over 2003 levels

Long Range Plans (2005-2010):

- Maintain transit service levels
- Improve safety
- Continue to work to expand elderly ridership

Vehicles: 3 Class 400 (medium)

Service Type: Dial-A-Ride

Days of Service: Monday-Friday, 7:00 a.m.- 6:00 p.m.;
Saturday 8:00 a.m. - 12:30 p.m.; Sunday 7:30 a.m. - 12:30 p.m.

Base Fare: \$0.75

Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$142,106.07

Total Cost Per Passenger: \$3.40

Ridership: 41,836

Annual System Miles: 54,513



BRAINERD/ CROW WING COUNTY TRANSIT



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Four percent increase in system ridership achieved with addition of County service
- Monthly reduction in operating costs

2004 Objectives:

- Five percent increase in system ridership over 2003 levels
- Expand marketing and public awareness programs
- Implement computer routing system

Long Range Plans (2005-2010):

- Coordinate service needs to match county population growth
- Increase efficiency and cost controls
- Conduct feasibility studies on increased operating hours and days of service

Vehicles: 8 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride
Days of Service: Monday-Friday, 8:00 a.m.- 4:30 p.m.
Base Fare: \$.75
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$555,797.58
Total Cost Per Passenger: \$6.98
Ridership: 79,573
Annual System Miles: 170,390



BROWN COUNTY HEARTLAND EXPRESS

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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

2003 Achievements:

- Worked with Brown County Faith In Action to start a rider-companion program to aid disabled/elderly passengers.
- Participated with long-term care facility to coordinate services between new 5310 program and existing 5311 service.
- Made concerted efforts to communicate with legislators about major budget crisis concerns relating to transit.

2004 Objectives:

- Update rider guide and distribute to general public/service generators (businesses, churches, and community centers).
- Examine current fare schedule and explore options to restructure.
- Determine cost effectiveness of current Dial-A-Ride service versus establishing area-wide route deviation services.

Long Range Plans (2005-2010):

- Coordinate with transit systems east and west of Brown County to improve access to major providers of services.
- Incorporate computerized software scheduling and dispatch program compatible with system needs.
- Review and develop plan to balance service needs in relationship to operation efficiency/ costs and available funding.

Vehicles: 7 Class 400 (medium)
Service Type: Dial-A-Ride; Volunteer
Days of Service: Monday - Friday, 7:30 a.m. - 5:00 p.m.;
Sunday 8:00 a.m. - 12:00 p.m.
Base Fare: \$1.25
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$399,578.00
Total Cost Per Passenger: \$6.65
Ridership: 60,054
Annual System Miles: 145,305
Volunteer Ridership: 5,344
Volunteer System Miles: 76,501



CLAY COUNTY RURAL TRANSIT



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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

2003 Achievements:

- Purchased new vehicles
- Implemented reporting system

2004 Objectives:

- Maintain existing service levels

Long Range Plans (2005-2010):

- Increase ridership
- Expand service area

Vehicles: 1 Class 400 (medium), 3 Class 500 (medium)

Service Type: Dial-A-Ride; Countywide

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

Base Fare: \$2.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$234,257.92

Total Cost Per Passenger: \$13.63

Ridership: 17,188

Annual System Miles: 131,308



THIS VEHICLE STOPS AT ALL RAILROAD CROSSINGS

CCRT
CLAY COUNTY RURAL TRANSIT

CHISAGO - ISANTI COUNTY HEARTLAND EXPRESS



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SYSTEM SNAPSHOT:

Legal Name: Isanti County
Type of Government: County
Area Served: Chisago and Isanti Counties
Legislative District: 8B, 17A, 18A, 18B
Congressional District: 8

2003 Achievements:

- Projected to increase ridership over 2002 levels
- Reclassified the Lead Driver position to a Lead Driver/Maintenance Mechanic
- Positive service redesign modifications

2004 Objectives:

- Build maintenance facility
- Maintain ridership counts in light of budget cuts and increase of fares
- Develop risk management policy

Long Range Plans (2005-2010):

- Hire a full time mechanic
- Build a transit hub along Rush Line Corridor
- Bring transit system under one organization

Vehicles: 6 Class 400 (medium), 3 Class 600 (large)
Service Type: Dial-A-Ride, Route Guarantee
Days of Service: Monday - Friday, 5:00 a.m. - 6:00 p.m.
Base Fare: In city: \$1.00; Countywide: \$1.50
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$574,333.19
Total Cost Per Passenger: \$8.89
Ridership: 64,611
Annual System Miles: 404,094



Chisago—Isanti Heartland Express



CLEARWATER HEARTLAND EXPRESS

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Clearwater County Heartland Express
discontinued public transit service in
December 2002.



SYSTEM SNAPSHOT:

Legal Name: Clearwater County
Type of Government: County
Area Served: Clearwater County
Legislative District: 2B
Congressional District: 7

Vehicles: 1 class 300 (small), 3 class 400 (medium)
Service Type: Countywide
Days of Service: Monday - Friday, 8:00 a.m.-
5:00 p.m.
Base Fare: \$.50 one-way (city) \$1.00 one-way (county)
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$181,159.35
Total Cost Per Passenger: \$11.34
Ridership: 15,973
Annual System Miles: 108,827

CLOQUET DIAL-A-RIDE



Contact Person: Brian Fritsinger
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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Increased ridership over 2002 levels
- Completed Mn/DOT performance evaluation
- Reduced expenditures by initiating city maintenance and fuel purchase

2004 Objectives:

- Continue transit operations
- Maintain ridership levels with reduced service hours
- Enhance marketing efforts to increased farebox revenue

Long Range Plans (2005-2010):

- Continue to operate the transit system despite budget reductions

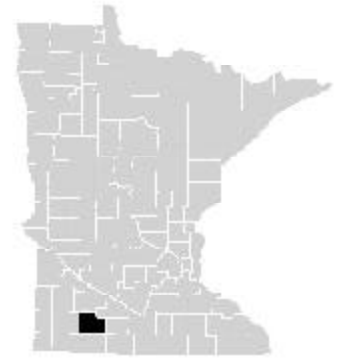
Vehicles: 3 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride, Route Guarantee
Days of Service: Monday-Saturday, 8:00 a.m. - 8:00 p.m.
Base Fare: \$1.50 regular, \$1.00 senior and disabled
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$116,758.38
Total Cost Per Passenger: \$3.42
Ridership: 34,116
Annual System Miles: 88,245



COTTONWOOD COUNTY TRANSIT



Contact Person: Kelly Thongvivong
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cottonwood.commissioners@co.cottonwood.mn.us

SYSTEM SNAPSHOT:

Legal Name: Cottonwood County
Type of Government: County
Area Served: Cottonwood County (Cities of
Windom and Worthington)
Legislative District: 22B
Congressional District: 1

Vehicles: 3 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride
Route Guarantee
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: \$1.25/\$1.50
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$88,380.09
Total Cost Per Passenger: \$3.96
Ridership: 22,333
Annual System Miles: 60,994

2003 Achievements:

- Established 2nd monthly route to regional trade center for county residents
- Developed Rider's Guide
- Worked with 5310 recipient to help coordinate transportation services

2004 Objectives:

- Increase cost-efficiency of transit system
- Continue to increase ridership in 2004
- Maintain safe and reliable transit system

Long Range Plans (2005-2010):

- Replace transit vehicles
- Increase ridership
- Provide more service hours to outlying communities within Cottonwood County



DAWSON HEARTLAND EXPRESS



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Home Page: www.dawsonmn.com

SYSTEM SNAPSHOT:

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

2003 Achievements:

2004 Objectives:

- Continue to reduce cost per mile
- Complete repairs in house

Long Range Plan (2005-2010):

Vehicles: 2 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: \$1.50

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$74,867.28

Total Cost Per Passenger: \$4.25

Ridership: 17,627

Annual System Miles: 13,780



DULUTH TRANSIT AUTHORITY (DTA) - REGULAR ROUTE



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Increased ridership with college pass program.
- Added two trolleys to transit fleet.
- Continued to install the ITS System

2004 Objectives:

- Complete ITS Installation.
- Discover markets to replace anticipated reductions from the loss of the ISD709 contract

Long Range Plans (2005-2010):

- Increase ridership while maintaining costs
- Solidify funding sources
- Maintain high standard service relationship in the community

Vehicles: 72 Class 700 (large)
Service Type: Fixed Route
Days of Service: Monday-Friday, 6:30 a.m. - 5:30 p.m., Sunday, 7:00 a.m. - 12:00 p.m.
Base Fare: \$1.00
Funding Class: Small Urbanized

2002 SYSTEM DATA:

Total Operating Costs: \$9,087,872.00
Total Cost Per Passenger: \$2.98
Ridership: 3,048,430
Annual System Miles: 2,027,374



DULUTH TRANSIT AUTHORITY (DTA) - STRIDE



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Maintained ridership levels
- Maintained budget
- Continued to install ITS system

2004 Objectives:

- Complete ITS installation
- Discover new markets to increase ridership
- Continue to maximize load capacities

Long Range Plans (2005-2010):

- Increase ridership while containing costs
- Work to solidify funding sources
- Maintain excellent service levels in community

Vehicles: 4 Class 200 (van), 10 Class 400 (medium)
Service Type: Dial-A-Ride
Days of Service: Monday-Sunday, 4:30 a.m. - 12:15 a.m.
Base Fare: \$2.00
Funding Class: Elderly and Handicapped

2002 SYSTEM DATA:

Total Operating Costs: \$449,422.00
Total Cost Per Passenger: \$16.73
Ridership: 26,858
Annual System Miles: 190,367



EAST GRAND FORKS CITY BUS - REGULAR ROUTE



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Home Page: www.ci.east-grand-forks.mn.us

SYSTEM SNAPSHOT:

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

2003 Achievements:

- New bus in service
- Completed Triennial Review
- Updated Transit Development Plan

2004 Objectives:

- Implement TDP recommendations
- Increase ridership
- Decrease operating cost to provide service

Long Range Plans (2005-2010):

- Continue to improve ridership
- Move paratransit riders to fixed route system
- Start a marketing program

Vehicles: 1 Class 700 (large)

Service Type: Fixed Route

Days of Service: Monday - Saturday, 6:00 a.m. - 6:30 p.m. ; Saturday, 10:00 a.m. - 6:30 p.m.

Base Fare: \$1.50

Funding Class: Urbanized

2002 SYSTEM DATA:

Total Operating Costs: \$156,041.90

Total Cost Per Passenger: \$8.70

Ridership: 17,919

Annual System Miles: 48,775



EAST GRAND FORKS CITY BUS - DIAL-A-RIDE (DAR)



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Updated Transit Development Plan
- Completed Triennial Review
- Increase fares to \$3 by end of 2003

2004 Objectives:

- Implement TDP recommendations
- More paratransit riders to fixed route
- Decrease operating cost of service

Long Range Plans (2005-2010):

- Continue to improve ridership
- Move paratransit riders to fixed route system
- Start a marketing program

Vehicles: 6 Class 400 (medium)
Service Type: Dial-A-Ride
Days of Service: Monday-Saturday, 6:00 a.m.
- 9:00 p.m.
Base Fare: \$3.00
Funding Class: Small Urbanized

2002 SYSTEM DATA:

Total Operating Costs: \$42,105.13
Total Cost Per Passenger: \$7.12
Ridership: 5,913
Annual System Miles: 23,652



FAR NORTH TRANSIT



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SYSTEM SNAPSHOT:

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

Vehicles: 4 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride; Route Guarantee
Days of Service: Monday-Friday, 8:00 a.m. - 5:00 p.m.
Base Fare: \$2.00
Funding Class: Multi-County

2002 SYSTEM DATA:

Total Operating Costs: \$150,760.44
Total Cost Per Passenger: \$10.40
Ridership: 14,499
Annual System Miles: 104,942

2003 Achievements:

- Projecting increased ridership
- Increased public awareness of the transit system
- Projecting reduced cost per mile

2004 Objectives:

- Continue to increase ridership by one percent
- Continue to keep maintenance under \$.05 per mile
- Build an administrative/garage facility

Long Range Plans (2005-2010):

- 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, International Falls and Thief River Falls
- Expand service into Kittson County



FARIBAULT COUNTY PRAIRIE EXPRESS



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Home Page: www.ci.faribault.mn.us

SYSTEM SNAPSHOT

2003 Achievements:

- Formed a transit review advisory group for
- Implemented fare restructured
- Contracted with apartment complex for weekly grocery shopping in Wells

2004 Objectives:

- Develop and implement a markinging plan
- Purchase new vehicles
- Increase standing orders

Long Range Plans (2005-2010):

- Replace one bus; dispose of one bus
- Increase ridership
- Increase ridership outside of Blue Earth

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

Vehicles: 2 Class 400 (medium)
Service Type: Countywide
Days of Service: Monday-Friday 8:00 a.m. - 5:00 p.m.
Base Fare: \$2.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$121,018.00
Total Cost Per Passenger: \$10.88
Ridership: 11,128
Annual System Miles: 84,080



FARIBAULT FLYER



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SYSTEM SNAPSHOT:

Legal Name: Faribault, City of
Type of Government: City Council
Area Served: Rice County (City of Faribault)
Legislative District: 26B
Congressional District: 2

2003 Achievements:

- Replaced one vehicle
- Increased youth ridership

2004 Objectives:

- Increase ridership one percent
- Implement pilot program for service between Faribault and Northfield

Long Range Plans (2005-2010):

- Implement service in greater Rice County
- Review current service, recommend changes and implement service enhancements
- Replace vehicles

Vehicles: 3 Class 400 (medium)

Service Type: Route Deviation

Days of Service: Monday-Friday 5:00 a.m. - 6:00 p.m.

Base Fare: \$1.00

Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$141,867.19

Total Cost Per Passenger: \$5.71

Ridership: 24,825

Annual System Miles: 50,051



FOSSTON HEARTLAND EXPRESS

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Home Page: www.fosston.com



SYSTEM SNAPSHOT:

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

2003 Achievements:

- Projected to provide 28,000 rides in 2003
- Completed construction of new bus garage
- Increased student ridership

2004 Objectives:

- Continue to increase student ridership
- Continue to keep bus fares low
- Continue to provide Sunday service

Long Range Plans (2005-2010):

- Increase farebox recovery
- Continue to increase ridership
- Develop marketing materials

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: \$2.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$47,816.24

Total Cost Per Passenger: \$1.87

Ridership: 25,554

Annual System Miles: 23,614



GRANITE FALLS HEARTLAND EXPRESS



Contact Person: William P. Lavin
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Home Page: granitefalls.com

SYSTEM SNAPSHOT:

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

2003 Achievements:

- Participated in statewide bus rodeo
- Achieved no-fault accidents in 2003
- Updated Rider Guide

2004 Objectives:

- Increase ridership
- Increase revenue to cost ratio

Long Range Plans (2005-2010):

- Participate in statewide bus rodeo
- Purchase in vehicle

Vehicles: 3 Class 400 (medium)

Service Type: Dial-A-Ride

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

Base Fare: \$1.00

Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$76,620.16

Total Cost Per Passenger: \$3.12

Ridership: 24,528

Annual System Miles: 29,143

Granite Falls Heartland Express



GRANT COUNTY ALPHA TRANSIT



Contact Person: Karen Nelson
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SYSTEM SNAPSHOT:

Legal Name: Grant County
Type of Government: County
Area Served: Grant County (City of Elbow Lake)
Legislative District: 7, 11, 11A
Congressional District: 7, 11, 11A

2003 Achievements:

- Projected to increase ridership ten percent in 2003
- Provided service to community events to promote the transit service
- Added two additional volunteer drivers

2004 Objectives:

- Add two volunteer drivers
- Recruit and train drivers as needed to provide additional service
- Increase ridership by seven percent

Long Range Plans (2005-2010):

- Continue to review route cost efficiency
- Increase advertising and marketing of transit service in the local newspaper and radio
- Provide special transportation to selected community events
- Increase ridership by ten percent

Vehicles: 3 Class 400 (medium)
Service Type: Dial-A-Ride; Subscription; Volunteer
Days of Service: Monday-Friday 6:00 a.m. - 6:00 p.m.
Base Fare: \$1.50
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$124,697.79
Total Cost Per Passenger: \$8.86
Ridership: 14,077
Annual System Miles: 43,437
Volunteer Ridership: 2,823
Volunteer System Miles: 64,049



HIBBING AREA TRANSIT

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SYSTEM SNAPSHOT:

Legal Name: Hibbing, City of
Type of Government: City
Area Served: Hibbing, Kelly Lake
Legislative District: 5B
Congressional District: 8

2003 Achievements:

- Added an extra bus for the high demand on the Saturday route
- Continued studying deviated route service

2004 Objectives:

- Continue working with the Transit Committee to revamp route
- Continue to increase customer satisfaction through service improvements
- Increase driver awareness and knowledge of the bus repair and maintenance procedures

Long Range Plans (2005-2010):

- Implement the new route structure
- Create a computerized database for bus repair and maintenance history

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

Service Type: Route Deviation; Dial-A-Ride

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

Base Fare: \$1.00

Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$158,443.46

Total Cost Per Passenger: \$2.46

Ridership: 64,430

Annual System Miles: 105,998



HUBBARD COUNTY HEARTLAND EXPRESS



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Park Rapids, MN 56470-1483
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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, 4B
Congressional District: 8

2003 Achievements:

- Increased ridership with effective public awareness presentations
- Driver Excellence Award issued
- All three buses inspected with no citations

2004 Objectives:

- Increase countywide ridership by 1,000 rides
- Increase participation in community events
- Increase awareness of public transit

Long Range Plans (2005-2010):

- Maintain high level of public transit service
- Inventory all local transit options
- Expand transit service in the City of Park Rapids

Vehicles: 3 Class 400 (medium)
Service Type: Countywide; Non-Urbanized
Operating Class: Route Deviation; Dial-A-Ride ;
Route Guarantee; Subscription; Volunteer
Days of Service: Monday-Friday 5:30 a.m. - 4:30 p.m.
Base Fare: \$1.25
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$164,549.65
Total Cost Per Passenger: \$7.75
Ridership: 21,222
Annual System Miles: 65,027
Volunteer Ridership: 1,594
Volunteer System Miles: 69,321



KANDIYOHI AREA TRANSIT (KAT)



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SYSTEM SNAPSHOT:

Legal Name: Kandiyohi Area Transit Joint Powers Board
Type of Government: Joint Powers
Area Served: Willmar, New London, Spicer, Pennock, Atwater, Kandiyohi, Raymond, Prinsburg, Blomkest, Lake Lillian, Regal and Sunburg.
Legislative District: 13
Congressional District: 7

2003 Achievements:

- Purchased one new bus
- Established Saturday service in the City of Willmar
- Provided over 12,000 rides in one month

2004 Objectives:

- Maintain current routes and ridership
- Establish performance standards for rides per hour per route
- Re-establish promotion of system to increase ridership

Long Range Plans (2005-2010):

- Develop relationships with other agencies to increase ridership
- Research new revenue sources
- Research new routing system and strategies

Vehicles: 8 Class 400 (medium), 2 Class 500 (medium)
Service Type: Route Deviation; Dial-A-Ride, Route Guarantee; Subscription; Volunteer
Days of Service: Monday-Friday 7:00 a.m.-5:30 p.m.
Base Fare: \$1.25
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$687,509.98
Total Cost Per Passenger: \$5.59
Ridership: 123,053
Annual System Miles: 227,927
Volunteer Ridership: 7,008
Volunteer System Miles: 81,111



LA CRESCENT APPLE EXPRESS



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SYSTEM SNAPSHOT:

Legal Name: La Crescent, City of
Type of Government: City
Area Served: Houston County
(City of La Crescent)
Legislative District: 31B
Congressional District: 1

2003 Achievements:

- Bus Shelter installed at downtown retail center
- Provided special event service to 2003 Airfest
- Completed Transit Development Plan (TDP) which includes a bike and pedestrian component and route and fare structure improvements

2004 Objectives:

- Maintain service with funding cuts
- Acquire property for transfer center

Long Range Plans (2005-2010):

- Construct transfer Center
- Implement TDP recommendations, including route and fare modifications

Vehicles: 1 Class 700 (large)
Service Type: Fixed Route
Days of Service: Monday-Friday 6:30 a.m. - 6:00 p.m.
Base Fare: \$0.85
Funding Class: Small Urbanized

2002 SYSTEM DATA:

Total Operating Costs: \$132,297.00
Total Cost Per Passenger: \$12.67
Ridership: 10,444
Annual System Miles: 39,121



LE SUEUR HEARTLAND EXPRESS



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SYSTEM SNAPSHOT:

Legal Name: Le Sueur, City of
Type of Government: City
Area Served: City of Le Sueur
Legislative District: 25, 25A
Congressional District: 2

2003 Achievements:

- Completed 25th year providing transit
- Participated in emergency preparedness drill
- Evaluated study of service hours

2004 Objectives:

- Design and print riders guide
- Implement new style ticket books and fares
- Revenue recovery of 20 percent

Long Range Plans (2005-2010):

- Countywide transit service
- Establish additional work routes

Vehicles: 1 Class 300 (small), 2 Class 400 (medium)
Service Type: Small Urban
Operating Class: Route Deviation; Dial-A-Ride; Subscription
Days of Service: Monday-Friday 5:30 a.m. - 4:30 p.m.
Saturday 5:30 a.m. - 5:30 p.m.
Base Fare: \$2.20
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$150,771.78
Total Cost Per Passenger: \$5.49
Ridership: 27,468
Annual System Miles: 27,743



LINCOLN HEARTLAND EXPRESS



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SYSTEM SNAPSHOT:

Legal Name: Lincoln County
Type of Government: County
Area Served: Lincoln County
Legislative District: 21B
Congressional District: 7

2003 Achievements:

- Came in under budget
- Started work on Rider Handbook
- Increased fares

2004 Objectives:

- Increase ridership
- Decrease cost to provide transit
- Complete Rider Handbook

Long Range Plans (2005-2010):

- Increase ridership
- Increase fares
- Staying within budget

Vehicles: 1 Class 300 (small), 2 Class 400 (medium)
Service Type: Dial-A-Ride
Days of Service: Monday-Friday, 5:30 a.m. - 5:30 p.m.
Base Fare: \$1.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$137,967.01
Total Cost Per Passenger: \$14.36
Ridership: 9,607
Annual System Miles: 53,643



MAHNOMEN COUNTY HEARTLAND EXPRESS



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E-Mail: cmarihart@hs.co.mahnomen.mn.us

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

2003 Achievements:

- Purchased new vehicle
- Two drivers received safe driver awards through the Northern Tier Transit Committee
- Coordinated with local pre-school

2004 Objectives:

- Increase ridership by 5 percent
- Continue to decrease cost per hour
- Maintain flexible transportation services

Long Range Plans (2005-2010):

- Continue to increase ridership by expanding marketing efforts
- Purchase two new vehicles
- Analyze current system and make improvements

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

Service Type: Dial-A-Ride; Volunteer

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

Base Fare: \$1.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$132,040.16

Total Cost Per Passenger: \$10.13

Ridership: 13,037

Annual System Miles: 79,081

Volunteer Ridership: 527

Volunteer System Miles: 21,624



Mahnomen County Heartland Express



MANKATO HEARTLAND EXPRESS



Contact Person: George Rosati
Title: Director
Address: Ten Civic Center Plaza,
P.O. Box 3368, Mankato, MN 56002
Telephone: 507.387.8558
Fax: 507.388.7530
E-Mail: grosati@city.mankato.mn.us
Home Page: 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

2003 Achievements:

- Implemented transit study recommendations
- Completed Transit Transfer Station at Madison East Shopping Center
- Purchasing two class 500 buses to replace two class 700 buses

2004 Objectives:

- Complete first calendar year of revised transit routes
- Replace two larger vehicles with smaller vehicles
- Plan with Mn/DOT, City of Mankato, Jefferson Bus Lines and Greyhound Bus Lines to construct a Park-and-Ride facility

Long Range Plans (2005-2010):

- Construct Park-and-Ride facility
- Modify fixed route transit service

Vehicles: 1 Class 400 (medium), 1 Class 500, (medium) 2 Class 600 (large), 12 Class 700 (large)
Service Type: Fixed Route; Dial-A-Ride'
Route Guarantee; Subscription
Days of Service: Monday-Friday 6:15 a.m.-10:15 p.m.
Base Fare: \$1.25
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$1,224,207.64
Total Cost Per Passenger: \$3.75
Ridership: 326,674
Annual System Miles: 234,095



MARTIN COUNTY HEARTLAND EXPRESS



Contact Person: Scott Higgins
Title: County Coordinator
Address: 201 Lake Avenue Room 100
Fairmont, MN 56031
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Fax: 507.238.3136
E-Mail: scott.higgins@co.martin.mn.us

SYSTEM SNAPSHOT:

Legal Name: Martin County
Type of Government: County
Area Served: Truman, Welcome, Dannel, Trimont, Sherburn and all other areas of the counties
Legislative District: 24A
Congressional District: 1

Vehicles: 6 Class 400 (medium)
Service Type: Dial-A-Ride
Days of Service: Monday-Friday, 6:15 a.m.-10:15 p.m.
Base Fare: \$2.00 in City of Fairmont, \$2.50 County
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$323,370.59
Total Cost Per Passenger: \$4.41
Ridership: 73,293
Annual System Miles: 252,122

2003 Achievements:

- Projected to increased ridership nine percent
- Reduced cost per service hour from \$20.62 in 2002 to estimated \$20.13 in 2003
- Installed advertising frames on buses

2004 Objectives:

- Construct a garage storage facility and maintenance shop to decrease costs
- Continue to reduce our hourly operational costs not to exceed \$20.00 hour
- Increase passengers per hour
- Develop a Riders Guide

Long Range Plans (2005-2010):

- Increase promotion of transit in community
- Reduce maintenance costs
- Improve coordination of rides in three counties



MEEKER COUNTY TRANSIT



Contact Person: Brandon Pietsch
Title: Program Director
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Litchfield, Mn 55355
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Fax: 320.693.2718
E-Mail: bpietsc@bsm1.org

SYSTEM SNAPSHOT:

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

2003 Achievements:

- Expanded ridership
- Increased awareness of the program
- Reduced transit service hours

2004 Achievements:

- Add another DAC route
- Expand ridership
- Add a part time dispatcher

Long Range Plans (2005-2010):

- Increase passenger per mile rate
- Become more cost effective
- Utilize computerized scheduling software

Vehicles: 4 Class 400 (medium)

Service Type: Route Deviation; Dial-A-Ride

Days of Service: Monday-Friday, 7:45 a.m.-5:00 p.m.

Base Fare: In town trips: \$1.25,
Out of town trips: \$2.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$206,106.49

Total Cost Per Passenger: \$6.66

Ridership: 30,964

Annual System Miles: 76,268



MONTEVIDEO HEARTLAND EXPRESS

Contact Person: Steven C. Jones
Title: Transit System Manager
Address: 103 Canton Avenue
Montevideo, MN 56265
Telephone: 320.269.6575
Fax: 320.269.9340
E-Mail: citymgr@montevideomn.org



SYSTEM SNAPSHOT:

Legal Name: Montevideo, City of
Type of Government: City
Areas Served: Montevideo
Legislative District: 20B
Congressional District: 7

2003 Achievements:

- Implemented local marketing campaign
- Increased fare box revenue

2004 Objectives:

- Increase ridership two percent
- Continue to serve residents of Montevideo
- Reduce repair and maintenance costs by five to ten percent

Long Range Plans (2005-2010):

- Maintain and upgrade vehicles
- Continue to operate system despite tough financial conditions

Vehicles: 3 Class 400 (medium)
Service Type: Small Urban
Operating Class: Dial-A-Ride; Route Deviation
Days of Service: Monday-Friday, 5:30 a.m.-5:00 p.m.
Base Fare: \$1.50
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$99,226.91
Total Cost Per Passenger: \$5.66
Ridership: 17,531
Annual System Miles:



MONTICELLO HEARTLAND EXPRESS



Contact Person: Jeff O'Neill
Title: City Administrator
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Monticello, MN 55362
Telephone: 763.295.2711
Fax: 763.295.4404
E-Mail: jeff.oneill@ci.monticello.mn.us
Home Page:
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: 19A
Congressional District: 6

2003 Achievements:

- Operate within revised budget

2004 Objectives:

- Strive for efficiency with city resources in face of budget cutbacks
- Maintain service levels and continue positive relationship with public

Long Range Plans (2005-2010):

- Merge with Sherburne-Wright River Rider

Vehicles: 1 Class 400 (medium)

Service Type: Dial-A-Ride

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

Base Fare: \$1.00

Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$69,517.83

Total Cost Per Passenger: \$6.08

Ridership: 11,442

Annual System Miles: 28,197



Monticello Heartland Express



Heartland Express

MOORHEAD AREA TRANSIT (MAT)



Contact Person: Lori Van Beek
Title: Transit Manager
Address: 500 Center Avenue, 4th Floor,
PO Box 779, Moorhead MN 56561
Telephone: 218.299.5378
Fax: 218.299.5399
E-Mail: lori.vanbeek@ci.moorhead.mn.us
Home Page: www.ci.moorhead.mn.us

SYSTEM SNAPSHOT:

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

2003 Achievements:

- Received Section 5309 funding to replace three vehicles
- Studied feasibility of joint vehicle storage/maintenance facility for Fargo and Moorhead
- Completed remodeling of dispatch center

2004 Objectives:

- Increase ridership by three percent
- Expand the U-Pass program
- Prepare safety and security plan for metro area transit

Long Range Plans (2005-2010):

- Prepare/Update five-year Transit Development Plan in 2006
- Purchase new and replacement passenger shelters in 2007

Vehicles: 1 Class 400 (medium), 8 Class 600 (large),
4 Class 700 (large)
Service Type: Fixed Route
Days of Service: Monday-Friday 6:00 a.m. - 6:00 p.m.;
Saturday 8:00 a.m. - 6:00 p.m.
Base Fare: \$1.00
Funding Class: Urbanized

2002 SYSTEM DATA:

Total Operating Costs: \$929,192.64
Total Cost Per Passenger: \$3.13
Ridership: 296,937
Annual System Miles: 352,818



MOORHEAD AREA TRANSIT (MAT) - PARATRANSIT



Contact Person: Lori Van Beek
Title: Transit Manager
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PO Box 779, Moorhead MN 56561
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Home Page: www.ci.moorhead.mn.us

SYSTEM SNAPSHOT:

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

Vehicles: 2 Class 400 (medium)
Service Type: Dial-A-Ride
Days of Service: Monday-Friday, 8:00 a.m.-4:30 p.m.
Base Fare: \$2.00
Funding Class: Elderly and Handicapped

2003 Achievements:

- Increased ridership on MAT Paratransit and successfully transferred senior clients with disabilities from Dial-A-Ride
- Replaced one paratransit vehicle
- Sponsored educational and awareness workshop for agencies who serve persons with disabilities and senior citizens

2004 Objectives:

- Recertify clients for eligibility
- Seek certification for medical transportation to increase revenues
- Complete remodeling of dispatch center

Long Range Plans (2005-2010):

- Replace vehicle in 2005 and 2008
- Complete study of joint vehicle storage and maintenance facility with City of Fargo
- Rebid operator services in 2005

2002 SYSTEM DATA:

Total Operating Costs: \$156,860.72
Total Cost Per Passenger: \$16.48
Ridership: 9,519
Annual System Miles: 50,250



MORRIS TRANSIT



Contact Person: Eugene Krosschell
Title: Finance Director
Address: 609 Oregon Ave., 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
Home Page: www.morrismn.org/page2.html

SYSTEM SNAPSHOT:

Legal Name: Morris, City of
Type of Government: City
Area Served: City of Morris
Legislative District: 13A
Congressional District: 7

2003 Achievements:

- Participated in Business Expo at University of Minnesota, Morris
- Replaced vehicle
- Provided promotional rides at the community picnic

2004 Objectives:

- Promote transit through participation in community events
- Maintain a reliable transit service
- Maintain revenue to expense ratio of 20 percent

Long Range Plans (2005-2010):

- Replace three buses
- Evaluate service levels
- Coordinate with University of Minnesota, Morris

Vehicles: 5 Class 400 (medium)
Service Type: Dial-A-Ride
Days of Service: Monday-Friday, 8:00 - 4:30 p.m.
Base Fare: \$2.00
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$257,165.30
Total Cost Per Passenger: \$4.89
Ridership: 52,575
Annual System Miles: 73,027



MORRTRANS



Contact Person: Dale Schmeck
Title: Social Services Supervisor
Address: Government Center, 213 First Ave SE, Little Falls, MN 56345
Telephone: 320.632.2951
Fax: 320.632.0225
E-Mail: dales@co.morrison.mn.us

SYSTEM SNAPSHOT:

Legal Name: Morrison County
Type of Government: County
Communities Served: Morrison County; City of Little Falls
Legislative District: 12B, 14A, 16A
Congressional District: 8

2003 Achievements:

- Continued strength in demand for service in City of Little Falls
- Successful coordination with third party contractors
- Continued support from Region 5 Area Agency on Aging to reduce fares for seniors

2004 Objectives:

- Increase farebox recovery ratio
- Reduce cost per trip
- Increase passengers per hour

Long Range Plans (2005-2010):

- Add second bus to serve City of Little Falls
- Construct a bus garage

Vehicles: 4 Class 400 (medium)
Service Type: Countywide
Operating Class: Route Deviation; Dial-A-Ride
Days of Service: Monday - Friday, 8:00 a.m. - 4:30 p.m.
Base Fare: \$1.00 city; \$2.00 rural
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$154,229.73
Total Cost Per Passenger: \$10.68
Ridership: 14,436
Annual System Miles: 45,085



MOWER COUNTY TRANSIT

Contact Person: Bruce Henricks
Title: Human Services Director
Address: 1005 N. Main Street
Austin, MN 55912
Telephone: 507.437.9729
Fax: 507.437.9721
E-Mail: bruceh@co.mower.mn.us



SYSTEM SNAPSHOT:

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

2003 Achievements:

- Revamped routes and saved program dollars

2004 Objectives:

- Reduce total operating dollars by three percent

Vehicles: 10 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride
Route Guarantee; Subscription; Volunteer
Days of Service: Monday-Wednesday and 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: \$1.50
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$613,861.20
Total Cost Per Passenger: \$9.23
Ridership: 66,517
Annual System Miles: 252,292
Volunteer Ridership: 7,863
Volunteer System Miles: 269,429



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

SYSTEM SNAPSHOT:

Legal Name: Murray County
Type of Government: County
Area Served: Murray County, City of Slayton
Legislative District: 22
Congressional District: 1

Vehicles: 2 Class 400 (medium)
Service Type: Dial-A-Ride; Volunteer
Days of Service: Monday-Friday, 8:00 - 5:00 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: Rural

2003 Achievements:

- Accident free
- Provided safety training for drivers and dispatchers
- Visited local businesses and community organizations to promote public transit

2004 Objectives:

- Increase ridership through local marketing and advertising of public transit to the community
- Provide safety training for drivers and dispatchers to be accident free in 2004

Long Range Plans (2005-2010):

- Purchase a class 400 vehicle
- Purchase a new computer and software in 2006
- Continue to increase ridership with active community involvement and advertising

2002 SYSTEM DATA:

Total Operating Costs: \$71,463.92
Total Cost Per Passenger: \$7.51
Ridership: 9,515
Annual System Miles: 13,081
Volunteer Ridership: 960
Volunteer System Miles: 51,186

NORTHFIELD TRANSIT

Contact: Deborah A. Little
Title Transit Manager/Executive Assistant
Address: 801 Washington Street,
Northfield, MN 55057
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E-mail: deb.little@ci.northfield.mn.us
Web Site: <http://www.ci.northfield.mn.us>



SYSTEM SNAPSHOT:

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

2003 Achievements:

- Projected to increase ridership nine percent
- Implemented software for preventive maintenance and dispatching
- Increased passengers per mile and passengers per hour

2004 Objectives:

- Complete service expansion to the City of Dundas
- Implement exterior vehicle advertising
- Coordinate with local colleges to increase ridership

Long Range Plans (2005-2010):

- Expand service to neighboring cities
- Expand hours and days of service
- Coordinate with surrounding public and private transit providers

Vehicles: 4 class 400 (medium)
Service Type: Dial-A-Ride; Route Deviation
Days of Service: Monday - Friday, 6:30 a.m. - 6:00 p.m., Thursdays until 8:00 p.m., Saturday, 10:00 am - 1:00 p.m.
Base Fare: \$1.00
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$202,120.92
Total Cost Per Passenger: \$5.17
Ridership: 39,074
Annual System Miles: 67,812



NORTHSTAR COMMUTER COACH



Contact: NorthStar Corridor Development Authority
Address: 2100 Third Avenue
Anoka, MN 55303
Telephone: 763.422.7088
Fax: 763-323-5556
E-mail: commutercoach@commutercoach.org
Web Site: <http://www.commutercoach.org>

SYSTEM SNAPSHOT:

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

2003 Achievements

- Successful completion of two-year demonstration project
- Operations transferred to NorthStar Corridor Development Authority

Demonstration Period Date:
October 1, 2001 - September 30, 2003

Vehicles: 7 Class 700 (large) over-the-road coaches
Service Type: Fixed Route
Days of Service: Monday through Friday, 5:25 am to 8:50 am and 3:30 pm to 6:55 pm
Base Fare: \$3.50
Funding Class: Special Appropriation

2002 SYSTEM DATA:

Total Operating Costs: \$1,279,271
Operating Cost Per Passenger: \$5.15
Capital Lease Costs: \$1,122,810
Ridership: 248,457
System Miles: 247,020



PAUL BUNYAN TRANSIT

Contact Person: Roger Allen
Title: Director
Address: 706 Railroad Street SE
Bemidji, Minnesota 56601
Telephone: 218.751.8765
Fax: 218.444.9521
E-Mail: pbtrans@paulbunyan.net
Home Page: <http://www.paulbunyan.net>

2003 Achievements:

- Eliminated "unlimited" monthly passes and changed to "work" passes
- Changed one way rides from paper to tokens
- Increased revenue contracts for the year
- Increased ridership to Fargo
- Implemented software for preventative maintenance and dispatching
- Increased passengers per mile and passengers per hour

2004 Objectives:

- Promote service to apartment complexes and outlying service areas
- Increase fare revenue
- Set up a reserve fund for future bus purchases

Long Range Plans (2005-2010):

- Enhance current system with hopes to increase ridership through Bemidji State and Northwest Technical College
- Park-and-Ride sites established



SYSTEM SNAPSHOT:

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

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

Service Type: Small Urban; Countywide
Operating Class: Route Deviation; Dial-A-Ride; Subscription; Volunteer

Days of Service: Monday-Friday 7:00 a.m. - 5:30 p.m.
Saturday 9:00 a.m. - 4:00 p.m.; Sunday 8:00 a.m. - 2:30 p.m.

Base Fare: \$1.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$470,436.74

Total Cost Per Passenger: \$5.24

Bus Only Ridership: 89,376

Volunteer Ridership: 456

Annual System Miles: 216,994

Volunteer Miles: 72,475



PELICAN RAPIDS TRANSIT

Contact Person: Richard A. Jenson
Title: Administrative Assistant
Address: 25 North Broadway, PO Box 350
Pelican Rapids, MN 56572
Telephone: 218.863.6571
Fax: 218.863.7077
E-Mail: citypr@loretel.net
Web Site: 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

2002 SYSTEM DATA:

Total Operating Costs: \$8,721.93
Total Cost Per Passenger: \$1.79
Ridership: 4,866
Annual System Miles: 4,502



PINE RIVER RIDE WITH US BUS

Contact Person: Barbara Jorgenson
Title: Administrator
Address: 200 Front Street, P.O. BOX 87,
Pine River, MN 56474
Telephone: 218.587.2440
Fax: 218.587.2168
E-Mail: prridewithusbus@hotmail.com



SYSTEM SNAPSHOT:

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

2003 Achievements:

- Maintained ridership level
- Reduced vehicle cost per mile
- Completed 145,000 + accident free miles

2004 Objectives:

- Increase ridership one percent
- Reduce cost per mile one percent
- Increase marketing promotions

Long Range Plans (2005-2010):

- Expand bi-monthly trips to Brainerd to weekly trips
- Research potential for countywide Dial-A-Ride service

Vehicles: 1 Class 300 (small)

Service Type: Community Service Non-Urban Area

Days of Service: Monday - Friday, 8:45 a.m.-4:15 p.m.

Base Fare: \$.75

Funding Class: Rural

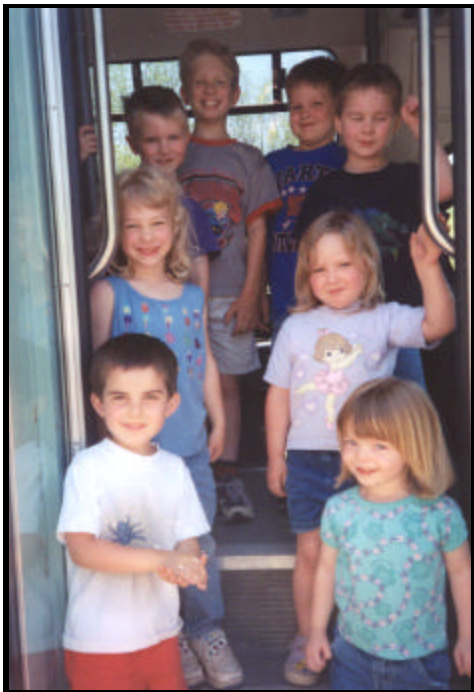
2002 SYSTEM DATA:

Total Operating Costs: \$56,594.24

Total Cost Per Passenger: \$8.16

Ridership: 6,932

Annual System Miles: 11,102



PIPESTONE TRANSIT SYSTEM



Contact Person: Bill McVicker
Title: Transportation Director
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Pipestone, MN 56164
Telephone: 507.825.6713
Fax: 507.825.6734
E-Mail:
bill.mcvicker@co.pipestone.state.mn.us
Home Page: www.pjs@mntm.org

SYSTEM SNAPSHOT:

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

2003 Achievements:

- Moved to new office
- Completed in-house drug and alcohol training

2004 Objectives:

- Implement 25 cent fare increase in the City of Pipestone.
- Restructure service hours in the City of Pipestone

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

2002 SYSTEM DATA:

Total Operating Costs: \$229,282.03
Total Cost Per Passenger: \$6.14
Ridership: 37,320
Annual System Miles: 96,237



PRAIRIE FIVE RIDES

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



SYSTEM SNAPSHOT:

Legal Name: Prairie Five CAC, Inc.
Type of Government: Community Action Agency
Area Served: Big Stone, Chippewa, Lac qui Parle, Swift, and Yellow Medicine Counties
Legislative District: 20, 20A, 20B
Congressional District: 7

2003 Achievements:

- Developed and implemented a passenger escort program.
- Projected to provide 74,000 rides
- Developed a dispatcher training manual

2004 Objectives:

- Maintain ridership
- Hire another full time bus driver
- Install new communications system in buses

Long Range Plans (2005-2010):

- Maintain ridership
- Build a bus garage
- Replace transit vehicles

Vehicles: 10 Class 400 (medium)

Service Type: Dial-A-Ride; Subscription; Volunteer

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

Base Fare: \$0.75 (city); \$0.20 per mile (county)

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$519,977.52

Total Cost Per Passenger: \$7.63

Ridership: 68,191

Annual System Miles: 135,800

Volunteer Ridership: 5,965

Volunteer System Miles: 282,692



PRAIRIELAND TRANSIT SYSTEM

Contact Person: Karen DeBoer
Title: Transit System Manager
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Worthington, MN 56187-0787
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E-Mail: kdeboer@smoc.us



SYSTEM SNAPSHOT:

Legal Name: Southwestern Minnesota Opportunity Council, Inc.

Type of Government: CAP

Area Served: Nobles County, City of Worthington

Legislative District: 22, 22A, 22B

Congressional District: 1

2003 Achievements:

- Successful partnership with Worthington Taxi
- Complete restructuring of reporting process to reflect the comprehensiveness of public transportation in Nobles County
- Central Dispatch service available from 7:00 a.m. to 6:00 p.m. to provide subsidized transportation available to ALL Nobles County Residents

2004 Objectives:

- Increase child and youth ridership
- Reduce cost per passenger by increasing revenues generated

Long Range Plans (2005-2010):

- Increase public awareness regarding public transportation
- Increase coordinated transportation with existing transit systems: nursing homes, medivan, etc
- Accessible transportation available Sunday - Saturday 6:00 a.m. to 10:00 p.m.

Vehicles: 3 Class 400 (medium)

Service Type: Route Deviation; Dial-A-Ride; Volunteer

Days of Service: Monday - Friday 7:00 a.m.- 6:04 p.m.; (varies by daily route)

Base Fare: \$2.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$197,139.41

Total Cost Per Passenger: \$5.15

Ridership: 38,252

Annual System Miles: 100,447

Volunteer Ridership: 4,562

Volunteer System Miles: 5,604



Nobles County Heartland Express



Heartland Express

RAINBOW RIDER TRANSIT

Contact Person: Harold Jennissen
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Lowry, MN 56349
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Fax: 320.283.5066
E-Mail: hjenn@runestone.net



SYSTEM SNAPSHOT:

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

2003 Achievements:

- Successfully administered \$0.50 bus fare increase and \$6.06 volunteer driver administration fee
- Reduced personnel expenses while maintaining regular operations
- Administrative reorganization

2004 Objectives:

- Build bus garage in Alexandria
- Maintain successful operations under new management
- Provide uninterrupted service despite budget funding cuts

Long Range Plans (2005-2010):

- Expand service area
- Expand bus fleet
- Expand Lowry office building and garage

Vehicles: 15 Class 400 (medium), 2 Class 500 (medium)
Service Type: Route Deviation; Dial-A-Ride; Subscription; Volunteer
Days of Service: Monday-Saturday, 6:00 a.m.-6:00 p.m.
Base Fare: \$2.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$877,806.42
Total Cost Per Passenger: \$6.77
Ridership: 129,598
Annual System Miles: 473,074
Volunteer Ridership: 4,691
Volunteer System Miles: 282,466



RED LAKE TRANSIT

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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,
Legislative District: 02B
Congressional District: 7

Vehicles: 1 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride
Days of Service: Monday-Friday, 6:30 a.m.-5:30 p.m.
Base Fare: \$1.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$136,355.43
Total Cost Per Passenger: \$22.88
Ridership: 5,960
Annual System Miles: 55,024

2003 Achievements:

- Purchased two tribally funded transit vehicles to serve in conjunction with federally funded vehicles
- Increased service capacity
- Increased overall service availability by establishing a transfer point on the Ponemah route

2004 Objectives:

- To better integrate our three operational buses into a convenient, cohesive, user-friendly system
- Increase ridership ten percent
- Increase local ridership in general by offering more convenient service

Long Range Plans (2005-2010):

- To secure funding for a transit facility
- Upgrade software and computers
- Develop a consolidated transit service plan



RED WING RIDE

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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

2003 Achievements:

- Received a higher commitment from the Republican Eagle to sell advertising on transit vehicles

2004 Objectives:

- Partner with Three Rivers Community Action

Long Range Plans (2005-2010):

- Coordinate a countywide transit program for Goodhue County

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

2002 SYSTEM DATA:

Total Operating Costs: \$289,749.00
Total Cost Per Passenger: \$5.08
Ridership: 57,053
Annual System Miles: 139,460

THE
Red Wing
RIDE



RENVILLE COUNTY HEARTLAND EXPRESS



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Created and distributed new pamphlets
- Increased revenue by increasing fares
- Accident-free year

2004 Objectives:

- Develop New "No Show" Policy
- Increase revenue and maintain our level of service
- Increase transportation to Assisted Living Residents

Long Range Plans (2005-2010):

- Keep fleet equipped with new buses
- Providing quality service to all Renville County residents in a fiscally responsible manner
- Build a new bus garage - 2010

Vehicles: 6 Class 400 (medium)

Service Type: Countywide

Operating Class: Dial-A-Ride; Volunteer

Days of Service: Monday-Friday 5:30 a.m. - 10:00 p.m., Saturdays 7:00 a.m. - 7:00 p.m.

Base Fare: \$1.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$207,816.30

Total Cost Per Passenger: \$7.59

Ridership: 27,378

Annual System Miles: 104,960

Volunteer Ridership: 3,202

Volunteer System Miles: 94,711



Renville County Heartland Express SM



Heartland Express

RIVERRIDER PUBLIC TRANSIT



Contact Person: Chad Gessel
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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Completed move from Sherburne County Government Center to new facility in Big Lake
- One year as Joint Powers transit system
- Started Sherburne County Transportation Advisory Committee

2004 Objectives:

Long Range Plans (2005-2010):

- Becoming a regional system

Vehicles: 3 Class 400 (medium), 3 Class 500 (medium), 2 Class 600 (large)

Service Type: Route Deviation; Dial-A-Ride
Route Guarantee; Subscription

Days of Service: Monday-Friday 7:00 a.m.-
5:00 p.m.

Base Fare: \$1.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$464,983.12

Total Cost Per Passenger: \$7.28

Ridership: 63,893

Annual System Miles: 189,292



ROCHESTER CITY LINES



Contact Person: Anthony Knauer
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Home Page:
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, 30
Congressional District: 1

2003 Achievements:

- Continued growth in ridership
- Continued fleet update eight new buses.
- Opening of 4th park and ride facility

2004 Objectives:

- Maintain existing service levels
- Continued growth in ridership
- Continued fleet update- 6 new buses

Long Range Plans (2005-2010):

- Implement route expansion based on 2003 study
- Capital improvement program

Vehicles: 1 Class 500 (medium), 35 Class 700 (large)
Service Type: Fixed Route
Days of Service: Monday-Friday 7:00 a.m.-5:00 p.m.
Base Fare: \$1.00
Funding Class: Urbanized

2002 SYSTEM DATA:

Total Operating Costs: \$2,684,125.87
Total Cost Per Passenger: \$2.21
Ridership: 1,214,952
Annual System Miles: 902,536



ROCHESTER ZUMBRO INDEPENDENT PASSENGER SERVICE (ZIPS)



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Home Page:
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, 30
Congressional District: 1

Vehicles: 1 Class 500 (medium), 3 Class 700 (large)
Service Type: Dial-A-Ride
Days of Service: Monday-Friday 7:30 a.m-5:30 p.m.;
Sunday 8:00 - 12:00 p.m.
Base Fare: \$2.00; Agency Fare \$4.85
Funding Class: Elderly and Handicapped

2002 SYSTEM DATA:

Total Operating Costs: \$384,968.65
Total Cost Per Passenger: \$8.71
Ridership: 44,218
Annual System Miles: 164,831



ROCK COUNTY PUBLIC TRANSIT



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Accident free through the first six months
- Achieved 15 percent revenue/expense ratio the first six months
- Adjusted operating budget

2004 Objectives:

- Achieve State guideline for passengers per hour of five
- Maintain ridership at 2003 level in spite of budget constraints
- Maintain State Guideline for farebox recovery of 15 percent

Long Range Plans (2005-2010):

- Build new garage facility in 2004 or 2005
- Continue discussions with other transportation systems for coordination possibilities.
- Maintain countywide service

Vehicles: 4 Class 400 (medium)
Service Type: Dial-A-Ride
Days of Service: Monday-Friday 8:00 a.m.-4:00 p.m.
Base Fare: \$1.25 in Luverne and \$2.50 countywide
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$214,747.75
Total Cost Per Passenger: \$7.71
Ridership: 27,836
Annual System Miles: 82,527



RUM RIVER TRANSPORTATION COLLABORATIVE



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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

Vehicles: 3 Class 400 (medium), 1 Class 500 (medium)

Service Type: Route Deviation; Dial-A-Ride; Route Guarantee

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

Base Fare: \$2.00

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$162,003.59

Total Cost Per Passenger: \$11.24

Ridership: 14,414

Annual System Miles: 79,205

2003 Achievements:

- Guaranteed Route with Mille Lacs Band of Ojibwe
- Board of Directors completed the change to policy governance

2004 Objectives:

- Expand service in Northern Mille Lacs County
- Increase coordination with surrounding transit systems
- Upgrade system communications with cell phones to two-way radios in buses

Long Range Plans (2005-2010):

- Computerize dispatching/billing programs



SEMCAC TRANSPORTATION



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SYSTEM SNAPSHOT:

Legal Name: Semcac
Type of Government: Private Non-Profit
Area Served: Dodge, Fillmore, Houston,
Steele and Winona Counties
Legislative District: 26A, 26B, 27B, 28B, 29A,
31A, 31B
Congressional District: 1

Vehicles: 3 Class 300 (small), 4 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride;
Route Guarantee; Subscription; Volunteer
Days of Service: Monday-Friday 5:30a.m.-10:00 p.m.;
Saturday 8:00 a.m.-6:00 p.m., Sunday 9:00 a.m. -
6:00 p.m.
Base Fare: \$1.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$145,798.65
Total Cost Per Passenger: \$4.47
Ridership: 32,651
Annual System Miles: 63,210

2003 Achievements:

- Purchased new class 400 vehicle
- Recruited 15 new volunteer drivers
- Increased public transit ridership by nine percent

2004 Objectives:

- Increase Winona County Bus ridership by 15 percent from 2003 projections
- Expand public transit in Fillmore County (Spring Valley/Preston area)
- Recruit 10 new volunteer drivers

Long Range Plans (2005-2010):

- Continue service expansion of Fillmore County Bus and Winona County Bus
- Increase public transit ridership by 10 percent each year
- Increase volunteer driver ridership by 5 percent each year



SENIOR RESOURCES OF FREEBORN COUNTY



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SYSTEM SNAPSHOT:

Legal Name: Senior Resources of Freeborn County
Type of Government: Non-Profit
Area Served: Albert Lea
Legislative District: 27A
Congressional District: 1

2003 Achievements:

- Help transition transfer of transit service to Cedar Valley Services of Albert Lea

Vehicles: 1 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride;
Subscription
Days of Service: Monday-Friday, 9:00 a.m. - 5:00 p.m.
Base Fare: \$1.25
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$78,074.88
Total Cost Per Passenger: \$5.04
Ridership: 15,478
Annual System Miles: 32,449

ST. CLOUD MTC METRO BUS

Contact Person: David W. Tripp
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Home Page: 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, Waite Park
Legislative District: 16A, 16B, 17B
Congressional District: 6

2003 Achievements:

- Initiated free ride demonstration with SCSU and SCTC fall semester 2003
- Fixed route system became fully-accessible
- Received funding and placed order for three additional 35 foot fixed route buses

2004 Objectives:

- Achieve permanent free ride program with SCSU and SCTC
- Continue service expansion planning with City of St. Joseph and College of St. Benedict and St. John's University
- Open new bus stop station at Crossroads Shopping Center

Long Range Plans (2005-2010):

- Restructuring of several routes to improve performance, coverage area, ridership and budgetary constraints
- Continued ridership increases from SCSU and SCTC from free ride program and service added to accommodate expanded service needs

Vehicles: 30 Class 700 (large)
Service Type: Fixed Route; Dial-A-Ride; Route Guarantee
Days of Service: Monday - Friday 5:30 a.m. - Midnight.; Saturday 7:45 a.m. - 6:45 p.m.; Sunday 9:00 a.m. - 6:00 p.m.
Base Fare: \$0.65
Funding Class: Urbanized

2002 SYSTEM DATA:

Total Operating Costs: \$3,445,397.41
Total Cost Per Passenger: \$2.24
Ridership: 1,536,687
Annual System Miles: 1,031,943



ST. CLOUD MTC METRO PLUS PARATRANSIT



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SYSTEM SNAPSHOT:

Legal Name: St. Cloud Metropolitan Transit Commission

Type of Government: Transit Authority

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

Legislative District: 16A, 16B, 17B

Congressional District: 6

2003 Achievements:

- Initiated free ride demonstration with SCSU and SCTC fall semester 2003
- Fixed route system became fully-accessible
- Increased overall passenger per hour performance

2004 Objectives:

- Continue to seek passenger per hour performance improvements
- Continue service expansion planning with City of St. Joseph and College of St. Benedict and St. John's University
- Opening of new bus stop facility at Crossroads Shopping Center

Long Range Plans (2005-2010):

- Restructure routes to improve performance, coverage area, ridership and budgetary constraints
- Continued ridership increases from SCSU and SCTC from free ride program and service added to meet expanded needs

Vehicles: 19 Class 600 (medium)

Service Type: Fixed Route, Dial-A-Ride

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: Elderly and Disabled

2002 SYSTEM DATA:

Total Operating Costs: \$1,407,272.53

Total Cost Per Passenger: \$14.10

Ridership: 99,809

Annual System Miles: 346,679



STEELE COUNTY AREA TRANSIT

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www.co.steele.mn.us/scat/scat.html



SYSTEM SNAPSHOT:

Legal Name: Steele County
Type of Government: County
Area Served: Steele County
Legislative District: 28A, 28B
Congressional District: 1

2003 Achievements:

- Established the Transit Advisory Committee (TAC)
- Increased business to the sheltered workshops

2004 Objectives:

- Overhaul the fare structure
- Increase ridership

Long Range Plans (2005-2010):

- Financial Stability
- Increase ridership
- Partner with neighboring transit systems

Vehicles: 4 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: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$271,991.17
Total Cost Per Passenger: \$4.50
Ridership: 60,376
Annual System Miles: 146,356



STEWARTVILLE HEARTLAND EXPRESS



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Established route to Rochester twice a week taking riders and pickup riders at Apache Mall

2004 Objectives:

- Research the need for transit in the three new developments going up in the City
- Explore feasibility of merging with the City of Rocheser

Long Range Plans (2005-2010):

- Provide the best, cost effective service for the residents of our jurisdiction.

Vehicles: 1 Class 400 (medium)
Service Type: Route Deviation; Dial-A-Ride
Days of Service: Monday-Friday 7:30 a.m.-5:30 p.m.
Base Fare: \$1.00 in town; \$2.00 out of town
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$59,667.51
Total Cost Per Passenger: \$4.92
Ridership: 12,120
Annual System Miles: 15,527

Stewartville Heartland Express SM



Heartland Express

SAINT PETER TRANSIT



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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Added a new bus to help control repair and maintenance expense
- Added a part-time driver

2004 Objectives:

- Reduce repair and maintenance expenses
- Increase fares
- Continue to increase revenues and service and control expenses

Long Range Plans (2005-2010):

- Move to a new facility with 3 stalls for buses and a wash bay
- Add new vehicles in 2005, 2007, and 2009
- Continue to increase revenues and service and control expenses

Vehicles: 2 Class 400 (medium), 1 Class 500 (medium)
Service Type: Dial-A-Ride
Days of Service:
Monday-Sunday 4:30 a.m.–12:15 a.m.
Base Fare: \$1.75
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$193,137.97
Total Cost Per Passenger: \$5.70
Ridership: 34,431
Annual System Miles: 61,263



THREE RIVERS HIAWATHALAND TRANSIT

Contact Person: Shirley Lee
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Zumbrota, MN 55992
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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, Wabasha and surrounding townships
Legislative District: 2B, 28B, 29, 29A, 29B, 37A
Congressional District: 1, 2

2003 Achievements:

- Increased ridership by over 5,000 rides
- Accident free transit system
- Expanding awareness and public transit service for local festivals, grocery shopping, businesses, pre-school and summer recreation programs, dental and doctor offices.

2004 Objectives:

- Implement an additional bus during peak demand in Cannon Falls
- Increase ridership volume

Long Range Plans (2005-2010):

- Expand service, buses and system coordination in and between Goodhue and Wabasha Counties and with adjoining cities and counties

Vehicles: 4 Class 400 (medium)
Service Type: Dial-A-Ride; Route Guantee; Volunteer
Days of Service: Monday-Friday, 7:00 a.m.-5:00 p.m.
Base Fare: \$1.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$293,825.83
Total Cost Per Passenger: \$9.51
Ridership: 30,911
Annual System Miles: 88,160
Volunteer Ridership: 546
Volunteer System Miles: 15,549



TRAILBLAZER TRANSIT

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Box 332, Arlington, MN 55307
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E-Mail: gludwig@deskmedia.com

2003 Achievements:

- Completed performance evaluation
- Implemented uniforms for drivers
- Replaced one vehicle

2004 Objectives:

- Create ridership performance standards
- Improve marketing by developing full-color brochure, web-site, and "How to Ride Guide"
- Complete comprehensive employee training manual

Long Range Plans (2005-2010):

- 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: Sibley and McLeod Counties
Legislative District: 18A, 23A, 25A
Congressional District: 7

Vehicles: 12 Class 400 (medium)
Service Type: Dial-A-Ride; Volunteer
Days of Service: Monday-Friday 7:00 a.m.-5:00 p.m.;
Volunteer Service: Monday-Friday 8:00 a.m. - 4:30 p.m.
Base Fare: \$2.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$816,409.23
Total Cost Per Passenger: \$10.80
Ridership: 75,599
Annual System Miles: 386,092
Volunteer Ridership: 4,781
Volunteer System Miles: 145,666



TRI-CAP TRANSIT CONNECTION

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Home Page: www.tricap.org



SYSTEM SNAPSHOT:

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

2003 Achievements:

- Established Marketing Committee to raise awareness about bus program
- Piloted county-wide Dial-A-Ride successfully
- Received grant from Initiative Foundation for Benton Dial-A-Ride service

2004 Objectives:

- Reroute service from Tri-City area to benefit more Stearns County residents
- Achieve three passengers per hour on rural routes, 5 passengers per hour on small urban
- Develop marketing plan and marketing materials for distribution in Benton & Stearns Counties

Long Range Plans (2005-2010):

- Construct Transit Facility with Bus Storage and Offices for Transit & Tri-CAP Social Services
- Continue efforts to coordinate services with surrounding counties and agencies
- Work with area employers to promote transportation for employment

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

2002 SYSTEM DATA:

Total Operating Costs: \$361,293.00
Total Cost Per Passenger: \$7.63
Ridership: 47,368
Annual System Miles: 128,410
Volunteer Ridership: 7,698
Volunteer System Miles: 264,674



TRI-VALLEY HEARTLAND EXPRESS



Contact Person: Michael S. Frisch
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SYSTEM SNAPSHOT:

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

2003 Achievements:

- Increased ridership by 94 percent since 1997
- Painted an existing bus to look like a trolley to enhance image
- Increased ridership by 18 percent over previous year

2004 Objectives:

- Build or acquire a building to house buses and to collaborate to house other state owned vehicles (5310)
- Increase ridership by seven percent
- Increase rides to persons with disabilities by 10 percent

Long Range Plans (2005-2010):

- Explore other transit possibilities in surrounding areas
- Revamp Route Deviation peak hours

Vehicles: 9 Class 400 (medium),
1 Class 500 (medium)
Service Type: Route Deviation;
Dial-A-Ride; Subscription
Days of Service: Monday-Friday 7:00 a.m.-
8:00 p.m.;
Saturday 9:00 a.m. - 6:30 p.m.;
Sunday 8:00 a.m. - 3:30 p.m.
Base Fare: \$1.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$473,458.90
Total Cost Per Passenger: \$7.07
Ridership: 66,946
Annual System Miles: 215,115

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
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E-Mail: lacknerr@virginia.mn.us

SYSTEM SNAPSHOT:

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

2003 Achievements:

- Purchased new bus
- Implemented reporting/accounting changes

2004 Objectives:

- Try to maintain existing bus service with funding cuts

Long Range Plans (2005-2010):

- Increase ridership
- Increase service area

Vehicles: 4 Class 500 (medium)
Service Type: Dial-A-Ride; Subscription
Days of Service: Monday-Friday, 7:00 a.m. - 8:00 p.m.,
Saturday, 9:00 a.m. - 6:30 p.m. and Sunday, 8:00 a.m. -
3:30 p.m.
Base Fare: \$1.00 Fixed Route, \$1.50 Demand Route
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$171,692.64
Total Cost Per Passenger: \$3.86
Ridership: 44,493
Annual System Miles: 81,928



WADENA COUNTY - FRIENDLY RIDER



Contact Person: Pam Jenson
Title: Transit Supervisor
Address: 124 First Street SE
Wadena, Minnesota 56482
Telephone: 218.631.5730
Fax: 218.631.7616
E-Mail: pam.jenson@co.wadena.mn.us

2003 Achievements:

- Countywide system new start in January 2003
- Rides reached 1,400 by July 2003

2004 Achievements:

- Increase rides to 2,000 month
- Achieve farebox recovery ratio of 20 percent
- Decrease cost per hour to \$40 or less

Long Range Plans (2005-2010):

- Acquire backup bus
- Acquire transit garage
- Acquire administrative office space

SYSTEM SNAPSHOT:

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

Vehicles: 3 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: Rural

New Service Started in January 2003



WATONWAN TAKE ME THERE (TMT)



Contact Person: Marjorie R. Smith
Title: Director
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St. James, MN 56081
Telephone: 507.375.7385
Fax: 507.375.1301
E-Mail: marjorie.smith@co.watonwan.mn.us

SYSTEM SNAPSHOT:

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

2003 Achievements:

- Received first place in the team event at the Southwestern Bus Roadeo at Marshall in June
- Continued to increase ridership and revenue and keeping expenses down
- Purchased new transit vehicle

2004 Objectives:

- Complete and distribute a riders' guide
- Advertise and promote coordination with Greyhound and Jefferson Bus lines

Long Range Plans (2005-2010):

- To keep the public transit system an efficient and viable system for Watonwan County
- To retain the dedicated and dependable employees of the system
- Increase ridership

Vehicles: 4 Class 400 (medium)
Service Type: Dial-A-Ride; Subscription
Days of Service: Monday-Friday, 6:30 a.m.-5:00 p.m.
Base Fare: \$1.25
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$145,209.19
Total Cost Per Passenger: \$7.02
Ridership: 20,699
Annual System Miles: 148,857

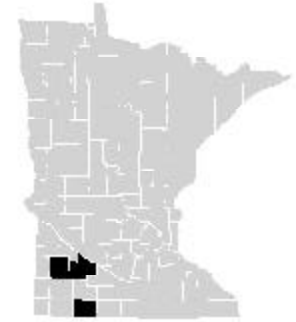


WATONWAN COUNTY'S
"TAKE ME THERE" BUS
WILL TAKE YOU
THERE!!!!!!



TAKE ME THERE

WESTERN COMMUNITY ACTION TRANSPORTATION PROGRAM



Contact Person: Jeanette M. Aguirre
Title: Transit Director
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Marshall, MN 56258
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Home Page: wcainc.org

SYSTEM SNAPSHOT:

Legal Name: Western Community Action, Inc.
Type of Government: Community Action Program
Area Served: Jackson, Lyon and Redwood
Counties and City of Marshall
Legislative District: 21A, 21B, 22B
Congressional District: 7, 1

2003 Achievements:

- Partnered with Mobility Planning Team to conduct specialized training for passengers on "How to use transit"
- Established a total of three posted bus stops in high volume locations
- Decreased operating costs by securing other funding resources

2004 Objectives:

- Develop strategies that will reduce the cost per passenger
- Develop and secure additional funding resources to accommodate unmet transportation needs
- Build, strengthen and increase rider base by offering various ride incentives

Long Range Plans (2005-2010):

- Design and construct a bus storage facility in Lyon County
- Modify identification of transit system for marketing and fleet flexibility.
- Increase bus fleet to meet demands for countywide services

Vehicles: 1 Class 300 (small), 15 Class 400 (medium)
Service Type: Dial-A-Ride; Subscription; Volunteer
Days of Service: Countywide: Monday-Friday
7:00 a.m. - 5:30 p.m.; Saturday 10:00 a.m. - 6:30 p.m.;
City of Marshall: Monday-Friday 5:30 a.m. - 11:00 p.m.;
Saturday 10:00 a.m. - 6:30 p.m.
Base Fare: \$2.00
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$952,513.94
Total Cost Per Passenger: \$9.20
Ridership: 103,511
Annual System Miles: 274,653
Volunteer Ridership: 14,232
Volunteer System Miles: 676,265



WINONA TRANSIT SERVICE

Contact Person: Monica Hennessy Mohan
Title: City Clerk
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Fax: 507.457.8285
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Home Page: 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, 31A
Congressional District: 1

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

2003 Achievements:

- Ridership has increased 3.7 percent
- Implemented the Safe Ride program with Winona State University and St. Mary's University
- Revised one route to include new Menards store

2004 Objectives:

- Conduct rider count by route
- Research and implement more focused marketing by rider segment
- Upgrade bus garage lighting and replace overhead doors

Long Range Plans (2005-2010):

- Continue to review fare schedule
- Develop replacement schedule for vehicles

2002 SYSTEM DATA:

Total Operating Costs: \$313,850.44
Total Cost Per Passenger: \$2.92
Ridership: 107,568
Annual System Miles: 154,339

ANOKA COUNTY TRAVELER



Contact Person: Tim Kirchoff
Title: Supervisor of Transit Operations and Planning
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Fax: 763.323.5556
E-mail: tim.kirchoff@co.anoka.mn.us
Home Page: 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

2003 ACHIEVEMENTS:

- Increased ridership on regular routes
- Restructured regular routes
- Increased passengers per hour 13 percent on Dial-A-Ride routes



2004 OBJECTIVES:

- Recruit additional volunteer drivers
- Explore alternative funding sources
- Develop Transit System Plan

LONG RANGE PLANS (2005- 2010):

- Develop feeder service for Northstar Commuter Rail
- Design and coordinate local service into Metropolitan Council service expansion plan
- Address service recommendations identified in Transit Systems Plan

Vehicles: 45 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

2002 SYSTEM DATA:

Regular Route

Total Operating Costs: \$1,081,592.43
Total Cost Per Passenger: \$7.59
Ridership: 144,902
Annual System Miles: 291,425

Dial-A-Ride

Total Operating Costs: \$1,593,020.03
Total Cost Per Passenger: \$22.86
Ridership: 69,609
Annual System Miles: 513,569

Volunteer Program

Total Operating Costs: \$71,401.90
Total Cost Per Passenger: \$16.66
Ridership: 4,287
Annual System Miles: 97,591.5



CAMPUS SHUTTLE SERVICE

Contact Person: William Stahlmann
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Fax: 612.624.8899
E-mail: stahl001@umn.edu
Home Page: 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

2003 ACHIEVEMENTS:

- Added four 60-foot articulated buses to the system, reducing fuel usage and congestion by allowing six older 40-foot buses to be retired
- Maintained current level of service after routes were reconfigured
- Improved safety record with fewer accidents than ever before
- Continued to increase U-Pass and Metropass sales, far exceeding goals
- Increased paratransit ridership 33 percent
- Decreased the amount of deadhead miles, saving fuel
- Implemented a new bus shelter quality assurance program, adding safety glass and heaters

2004 OBJECTIVES:

- Maintain efficiency of current system
- Add four new 40-foot buses and retire four older buses from the system

LONG RANGE PLANS (2005- 2010):

- Transit priority at signalized intersections

Vehicles: 11 class 500 (medium) and four articulated

Service Type: Fixed route

Base Fare: \$0

Funding Class: Funded with parking revenue from U of M Campus

2002 SYSTEM DATA:

Total Operating Costs: \$2,980,903.69

Total Cost Per Passenger: \$0.64

Ridership: 3,497,975

Annual System Miles: 465,121

CARVER COUNTY RURAL TRANSIT (CART)



Contact Person: Alan Herrmann
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PO Box 141, Cologne, MN 55322
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E-mail: 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

2002 ACHIEVEMENTS:

- Received Department of Human Services grant for elderly transportation in Western Carver County
- Partnered with Scott County Transit to provide more efficient service in two counties

2003 OBJECTIVES:

- Relocate Carver County maintenance facility in Cologne
- Continue to expanded service in western Carver County

LONG RANGE PLANS (2005- 2010):

- Partner with Section 5310, elderly and person with disabilities transportation providers in Carver County
- Increase commuter service connections

Vehicles: 7 class 400

Service Type: Dial-A-Ride and Route Deviation

Days of Service: Monday – Friday, 6:00 a.m. – 5:00 p.m.

Base Fare: \$1.50

Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: 373,232

Total Cost Per Passenger: \$10.98

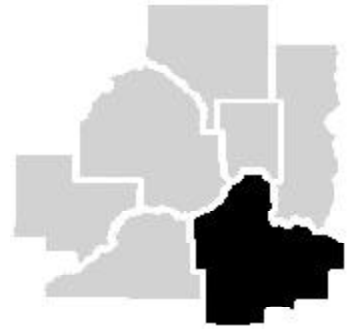
Ridership: 33977

Annual System Miles: 280,645



DARTS

Contact Person: Mark Hoisser
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West St. Paul, MN 55118
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Home Page: www.darts1.org



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

2003 ACHIEVEMENTS:

- Installed and implemented Smart DARTS Phase III AVL/MDC equipment
- Completed full registration of all ADA riders and transitioned to a per-trip ADA reimbursement system
- Created driver trainer positions
- Expanded revenue generating preventative maintenance and repair service to 52 non-profit agencies with 300 vehicles

2004 OBJECTIVES:

- MDC demonstration implementation with MVTA and Metro Mobility
- Develop 'older driver' safety and transition initiatives
- Expand collaborative bus use arrangements with churches
- Develop expanded intra-county transfer options

LONG RANGE PLANS (2005- 2010):

- 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

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

2002 SYSTEM DATA:

Total Operating Costs: \$2,476,802

Total Cost Per Passenger: \$17.15

Ridership: 165,118

Annual System Miles: 1,044,619



DELANO AREA TRANSPORTATION



Contact Person: Linda Zimmermann
Title: Transportation Coordinator
Address: 234 2nd St. N., Box 462,
Delano, MN 55328
Telephone: 763.972.0574
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E-mail: ljz@delano.mn.us

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

2003 ACHIEVEMENTS:

- Increased Dial-A-Ride ridership
- Hired one substitute van driver
- Enrolled two volunteer drivers

2004 OBJECTIVES:

- Purchase scheduling software
- Coordinate to better accommodate rider connections
- Increase marketing efforts

LONG RANGE PLANS (2005- 2010):

- Expand service

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

2002 SYSTEM DATA:

Total Operating Costs: 117,000
Total Cost Per Passenger: \$10.36
Ridership: 10,767
Annual System Miles: 35,000

H.S.I. TRANSPORTER



Contact Person: Roxanne Emerson
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Address: 5650 Memorial Ave N
Oak Park Heights, MN 55082
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Fax: 651.275.4310
E-mail: remerson@hsicare.org
Home Page: 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

2002 ACHIEVEMENTS:

- Pursue the possibility to expand service in Forest Lake
- ADA Certification

2003 OBJECTIVES:

LONG RANGE PLANS (2005- 2010):

- Increase transportation service with less funding
- Research medical assistance billing

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 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



2002 SYSTEM DATA:

Total Operating Costs: 1,130,287

Total Cost Per Passenger: \$11.50

Ridership: 98,244

Annual System Miles: 671,798



HASTINGS TRAC



Contact Person: Melanie Mesko Lee
Title: Administrative Assistant/City Clerk
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Hastings MN 55033
Telephone: 651.480.2350
Fax: 651.437.7082
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Home Page: 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

2003 ACHIEVEMENTS:

- Maintained full staffing levels and transit service with substantial funding reductions

2004 OBJECTIVES:

- Research establishing fixed routes to increase efficiency of service
- Purchase two new buses

LONG RANGE PLANS (2005- 2010):

- Replace two buses
- Upgrade existing garage space to accommodate all system vehicles and related supplies

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: \$229,497

Total Cost Per Passenger: \$6.60

Ridership: 34,755

Annual System Miles: 86,077



**City of
Hastings**

HOPKINS HOP-A-RIDE



Contact Person: Nancy Anderson
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Hopkins, MN 55343
Telephone: 952.939.1360
Fax: 952.935.1834
E-mail: nanderson@hopkinsmn.com
Home Page: www.hopkinsmn.com

SYSTEM SNAPSHOT:

Legal Name: City of Hopkins
Type of Government: City
Area Served: City of Hopkins
Legislative District: Metro
Congressional District: 2, 3, 5, 6

2003 ACHIEVEMENTS:

- Retained the additional 10 hours of service added in 2002, despite budget cuts

2004 OBJECTIVES:

- Maintain quality and level of service with current budget cuts

LONG RANGE PLANS (2005- 2010):

- Keep the service operating with a limited budget

Vehicles: 1 Class 300 (small)
Service Type: Dial-A-Ride
Base Fare: \$2.00
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$131,714
Total Cost Per Passenger: \$9.40
Ridership: 14,000
Annual System Miles: 17,500



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
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

Vehicles: 3 Class 400 (medium)
Service Type: Dial-A-Ride (Fixed Route #218 eliminated 9/13/03)
Base Fare: \$1.75
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$45,875.45
Total Cost Per Passenger: \$13.73
Ridership: 32,836
Annual System Miles: 198,960

2003 ACHIEVEMENTS:

- Increased ridership to 3.8 demand response riders per hour

2004 OBJECTIVES:

- Increase fares

LONG RANGE PLANS (2005- 2010):

- Additional hours to include late evening and weekend service



LAKER LINES

Contact Person: Sue Walsh
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Prior Lake, MN 55372
Telephone: 952.447.9802
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E-mail: swalsh@cityofpriorlake.com
Home Page:
www.cityofpriorlake.com/dept/admin_main



SYSTEM SNAPSHOT:

Legal Name: City of Prior Lake
Type of Government: City
Area Served: City of Prior Lake
Legislative District: 35A
Congressional District: 25

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

2002 SYSTEM DATA:

Total Operating Costs: \$493,876
Total Cost Per Passenger: \$21.53
Ridership: 22,929
Annual System Miles: 28,448



MAPLE GROVE TRANSIT

Contact Person: Michael Opatz
Title: Transit Administrator
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Maple Grove, MN 55369
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Fax: 763.494.6421
E-mail: mopatz@ci.maple-grove.mn.us
Home Page: www.ci.maple-grove.mn.us

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

2003 ACHIEVEMENTS:

- 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

2004 OBJECTIVES:

- Provide current and new transit services to the changing dynamics and growing population of the City within the available financial resources
- Implement Service Changes for the new Maple Grove Transit Station with an indoor transit station, busway, and three levels, Park-and-Ride ramp with approximately 940 stalls

LONG RANGE PLANS (2004- 2009):

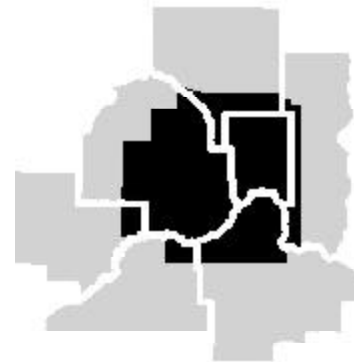
Vehicles: 3 Class 200 (van) and 24 Class 700 (large)
Service Type: Fixed Route and Dial-A-Ride
Days of Service: Commuter Express: Monday - Friday, Morning Peak: 5:47 a.m. – 8:26 a.m., and Evening Peak: 3:35 p.m. – 7:35 p.m. Dial-A-Ride: Monday - Friday 6:00 a.m. to 6:00 p.m., Saturday 9 a.m. to 5:00 p.m.
Funding Class: Opt-out

2002 SYSTEM DATA:

Total Operating Costs: \$2,291,115
Cost Per Passenger: \$4.90
Ridership: 467,441
Annual System Miles: 413,658



METRO MOBILITY



Contact Person: David Jacobson
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St. Paul, MN 55101
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Home Page:
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

2003 ACHIEVEMENTS:

- Implemented statewide ADA identification card
- Implemented travel training program via grant with the Metropolitan Center for independent living
- Modified service levels to comply with state budget shortfall
- Increased fares to meet state budget shortfall
- Issued RFP for in-person certification assessment program
- Developed Web scheduling application

2004 OBJECTIVES:

LONG RANGE PLANS (2005- 2010):

- Develop additional incentives for ADA riders to use fixed route service
- Manage demand through mobility training and implementation of in-person certification as sessments
- Install advanced vehicle locators (AVL) and mobile data computers (MDCs)
- Install enhanced trip-planning software

Vehicles: 166 Class 300 (small)
Service Type: Dial-A-Ride
Base Fare: Peak: \$3.00, Non-Peak:\$2.25
Funding Class: Demand Response

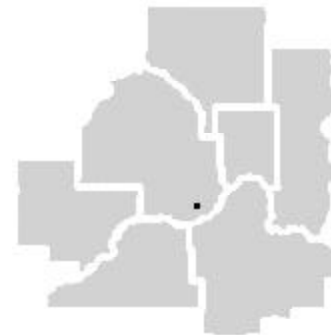
2002 SYSTEM DATA:

Total Operating Costs: \$24,884,491
Total Cost Per Passenger: \$22.50
Ridership: 1,106,166
Annual System Miles: 10,216,052



METROPOLITAN COUNCIL, BE LINE ROUTES 538 & 539

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Home Page: www.metrocouncil.org



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

2003 ACHIEVEMENTS:

- Received a safety award for being one of the safest garages in the country
- Operated over 100,000 miles, accident free

2004 OBJECTIVES:

- Planning to expand in the South Central redesign plan
- In September 2004, routes will increase frequency of 100 percent, from one trip per hour to a 30-minute frequency
- Transfers to the Hiawatha Light rail line will be at the Mall of America transit station

LONG RANGE PLANS (2005- 2010):

- Continuing 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: Urban

2002 SYSTEM DATA:

Total Operating Costs: \$940,804

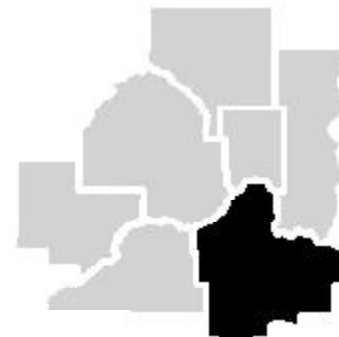
Total Cost Per Passenger: \$ 3.28

Ridership: 287,433

Annual System Miles: 281,150



METROPOLITAN COUNCIL, DARTS - ROUTE 417



Contact Person: Paul Colton
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Home Page: www.metrocouncil.org
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

2003 ACHIEVEMENTS:

- Increased service to a portion of the former route 67F along Wagonweel Trail, Lexington Avenue, and Marie Avenue

2004 OBJECTIVES:

- Reverse declining ridership trend that began in 2002, by assessing work starts and end times of the 417 commuters

LONG RANGE PLANS (2005- 2010):

- 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 peak period

Funding Class: Urban

2002 SYSTEM DATA:

Total Operating Costs: \$ 33,619

Total Cost Per Passenger: \$ 6.93

Ridership: 4,848

Annual System Miles: 15,300



DARTS 

METROPOLITAN COUNCIL, EAST METRO TRANSIT REDESIGN



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Home Page: www.metrocouncil.org
Transit Provider: Laidlaw Transit Services

SYSTEM SNAPSHOT:

Operating Name: Metropolitan Council, East Metro Transit Redesign

Type of Government: Regional

Area Served: Washington and Ramsey Counties

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: Large Urban

2002 SYSTEM DATA:

Total Operating Costs: \$993,527

Total Cost Per Passenger: \$5.31

Ridership: 187,092

Annual System Miles: 406,663

2003 ACHIEVEMENTS:

- Maintained high ridership on Woodbury express routes despite overall decreases throughout the region

2004 OBJECTIVES:

- Implement SmartCard regional fare collection system
- Replace current Class 700 buses with new Flyer low floor buses (Class 700)
- Negotiate a new service contract.

LONG RANGE PLANS (2005- 2010):

- Add express trips from Woodbury area to ease overcrowding and to respond to anticipated increases in demand
- Serve planned new park and ride facility along I-94

METROPOLITAN COUNCIL, ROSEVILLE AREA CIRCULATOR



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Transit Provider: Laidlaw Transit Services

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

2003 ACHIEVEMENTS:

- Extended Route 87 to serve University of Minnesota, St. Paul Campus and Highland Park

2004 OBJECTIVES:

- Implement SmartCard regional fare collection system

LONG RANGE PLANS (2005- 2010):

- Continue to operate an efficient, low cost network of route
- Negotiate a new service contract beginning June 2006
- Add evening service

Vehicles: 5 class 400 (medium), 3 class 700 (large)
Service Type: Fixed Route, Route Deviation
Days of Service: Weekday
Base Fare: \$1.25 Off-Peak Local, \$1.75 Peak Local
Funding Class: Large Urban

2002 SYSTEM DATA:

Total Operating Costs: \$987,676
Total Cost Per Passenger: \$5.84
Ridership: 169,082
Annual System Miles: 297,995

METROPOLITAN COUNCIL, ST. CROIX VALLEY TRANSIT



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Home Page: www.metrocouncil.org
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, Oak Park Heights
Legislative District: 52B, 56A
Congressional District: 6

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

2002 SYSTEM DATA:

Total Operating Costs: \$ 306,180
Total Cost Per Passenger: \$ 24.72
Ridership: 12,382
Annual System Miles: 90,009

2003 ACHIEVEMENTS:

- In September 2003, the regular route portion of the St. Croix Valley transit was eliminated due to budget constraints, low ridership and high subsidies
- The regular route was replaced by Dial-A-Ride service that was more appropriate for the ridership

2004 OBJECTIVES:

- To continue operating the new Dial-A-Ride service to meet citizen needs

LONG RANGE PLANS (2005- 2010):

- Continue to match service with changing needs of area residents, and businesses employers

METROPOLITAN COUNCIL, SOUTH COUNTY CIRCULATOR



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Home Page: 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

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

2002 SYSTEM DATA:

Total Operating Costs: \$ 631,735
Total Cost Per Passenger: \$ 10.19
Ridership: 62,003
Annual System Miles: 278,021

2003 ACHIEVEMENTS:

- In September 2003, the routes 321 & 323 were eliminated due to budget constraints, low ridership and high subsidies. The two routes were replaced with Dial-A-Ride service.
- The route 320 was expanded to two buses to effectively cover the communities of Cottage Grove, Newport and St. Paul Park.

2004 OBJECTIVES:

- Service adjustments to fully utilize the redesign of highway 61 and the changes that will affect traffic flow in the area.

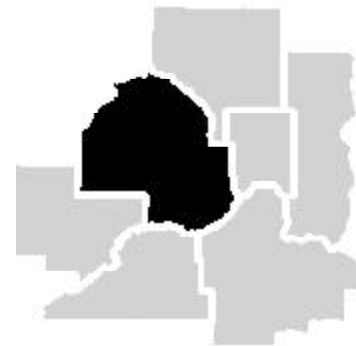
LONG RANGE PLANS (2005- 2010):

- Continue to match service delivery with changing needs of area residents and business employers.



METROPOLITAN COUNCIL, ROUTE 604/614

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SYSTEM SNAPSHOT:

Operating Name: Metropolitan Council, Route 604/614
Type of Government: Regional – Metro
Communities Served: Hennepin County
Legislative District: 44A, 44B
Congressional District: 5

2003 ACHIEVEMENTS:

- Increased ridership 39 percent

2004 OBJECTIVES:

- Continue ridership increases through coordination with other routes in the area
- Select transit provider for 2004-2008 contract
- Coordinate service provision of complimentary routes with Metro Transit
- Implement Smart Card Fare Collection System

LONG RANGE PLANS (2005- 2010):

Vehicles: 2 Class 400 (medium)

Service Type: Fixed Route

Days of Service: Route 604: Monday-Friday, 6:00 a.m. – 8:00 p.m.; Route 614: Monday – Friday, 6:45 a.m. – 9:45 p.m. and Saturday, 8:20 a.m. – 7:15 p.m.

Base Fare: \$1.25 Base, \$1.75 Peak

Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$300,121

Total Cost Per Passenger: \$7.71

Ridership: 38,894

Annual System Miles: 140,399

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: Metro

Congressional District: 2, 3, 5, 6

2003 ACHIEVEMENTS:

- Provided more than 200,000 rides

2004 OBJECTIVES:

- Increase ridership by 2.5 percent
- Restructure service to redeveloped area of Golden Valley

LONG RANGE PLANS (2005- 2010):

- Implement service restructuring

Vehicles: 9 Class 600 (Large)

Service Type: Fixed Route

Base Fare: \$1.25 Peak Fare: \$1.75

Funding Class: Large Urban

2002 SYSTEM DATA:

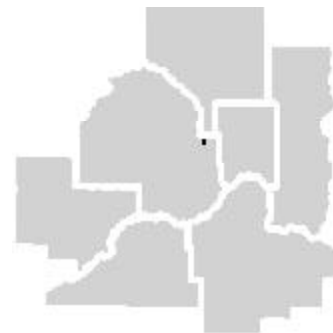
Total Operating Costs: \$923,545

Total Cost Per Passenger: \$4.57

Ridership: 202,234

Annual System Miles: 171,539

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, 44A, 46A, 46B, 59B
Congressional District: 3, 5

2003 ACHIEVEMENTS:

- Provided more than 380,000 rides

2004 OBJECTIVES:

- Implemented service reductions due to budget shortfall
- Implemented new heavy-duty 30' low-floor vehicles in Brooklyn Circuit, and 40' vehicles on the express service.

LONG RANGE PLANS (2005- 2010):

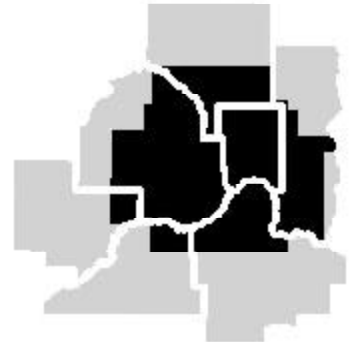
- Continue service restructuring as part of Sector 8 Transit Plan

Vehicles: 3 Class 700 (medium) and 10 Class 700 (Large)
Service Type: Fixed Route
Base Fare: \$1.25, Peak: \$1.75 Peak Express: \$2.50
Operating Class:
Funding Class: Large Urban

2002 SYSTEM DATA:

Total Operating Costs: \$1,465,412
Total Cost Per Passenger: \$3.83
Ridership: 382,752
Annual System Miles: 287,221

METRO TRANSIT



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Home Page: www.metrotransit.org

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 938 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 ACHIEVEMENTS:

- Received local and federal approval for \$39.9 million in improvements to Light Rail service in Bloomington by bringing trains directly into the Mall of America Transit Station to triple the Park-and-Ride capacity
- Implemented bus service reductions and fare increase to coincide with funding reductions
- Received the first Light Rail vehicle
- Enrolled 80 employers in MetroPass, resulting in five million annual rides

2004 OBJECTIVES:

- Begin revenue service on Hiawatha Light Rail Line in April and open the full alignment between downtown Minneapolis and Mall of America in December
- Realign bus service to improve transit efficiency in South Minneapolis, Bloomington, Edina and Richfield in a manner that supports Light Rail and high-speed bus operations along I-35W South of Minneapolis
- Maintain 2003 service levels despite \$21 million less in state funding
- Implement new fare collection system using Smart Card Technology

LONG RANGE PLANS (2005- 2010):

- Plan and construct the Northwest Corridor busway between Rogers and Downtown Minneapolis and commence bus rapid transit service along the alignment
- Develop a comprehensive and publicly supported plan to restructure transit service in the area north and west of Downtown Minneapolis (Sector 8)

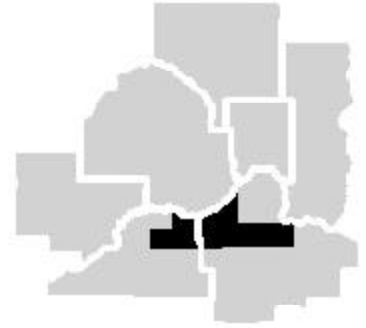
2002 SYSTEM DATA:

Total Operating Costs: \$196,437,300
Total Cost Per Passenger: \$2.82
Ridership: 69,589,375
Annual System Miles: 32,187,841



MINNESOTA VALLEY TRANSIT AUTHORITY

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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

Vehicles: 17 articulated buses, 7 coaches, 57 Class 500 (large), 12 Class 400 (medium) buses, and 12 Class 300 (small) buses

Service Type: Fixed Route, Flexible Fixed Route, Route Deviation

Days of Service: Express Routes: Monday-Friday; Local Service: Monday-Sunday, depending on route

Base Fare: \$1.25

Funding Class: Urban

2002 SYSTEM DATA:

Total Operating Costs: \$10,865,483

Total Cost Per Passenger: \$5.76

Ridership: 1,886,266

Annual System Miles: 11,560,516

2003 ACHIEVEMENTS:

- Held grand opening for Eagan Transit Station
- Continued discussion regarding additional construction at Burnsville Transit Station
- Started construction on Heart-of-the-City Parking Ramp (joint project with City of Burnsville)
- Continued planning for Eagan Bus Garage
- Acquisition of 13 new low-floor Gillig Buses
- Acquisition of 7 MCI Coaches
- Participation in Dakota County bus rapid transit study

2004 OBJECTIVES:

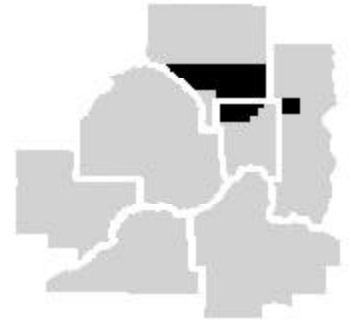
- Procure MCI Coaches to continue privatization of fleet
- Projected opening of Park & Ride Facility at 160th & Pilot Knob Road (joint project with Dakota County)
- Implement Sunday service in Eagan
- Web-site redesign

LONG RANGE PLANS (2005- 2010):

- Joint Use development/redevelopment in City of Rosemount
- Cedar Grove Transit Station
- Continue to increase ridership



NORTHEAST SUBURBAN TRANSIT



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2003 ACHIEVEMENTS:

- Averaged four Demand Response rides per hour (exceeded projection)
- Averaged seven Fixed Route rides per hour (exceeded projection)

2004 OBJECTIVES:

- Increase fares on both Fixed Route and Dial-A-Ride service

LONG RANGE PLANS (2005- 2010):

- Add additional demand service to include evening and weekend hours

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

Vehicles: 2 Class 300 (small) and 2 Class 600 (large)

Service Type: Dial-A-Ride and Fixed Route

Base Fare: \$1.75 through 12-31-03 (\$2 as of 1-1-04)

Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$593,000

Total Cost Per Passenger: \$8.18

Ridership: 72,484

Annual System Miles: 197,796



In May 2003, NEST celebrated its 15th year of providing transit!

PARK PEOPLE MOVER

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Home Page: 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

Vehicles: 25 private automobiles
Service Type: Dial-A-Ride
Base Fare: Donations
Funding Class: Small Urban

2002 SYSTEM DATA:

Total Operating Costs: \$42,340.82
Total Cost Per Passenger: \$12.32
Ridership: 3,434
Annual System Miles:



PLYMOUTH METROLINK



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Home Page:
www.ci.plymouth.mn.us/service/transit

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

2003 ACHIEVEMENTS:

- Implemented computerized dispatch and GPS/MDC capacity on Dial-A-Ride
- Increased direct routes to downtown Minneapolis
- Prepared and distributed Riders Guide
- Prepared and distributed senior transportation guide
- Started to work on planning and securing funding for transit hub facility in Plymouth

Vehicles: 11 Class 400 (medium), 20 Class 500 (medium), 9 Class 700 (large)
Service Type: Dial-A-Ride and Fixed Route
Base Fare: \$2.50 Peak; \$1.75 Off-Peak; \$1.50 Dial-A-Ride
Funding Class: Opt-Out

2004 OBJECTIVES:

- Develop additional neighborhood stops
- Start planning for redevelopment of Four Seasons Park-and-Ride lot
- Continue planning for transit hub facility
- Replace transit vehicles
- Work with region on improve transit operations funding
- Implement GPS on fixed route vehicles

Total Operating Costs: \$3,757,622
Total Cost Per Passenger: \$8.95
Ridership: 420,000
Annual System Miles: 755,892

LONG RANGE PLANS (2005- 2010):

- Build transit hub facility in Plymouth
- Procure fleet of large coach vehicles
- Build additional Park-and-Ride lots and



SENIOR TRANSPORTATION PROGRAM

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E-mail: stp@myinmail.com

2003 ACHIEVEMENTS:

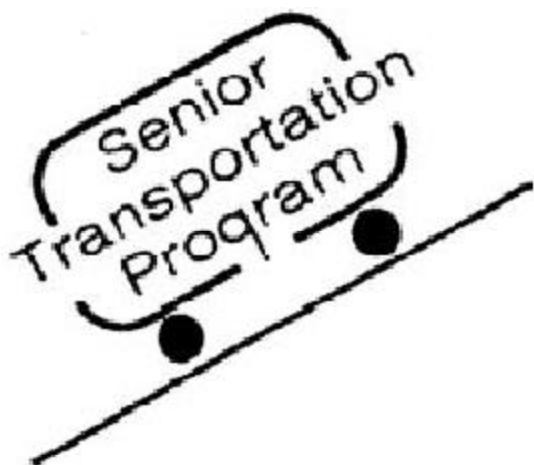
- Transitioned to new management
- Coordinated with Senior Community Services

2004 OBJECTIVES:

- Proactively reach out to transport low income and the minority clients
- Coordinate dispatching rides to improve efficiency

LONG RANGE PLANS (2005- 2010):

- 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

2002 SYSTEM DATA:

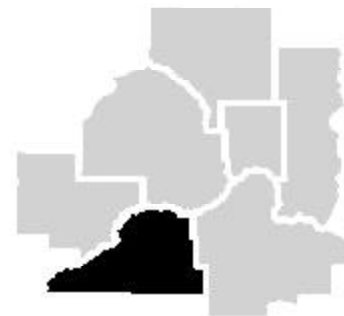
Total Operating Costs: \$128,000

Total Cost Per Passenger: \$15.80

Ridership: 8,099

Annual System Miles: 65,400

SCOTT COUNTY TRANSIT



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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

2003 ACHIEVEMENTS:

- Promoted and generated regular route services for Scott County
- Increased passenger count ten percent
- Increased fleet size to accommodate the growth rate of the county
- Increased productivity and enhanced fleet utilization

2004 OBJECTIVES:

- Increase Passenger count
- Analyze Transit System for efficiency
- Reduce fuel costs
- Form a transit advisory committee

LONG RANGE PLANS (2005- 2010):

- Review possibilities or examine needs for a Transit Hub station
- Research options to provide Scott County with regular route services for communities in need

Vehicles: 26 volunteer, 18 Class 300 (small) and 5 Class 400 (medium)
Service Type: Dial-A-Ride, Fixed Route and Route Deviation
Base Fare: \$1.00 - \$3.00 one-way
Funding Class: Rural

2002 SYSTEM DATA:

Total Operating Costs: \$ 917,381
Total Cost Per Passenger: \$ 9.97
Ridership: 92,000
Annual System Miles: 488,888



SOUTHWEST METRO TRANSIT

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Home Page: www.swtransit.org



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

2003 ACHIEVEMENTS:

- Replaced Dial-A-Ride with community based fixed route service
- Completed 900 stall parking ramp at transit hub
- Acquired and placed into service 6 new commuter coach buses and 12 new 40 foot vehicles
- Sold property adjacent to SouthWest Station (Hub) for transit oriented development
- Completed addition to bus garage

2004 OBJECTIVES:

- Expand Service to the University of Minnesota
- Expand service to Victoria
- Increase ridership by 5 percent
- Expand service along I-494 corridor
- Complete transit oriented development
- Expand bus garage and maintenance facility
- Replace 12 transit coaches that have exceeded their useful life
- Update Agency Strategic Plan
- Update Capital Improvement Plan through the year 2010
- Undertake major facility improvements (repairs)
- Update Park-and-Ride facility needs analysis

LONG RANGE PLANS (2005- 2010):

- Expand service to the communities west of current operating area
- Construct additional Park and Ride Facilities along new 212 corridor
- Expand local service and provide additional options

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, 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

2002 SYSTEM DATA:

Total Operating Costs: \$4,568,481

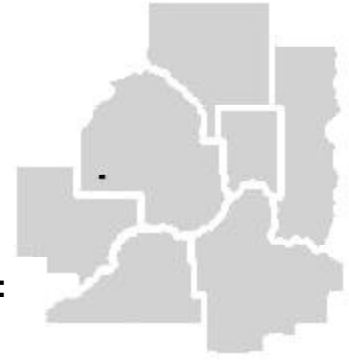
Total Cost Per Passenger: \$8.04

Ridership: 567,982

Annual System Miles: 1,206,225



WESTONKA RIDES



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

Contact Person: Sue Gallus

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Mound, MN 55364

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Fax: 952.474.8852

E-mail: sgallus55331@yahoo.com

2003 ACHIEVEMENTS:

- Computerized scheduling system
- Coordinated with adjacent transportation programs

2004 OBJECTIVES:

- Increase Dial-A-Ride ridership
- Coordinate dispatching of rides to improve efficiency

LONG RANGE PLANS (2005- 2010):

- Increase hours to expand Dial-A-Ride to include the Waconia area medical facilities

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 tri (suggested donation for seniors)

Funding Class: Elderly and Disabled

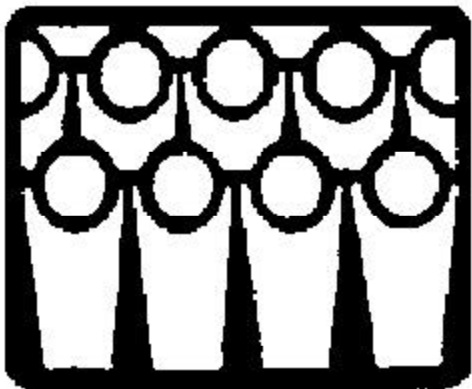
2002 SYSTEM DATA:

Total Operating Costs: 113,000

Total Cost Per Passenger: \$9.60

Ridership: 11,762

Annual System Miles: 35,600



Section 5310 Recipients

The purpose of the Federal Transit Administration (FTA) Section 5310 program is to meet the special 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 Section 5310 recipients that have an active vehicle:

A.B.L.E.

Kim Rommes
216 E South Street
Caledonia, MN 55921-0408
Phone: 507.724.3108
E-Mail: southwinn@hotmail.com

Ability Building Center

Wallace Bigelow
1911 NW 14th St
Rochester, MN 55903
Phone: 507.281.6262 x 48
E-Mail: dwalt@abcinc.org

Accessible Space

Brian Brown
PO Box 3694
Duluth, MN 55804
Phone: 218.728.5464
E-Mail: brian@northern-access.com

Achievement Center

Paul Jans
414 Industrial Lane
Worthington, MN 56187
Phone: 507.376.3168
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Adult Day Services of Bemidji

April Collman-Maddox
620 Carlake Road SE
Bemidji, MN 56601
Phone: 218.751.1324
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Ageless Care Options

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American Red Cross of St. Paul

Sue Olson
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St. Paul, MN 55107
Phone: 651.291.4675
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Anoka, City of

Butch Brandonberg
2105 1st Avenue North
Anoka, MN 55303-2270
Phone: 763.576.2984

Arlington Good Samaritan Center

John Mc Clelland
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Arlington, MN 55307-0645
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E-Mail: gsscenter383@worldnet.att.net

Atwater, City of

Goldie Smith
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Atwater, MN 56209
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Becker County DAC

David Peterson
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Bethany Adult Day Services

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Phone: 218.652.3712
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Bethany Home

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Bois Forte Reservation Tribal Council

Cathy Chavers
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Cedar Valley Services - Albert Lea

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Cedar Valley Services - Austin

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Section 5310 Recipients

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CentraCare Health Services of Long Prairie

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Clearwater DAC

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Cloquet Community Education

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CLUES

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Community Alliance East Home

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Community Options and Resources

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Connections of Moorhead

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Cottonwood County DAC

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Windom, MN 56101
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DAC - Bemidji

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DARTS

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Deer River Health Care Center

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East Polk County DAC

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East Suburban Resources

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ECCO - Hope DAC

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Elders Home Inc.

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Emmanuel Nursing Home

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Employment Enterprises

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Enterprise North

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EPIC Enterprises Inc.

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Fergus Falls Senior Citizen's Program

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Floodwood Services and Training

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Focus Corporation

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Functional Industries

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Good Samaritan Nursing Home

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Good Shepard Community

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Graceville Health Care Center

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Greenview Health Care Center

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Greenwood Connections

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Guardian Angels of Elk River

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Hallie Q. Brown Center

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Halstad Lutheran Memorial Home

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Harry Meyering Center

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Heartland Homes Inc.

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Heritage Living Center

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Section 5310 Recipients

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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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Jewish Comm. Ctr. of St. Paul

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Jobs Plus, Inc.

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Kanabec County Senior Citizens

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Kittson County DAC

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Kittson Memorial Hospital

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Lakewood Health System

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LeSueur County DAC

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Linwood Senior Center

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Littlefork Medical Center

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Lyngholmsten Foundation

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Martin Luther Manor

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Section 5310 Recipients

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Mille Lacs Health System

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Minneapolis Indian Services Center

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MN Masonic Home - Sr Outreach Services

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MN Valley Action Council

Sandy Chadderdon
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schadderdon@mvac.mankato.mn.us

MRCI

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Mankato, MN 56001
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Murray County DAC

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Norman County DAC

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North Suburban Senior Council

Janell Wampler
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Roseville, MN 55113
Phone: 651.604.3520
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Northeast Contemporary Services

Rebecca Smith
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Northern Itasca Health Care Ctr

Barbara Rahier
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ODC Inc.

Shannon Henrickson
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Warren, MN 56762
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Options Inc.

Richard Simonson
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Perham Hospital District

Jim Reiber
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PHASE

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Phoenix Alternatives, Inc.

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Pillsbury United Communities

Tami Lyon
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Pine County Citizens Commission on Aging

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Pine Haven Care Center Inc.

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Polk County DAC

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Section 5310 Recipients

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PRISM

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Pro-Act-Redwing

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Productive Alternatives

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Progress Inc.

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Redwood Falls SOS

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Regional Rehab Center - Duluth

Annette Walsh
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Renville Cty Comm. Residence Inc.

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RISE

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St. Benedicts Senior Community

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St. Elizabeth Hospital and Nursing Home

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Section 5310 Recipients

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St. Johns Lutheran Home

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St. Otto's Care Center

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STEP, Inc

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Trimont Health Care Center

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UDAC, Inc.

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University Good Samaritan

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Valley View Nursing Home

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Villa St. Vincent

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Volunteers of America – Senior Services Division

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Wadena County DAC

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White Bear Area Senior Program

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Woodland Centers

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Phone: 320.231.9148

2003 Greater Minnesota Estimated Capital Costs

Transit System	Item	Total Cost	Federal Share	State Share	Local Share
Annandale Care Center	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Arrowhead Economic Opportunity Agency, Inc. (AEOA)	6 Buses and computer	\$573,750	\$304,000	\$155,000	\$114,750
Becker County	Radio system	\$5,000	\$0	\$4,000	\$1,000
Brainerd, City of	1 Bus and computer	\$62,000	\$41,600	\$8,000	\$12,400
Brown County	Radio system	\$1,500	\$0	\$1,200	\$300
Clay County	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Dawson, City of	1 Bus and radio system	\$57,000	\$41,600	\$4,000	\$11,400
Faribault, City of	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Isanti County (Isanti and Chisago County JPB)	Radio system	\$9,500	\$0	\$7,600	\$1,900
Kandiyohi Area Transit Joint Powers Board	1 Bus	\$135,000	\$76,000	\$32,000	\$27,000
Mahnomen County	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Martin County	2 Buses	\$104,000	\$83,200	\$0	\$20,800
Mille Lacs County	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Morris, City of	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Northfield, City of	1 Bus and computer	\$62,000	\$41,600	\$8,000	\$12,400
Paul Bunyan Transit Bemidji/Beltrami County	1 Bus and computer	\$75,500	\$41,600	\$18,800	\$15,100
Pipestone County	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Prairie Five Community Action Council, Inc.	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Rainbow Rider Joint Powers Board	1 Bus and computer	\$67,000	\$41,600	\$12,000	\$13,400
Red Lake Tribe	1 Bus	\$52,000	\$41,600	\$0	\$10,400
City of Red Wing	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Rock County	Radio system	\$8,359	\$0	\$6,687	\$1,672
SEMCAC, Inc.	1 Bus and computer	\$62,000	\$41,600	\$8,000	\$12,400
Senior Resources, Inc.	Computer	\$18,000	\$0	\$14,400	\$3,600
Sherburne County	1 Bus and computer	\$119,000	\$76,000	\$19,200	\$23,800
SMOC	1 Bus	\$52,000	\$41,600	\$0	\$10,400

2003 Greater Minnesota Estimated Capital Costs

Transit System	Item	Total Cost	Federal Share	State Share	Local Share
St. Peter, City of	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Steele County	1 Bus and computer	\$62,000	\$41,600	\$8,000	\$12,400
Stewartville, City of	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Three Rivers Community Action Council	Computer	\$15,000	\$0	\$12,000	\$3,000
Trailblazer Joint Powers Board	1 Bus and computer	\$67,000	\$41,600	\$12,000	\$13,400
Tri CAP, Inc.	1 Bus and computer	\$65,500	\$41,600	\$10,800	\$12,400
Tri-Valley, Inc.	2 Buses, radio system and fare boxes	\$152,850	\$117,600	\$4,680	\$30,570
Virginia, City of	1 Bus	\$95,000	\$76,000	\$0	\$19,000
Wadena	3 Buses and computer	\$200,000	\$0	\$160,000	\$40,000
Watsonwan County	1 Bus	\$52,000	\$41,600	\$0	\$10,400
Western Community Action Council, Inc.	2 Buses and computer	\$119,000	\$83,200	\$12,000	\$23,800
Total		\$2,863,959	\$1,772,800	\$518,367	\$572,092

5311 Recipients of 5309 Funds		Item	Total Cost	Federal Share	State Share	Local Share
AEOA		Transit facility	\$245,920	\$196,736	\$0	\$49,184
Steele County		1 Bus	\$59,021	\$47,217	\$0	\$11,804
Total			\$304,941	\$243,953	\$0	\$60,988

5307 Recipients of 5309 Funds		Item	Total Cost	Federal Share	State Share	Local Share
Duluth		Transit facility	\$491,839	\$0	\$0	\$0
La Crescent		Transit facility	\$59,021	\$0	\$0	\$0
Moorhead		Buses	\$568,357	\$0	\$0	\$0
Rochester		Buses	\$889,725	\$0	\$0	\$0
St. Cloud		Buses and transit facilities	\$1,499,839	\$0	\$0	\$0
Total			\$3,508,781	\$0	\$0	\$0

2003 Metro Estimated Capital Costs

Transit System	Item	Total Cost	Federal Share	Local Share
Carver County	Small buses	\$65,000	\$0	\$65,000
DARTS	VC	\$19,377	\$0	\$19,377
DARTS	Facilities Improvements	\$143,000	\$0	\$143,000
HSI	Replace buses	\$250,000	\$0	\$250,000
HSI	Small buses	\$770,368	\$0	\$770,368
Maple Grove	Vans	\$150,000	\$0	\$150,000
Maple Grove	Transit Hub	\$4,852,690	\$77,893	\$4,774,797
Maple Grove	Park and Ride Rehab	\$27,000	\$0	\$27,000
Metro Mobility	Fleet Major Repairs	\$120,000	\$0	\$120,000
Metro Mobility	System replacement	\$750,000	\$0	\$750,000
Metro Mobility	Fleet Equipment	\$583,734	\$0	\$583,734
Met Council-MTS	Overhauls	\$660,000	\$0	\$660,000
Met Council-MTS	Small buses	\$1,326,085	\$0	\$1,326,085
Met Council-MTS	Mid-size buses	\$100,596	\$0	\$100,596
Met Council-MTS	Leased vehicle	\$190,080	\$0	\$190,080
Met Council-MTS	Midlife overhauls	\$612,500	\$0	\$612,500
Met Council-MTS	Replace small & mid buses	\$828,551	\$0	\$828,551
Met Council-MTS	Small buses	\$474,688	\$0	\$474,688
Met Council-MTS	Small buses	\$1,231,000	\$0	\$1,231,000
Met Council-MTS	Mid-size buses	\$3,244,761	\$0	\$3,244,761
Met Council-MTS	Small buses	\$50,000	\$0	\$50,000
Met Council-MTS	Large buses	\$532,687	\$0	\$532,687
Met Council-MTS	Bus Purchase	\$1,609,698	\$0	\$1,609,698
Met Council-MTS	Fleet rehab	\$612,500	\$0	\$612,500
Met Council-MTS	Large buses	\$4,850,000	\$0	\$4,850,000
Met Council-MTS	Large buses	\$3,500,000	\$0	\$3,500,000
Met Council-MTS	Replace buses	\$5,698,934	\$0	\$5,698,934
Met Council-MTS	Midlife overhauls	\$612,500	\$0	\$612,500
Met Council-MTS	Regional fleet	\$3,515,382	\$0	\$3,515,382
MVTA	Overhauls	\$19,200	\$0	\$19,200
MVTA	Mid-size buses	\$1,016,400	\$0	\$1,016,400
MVTA	Burnsville Transit Hub	\$960,000	\$0	\$960,000
MVTA	Facilities Improvements	\$25,000	\$0	\$25,000
MVTA	Eagan Transit Hub	\$1,140,000	\$0	\$1,140,000
MVTA	Overhauls	\$85,000	\$0	\$85,000
MVTA	Eagan bus garage	\$6,486,539	\$556,201	\$5,930,338
MVTA	MVTA COP	\$630,000	\$0	\$630,000
MVTA	Overhauls	\$85,000	\$0	\$85,000
MVTA	Coach buses	\$3,000,000	\$0	\$3,000,000
MVTA	Replace buses	\$10,800,000	\$0	\$10,800,000
MVTA	Facilities Repairs	\$211,000	\$0	\$211,000
Plymouth	Lights/shelters	\$500,748	\$194,201	\$306,547
Plymouth	Small buses	\$800,000	\$0	\$800,000

2003 Metro Estimated Capital Costs

Transit System	Item	Total Cost	Federal Share	Local Share
Plymouth	DAR Technology Upgrade	\$49,583	\$0	\$49,583
Scott	Facilities Equip	\$40,000	\$0	\$40,000
Scott	Replace buses	\$210,000	\$0	\$210,000
Scott Co.	Small buses	\$240,000	\$0	\$240,000
Scott Co.	Facilities repairs	\$36,995	\$0	\$36,995
SCS Delano	Replace buses	\$60,000	\$0	\$60,000
Shakopee	Park and Ride	\$32,000	\$0	\$32,000
Met Council-MTS	SW Station COP Payment	\$86,059	\$0	\$86,059
Met Council-MTS	Facilities Upgrades	\$124,551	\$0	\$124,551
Met Council-MTS	Parking lot match	\$6,000	\$0	\$6,000
Met Council-MTS	Garage repair/security	\$269,000	\$0	\$269,000
Met Council-MTS	Midlife overhauls	\$298,750	\$0	\$298,750
Met Council-MTS	Replace buses	\$3,255,000	\$0	\$3,255,000
Met Council-MTS	Two Small Vehicles	\$138,500	\$0	\$138,500
Met Council-MTS	Bike racks	\$50,000	\$0	\$50,000
Met Council-MTS	Large bus	\$376,406	\$313,672	\$62,734
Met Council-MTS	Midlife overhauls	\$300,000	\$0	\$300,000
Total		\$68,712,862	\$1,141,967	\$67,570,895

2003 Greater Minnesota Transit Systems Estimated Operating Costs

Greater Minnesota Transit	Costs	Operating Revenue	Federal Share	State Share
Urbanized	\$17,263,561	\$8,679,606	\$1,972,038	\$6,611,917
Elderly & Handicapped	\$1,754,064	\$403,027	\$0	\$1,351,037
Small Urban	\$4,056,851	\$1,855,290	\$415,936	\$1,785,625
Rural	\$15,815,831	\$6,427,692	\$1,946,446	\$7,441,693
Totals	\$38,890,306	\$17,365,615	\$4,334,419	\$17,190,272

Greater Minnesota Transit Systems

Urbanized

	Costs	Operating Revenue	Federal Share	State Share
Duluth Transit Authority (DTA) Regular Route	\$8,799,171	\$4,390,581	\$449,344	\$3,959,246
East Grand Forks City Bus	\$179,036	\$76,400	\$50,230	\$52,406
La Crescent Apple Express	\$129,795	\$52,619	\$27,256	\$49,920
Moorhead Metropolitan Area Transit (MAT)	\$1,063,255	\$450,562	\$229,190	\$383,503
Rochester City Lines	\$2,867,337	\$1,464,641	\$518,019	\$884,678
St. Cloud MTC Metro Bus	\$4,224,968	\$2,244,803	\$698,000	\$1,282,165
Totals	\$17,263,561	\$8,679,606	\$1,972,038	\$6,611,917

Elderly & Handicapped Systems

	Costs	Operating Revenue	Federal Share	State Share
Duluth Transit Authority (DTA) STRIDE	\$363,410	\$106,796	\$0	\$256,614
East Grand Forks City Dial-A-Ride	\$40,546	\$10,705	\$0	\$29,841
Moorhead (MAT) Paratransit & Senior Dial-A-Ride	\$110,090	\$22,600	\$0	\$87,490
Rochester Zumbro Independent Passenger Services	\$435,586	\$143,926	\$0	\$291,660
St. Cloud MTC Metro Plus Paratransit	\$804,432	\$119,000	\$0	\$685,432
Totals	\$1,754,064	\$403,027	\$0	\$1,351,037

Small Urban Systems

	Costs	Operating Revenue	Federal Share	State Share
Benson Heartland Express	\$157,951	\$73,561	\$16,658	\$67,733
Cloquet Dial-A-Ride	\$120,467	\$46,858	\$12,890	\$60,718
FaribaultFlyer	\$175,135	\$84,093	\$19,017	\$72,026
Granite Falls Heartland Express	\$75,967	\$32,306	\$8,290	\$35,371
Hibbing Area Transit	\$170,919	\$70,719	\$18,150	\$82,050
LeSueur Heartland Express	\$151,531	\$61,056	\$18,719	\$71,756
Mankato Heartland Express	\$1,307,250	\$706,624	\$102,457	\$498,170
Montevideo Heartland Express	\$107,602	\$43,139	\$13,506	\$50,957
Monticello Heartland Express	\$77,674	\$38,674	\$7,950	\$31,050
Morris Transit	\$276,949	\$113,989	\$31,860	\$131,100
Northfield Transit	\$245,581	\$107,680	\$26,750	\$111,151
Red Wing RIDE	\$308,734	\$142,394	\$33,785	\$132,556
Saint Peter Transit	\$175,637	\$70,110	\$20,152	\$85,375
Senior Resources of Freeborn County Transit	\$134,041	\$43,942	\$18,462	\$71,638
Stewartville Heartland Express	\$64,583	\$28,555	\$7,117	\$28,911
Virginia Dial-A-Ride	\$173,236	\$65,236	\$18,900	\$89,100
Winona Transit Service	\$333,593	\$126,354	\$41,274	\$165,965
Totals	\$4,056,851	\$1,855,290	\$415,936	\$1,785,625

2003 Greater Minnesota Transit Systems Estimated Operating Costs

Rural Systems

	Costs	Operating Revenue	Federal Share	State Share
Arrowhead Transit	\$2,795,825	\$1,093,475	\$609,660	\$1,092,690
Annandale Heartland Transit	\$123,008	\$57,742	\$7,411	\$57,855
Becker County Transit	\$232,882	\$89,759	\$24,554	\$118,570
Brown County Heartland Express	\$437,681	\$159,023	\$50,206	\$228,453
Chisago-Isanti County Heartland Express	\$522,396	\$201,317	\$63,445	\$257,634
Clay County Rural Transit (CCRT)	\$229,589	\$77,008	\$29,874	\$122,707
Cottonwood County Transit System	\$89,717	\$32,089	\$9,489	\$48,139
Crow Wing County Transit	\$643,563	\$198,049	\$90,413	\$355,101
Dawson Heartland Express	\$75,485	\$33,358	\$7,779	\$34,348
Faribault County Prairie Express	\$137,739	\$59,326	\$15,095	\$63,318
Fosston Heartland Express	\$52,621	\$17,738	\$5,785	\$29,098
Grant County Alpha Transit	\$122,498	\$56,295	\$6,833	\$59,369
Hubbard County Heartland Express	\$200,558	\$90,158	\$20,077	\$90,324
Kandiyohi Area Transit (KAT)	\$703,197	\$281,077	\$74,912	\$347,208
Lincoln Heartland Express	\$153,148	\$67,182	\$16,088	\$69,878
Mahnomen Heartland Express	\$132,166	\$48,309	\$17,897	\$65,960
Martin County Express	\$315,834	\$112,725	\$29,962	\$173,146
Meeker County Public Transit	\$216,564	\$100,340	\$20,197	\$96,027
Mille Lacs County Heartland Express	\$155,030	\$58,935	\$17,802	\$78,293
MorrTrans	\$151,356	\$49,398	\$18,429	\$83,529
Mower County Transit	\$517,262	\$247,619	\$32,621	\$237,022
Murray County Heartland Express	\$71,788	\$27,440	\$8,158	\$36,191
Nobles County Heartland Express	\$187,674	\$54,444	\$29,320	\$103,910
Paul Bunyan Transit	\$457,651	\$149,533	\$58,725	\$249,392
Pelican Rapids Transit	\$8,226	\$3,605	\$0	\$4,622
Pine River Ride With Us Bus	\$50,310	\$17,219	\$6,886	\$26,205
Pipestone Transit System	\$261,381	\$110,061	\$27,445	\$123,875
Prairie Five RIDES	\$596,204	\$292,764	\$36,424	\$267,015
Rainbow Rider Transit	\$952,710	\$426,242	\$83,008	\$443,459
Red Lake Transit	\$74,050	\$8,100	\$65,950	\$0
Renville County Heartland Express	\$245,411	\$131,043	\$14,205	\$100,163
RiverRider Public Transit	\$557,941	\$263,827	\$43,919	\$250,195
Rock County Heartland Express	\$213,691	\$75,236	\$25,130	\$113,325
Roseau County Area Transit (RCAT)	\$214,385	\$69,370	\$28,043	\$116,973
SEMCAC Transportation	\$173,980	\$57,085	\$22,593	\$94,302
Steele County Area Transit (SCAT)	\$333,714	\$122,175	\$36,389	\$175,150
Three Rivers Hiawathaland Transit	\$318,163	\$131,875	\$35,977	\$150,310
Trailblazer Transit	\$902,274	\$434,046	\$82,553	\$385,676
Tri-CAP Heartland Express	\$337,842	\$113,150	\$44,352	\$180,340
Tri-Valley Heartland Express	\$517,750	\$189,260	\$62,878	\$265,613
Wadena County Public Transit System	\$146,795	\$27,000	\$0	\$119,795
Watonwan Take Me There	\$192,087	\$97,938	\$14,451	\$79,697
Western Community Action Transportation Program	\$993,686	\$495,357	\$51,509	\$446,820
Totals	\$15,815,831	\$6,427,692	\$1,946,446	\$7,441,693

2003 Metropolitan Area Estimated Transit Operating Costs

As reported by the Metropolitan Council from their 2002 National Transit Database Report

Transit System	Costs	Local Share	State Share	Federal Share
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	\$10,767,556	\$618,901	\$0	\$10,148,655
Small Urban	\$1,384,558	\$567,669	\$0	\$816,889
Rural	\$3,644,085	\$1,494,075	\$0	\$2,150,010
Opt Outs	\$23,205,588	\$15,539,995	\$638,207	\$7,027,386
Other	\$26,849,673	\$17,034,069	\$638,207	\$9,177,396
Total	\$287,173,250	\$160,545,509	\$10,289,588	\$116,238,153

* 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 expenditures, school bus service funds, freight tariffs, charter service funds, some federal funds and gasoline tax.

<u>Metropolitan Area Transit Systems</u>	Costs	Local Share	State Share	Federal Share
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

<u>Private Operators</u>	Costs	Local Share	State Share	Federal Share
Anoka Traveler	\$1,137,531	\$47,242	\$0	\$1,090,289
BE-Line	\$1,067,067	\$128,559	\$0	\$938,508
East Metro	\$926,367	\$21,378	\$0	\$904,989
Lorenz(NSL)	\$1,630,804	\$86,286	\$0	\$1,544,518
Minnetonka(SCS)	\$166,905	\$9,657	\$0	\$157,248
Osseo	\$23,618	\$1,200	\$0	\$22,418
Roseville	\$923,243	\$48,005	\$0	\$875,238
417(DARTS)	\$35,923	\$400	\$0	\$35,523
604-614	\$406,564	\$17,508	\$0	\$389,056
218(LAB)	\$57,725	\$2,387	\$0	\$55,338
219(NEST)	\$343,028	\$16,036	\$0	\$326,992
246(H.S.I.)	\$114,329	\$5,824	\$0	\$108,505
755-756(1st Stud.)	\$999,702	\$72,000	\$0	\$927,702
661(1st Stud.)	\$156,530	\$4,913	\$0	\$151,617
641-678(SCS)	\$381,228	\$25,583	\$0	\$355,645
245(Laidlaw)	\$147,669	\$2,072	\$0	\$145,597
South County	\$672,886	\$14,978	\$0	\$657,908
West Metro	\$1,576,437	\$114,873	\$0	\$1,461,564
Total	\$10,767,556	\$618,901	\$0	\$10,148,655

2003 Metropolitan Area Estimated Transit Operating Costs

	Costs	Local Share	State Share	Federal Share
Small Urban				
Edina Dial-A-Ride	\$61,017	\$25,017	\$0	\$36,000
Hastings - TRAC	\$272,041	\$111,537	\$0	\$160,504
Hopkins Hop-A-Ride	\$161,459	\$66,198	\$0	\$95,261
Lake Area Bus	\$458,441	\$187,961	\$0	\$270,480
Northeast Suburban Transit	\$290,619	\$119,154	\$0	\$171,465
PRISM	\$100,147	\$41,060	\$0	\$59,087
Park People Mover	\$40,834	\$16,742	\$0	\$24,092
Total	\$1,384,558	\$567,669	\$0	\$816,889

	Costs	Local Share	State Share	Federal Share
Rural				
Anoka County Dial-A-Ride	\$545,763	\$223,763	\$0	\$322,000
Caver County Transit (CART)	\$355,805	\$145,880	\$0	\$209,925
DARTS	\$536,797	\$220,087	\$0	\$316,710
SCS-Delano	\$125,019	\$51,258	\$0	\$73,761
Human Services , Inc.	\$967,307	\$396,596	\$0	\$570,711
Linwood Volunteer	\$27,624	\$11,326	\$0	\$16,298
Scott County	\$762,380	\$312,576	\$0	\$449,804
Senior Transportation Program	\$130,508	\$53,508	\$0	\$77,000
Anoka County Volunteer	\$43,224	\$17,722	\$0	\$25,502
SCS-West Hennepin	\$18,010	\$7,384	\$0	\$10,626
SCS-Westonka Rides	\$131,649	\$53,976	\$0	\$77,673
Total	\$3,644,085	\$1,494,075	\$0	\$2,150,010

	Costs	Local	State	Federal
Opt-Outs				
City of Prior Lake	\$470,911	\$38,200	\$0	\$432,711
Maple Grove Transit	\$2,371,274	\$823,054	\$0	\$1,548,220
Minnesota Valley Transit Authority	\$10,341,183	\$8,775,436	\$155,747	\$1,410,000
Plymouth Metrolink	\$3,672,145	\$440,779	\$0	\$3,231,366
Shakopee	\$328,810	\$20,721	\$0	\$308,089
Southwest Metro Transit Commis	\$6,021,265	\$5,441,805	\$482,460	\$97,000
Total	\$23,205,588	\$15,539,995	\$638,207	\$7,027,386

2003 Metropolitan Area Estimated Transit Operating Costs

	Costs	Local Share	State Share	Federal Share
Rural				
Anoka County Dial-A-Ride	\$545,763	\$223,763	\$0	\$322,000
Caver County Transit (CART)	\$355,805	\$145,880	\$0	\$209,925
DARTS	\$536,797	\$220,087	\$0	\$316,710
SCS-Delano	\$125,019	\$51,258	\$0	\$73,761
Human Services , Inc.	\$967,307	\$396,596	\$0	\$570,711
Linwood Volunteer	\$27,624	\$11,326	\$0	\$16,298
Scott County	\$762,380	\$312,576	\$0	\$449,804
Senior Transportation Program	\$130,508	\$53,508	\$0	\$77,000
Anoka County Volunteer	\$43,224	\$17,722	\$0	\$25,502
SCS-West Hennepin	\$18,010	\$7,384	\$0	\$10,626
SCS-Westonka Rides	\$131,649	\$53,976	\$0	\$77,673
Total	\$3,644,085	\$1,494,075	\$0	\$2,150,010
Other				
Northstar Commuter Coach	\$598,822	\$598,822	\$0	\$0
Campus Shuttle	\$312,172	\$98,132	\$42,808	\$171,232
Total	\$910,994	\$696,954	\$42,808	\$171,232

2002 Greater Minnesota Actual Transit Operating Costs (Unaudited Amounts)

	Costs	Local Share	Federal Share	State Share
Greater Minnesota Transit				
Urbanized	\$16,434,926.82	\$8,044,394.78	\$1,616,869.50	\$6,773,662.54
Elderly & Handicapped Systems	\$2,440,629.03	\$1,130,969.06	\$0.00	\$1,309,659.98
Small Urban	\$3,744,978.08	\$1,633,530.91	\$801,473.53	\$1,309,973.64
Rural	\$15,036,387.01	\$6,029,008.14	\$2,034,212.76	\$6,973,166.11
Totals	\$37,656,920.94	\$16,837,902.88	\$4,452,555.79	\$16,366,462.27

Greater Minnesota Transit Systems

Urbanized

	Costs	Local Share	Federal Share	State Share
Duluth Transit Authority (DTA) Regular Route	\$9,087,872.00	\$4,696,165.40	\$385,886.50	\$4,005,820.10
East Grand Forks City Bus	\$156,041.90	\$62,416.76	\$80,000.00	\$13,625.14
La Crescent Apple Express	\$132,297.00	\$56,845.70	\$23,954.50	\$51,496.80
Moorhead Metropolitan Area Transit (MAT)	\$929,192.64	\$372,918.24	\$223,122.50	\$333,151.90
Rochester City Lines	\$2,684,125.87	\$1,338,418.87	\$435,241.00	\$910,466.00
St. Cloud MTC Metro Bus	\$3,445,397.41	\$1,517,629.81	\$468,665.00	\$1,459,102.60
Totals	\$16,434,926.82	\$8,044,394.78	\$1,616,869.50	\$6,773,662.54

Elderly & Handicapped Systems

	Costs	Local Share	Federal Share	State Share
Duluth Transit Authority (DTA) STRIDE	\$449,422.00	\$205,369.10	\$0.00	\$244,052.90
East Grand Forks City Dial-A-Ride	\$42,105.13	\$14,736.80	\$0.00	\$27,368.33
Moorhead (MAT) Paratransit & Senior Dial-A-Ride	\$156,860.72	\$54,901.25	\$0.00	\$101,959.47
Rochester Zumbro Independent Passenger Service	\$384,968.65	\$134,739.03	\$0.00	\$250,229.62
St. Cloud MTC Metro Plus Paratransit	\$1,407,272.53	\$721,222.88	\$0.00	\$686,049.65
Totals	\$2,440,629.03	\$1,130,969.06	\$0.00	\$1,309,659.98

Small Urban Systems

	Costs	Local Share	Federal Share	State Share
Benson Heartland Express	\$142,106.07	\$57,609.87	\$22,965.40	\$61,530.80
Cloquet Dial-A-Ride	\$116,758.38	\$46,703.35	\$14,661.00	\$55,394.03
Faribault Flyer	\$141,867.19	\$56,746.88	\$25,193.78	\$59,926.53
Granite Falls Heartland Express	\$76,620.16	\$33,339.76	\$11,026.80	\$32,253.60
Hibbing Area Transit	\$158,443.46	\$63,377.38	\$23,294.39	\$71,771.69
LeSueur Heartland Express	\$150,771.78	\$62,378.65	\$23,768.33	\$64,624.80
Mankato Heartland Express	\$1,224,207.64	\$605,005.24	\$419,652.00	\$199,550.40
Montevideo Heartland Express	\$99,226.91	\$39,690.76	\$15,988.89	\$43,547.25
Monticello Heartland Express	\$69,517.83	\$27,807.13	\$11,980.72	\$29,729.97
Morris Transit	\$257,165.30	\$105,965.30	\$39,160.00	\$112,040.00
Northfield Transit	\$202,120.92	\$80,848.37	\$31,430.20	\$89,842.35
Red Wing RIDE	\$289,749.00	\$115,899.60	\$39,375.00	\$134,474.40
Saint Peter Transit	\$193,137.97	\$88,531.57	\$26,822.80	\$77,783.60
Senior Resources of Freeborn County Transit	\$78,074.88	\$31,542.81	\$12,296.07	\$34,236.00
Stewartville Heartland Express	\$59,667.51	\$23,867.00	\$9,365.64	\$26,434.87
Virginia Dial-A-Ride	\$171,692.64	\$68,677.06	\$22,998.60	\$80,016.98
Winona Transit Service	\$313,850.44	\$125,540.18	\$51,493.91	\$136,816.36
Totals	\$3,744,978.08	\$1,633,530.91	\$801,473.53	\$1,309,973.64

2002 Greater Minnesota Actual Transit Operating Costs (Unaudited Amounts)

Rural Systems

	Costs	Local Share	Federal Share	State Share
Arrowhead Transit	\$2,578,782.57	\$912,713.25	\$330,469.32	\$1,335,600.00
Annandale Heartland Transit	\$115,505.91	\$50,180.91	\$11,300.00	\$54,025.00
Becker County Transit	\$234,494.75	\$91,991.78	\$28,802.97	\$113,700.00
Brown County Heartland Express	\$399,578.00	\$139,852.30	\$61,143.00	\$198,582.70
Chisago-Isanti County Heartland Express	\$574,333.19	\$252,965.39	\$85,682.40	\$235,685.40
Clay County Rural Transit (CCRT)	\$234,257.92	\$81,990.27	\$35,335.60	\$116,932.05
Clearwater Heartland Express	\$181,159.35	\$70,691.85	\$28,870.00	\$81,597.50
Cottonwood County Transit System	\$88,380.09	\$35,610.49	\$10,404.80	\$42,364.80
Crow Wing County Transit	\$555,797.58	\$232,910.58	\$78,009.00	\$244,878.00
Dawson Heartland Express	\$74,867.28	\$32,702.43	\$10,953.80	\$31,211.05
Faribault County Prairie Express	\$128,855.18	\$50,371.58	\$20,148.80	\$58,334.80
Fosston Heartland Express	\$47,816.24	\$16,735.68	\$7,115.80	\$23,964.76
Grant County Alpha Transit	\$124,697.79	\$59,697.79	\$10,369.98	\$54,630.02
Hubbard County Heartland Express	\$164,549.65	\$57,592.38	\$25,345.56	\$81,611.72
Kandiyohi Area Transit (KAT)	\$687,509.98	\$269,072.48	\$94,243.60	\$324,193.90
Lake of the Woods Heartland Express	\$49,337.60	\$20,996.95	\$7,760.20	\$20,580.45
Lincoln Heartland Express	\$137,967.01	\$51,923.26	\$21,475.00	\$64,568.75
Mahnomen Heartland Express	\$132,040.16	\$48,324.71	\$23,458.60	\$60,256.85
Martin County Express	\$323,370.59	\$121,730.19	\$40,943.20	\$160,697.20
Meeker County Public Transit	\$206,106.49	\$99,163.29	\$21,114.60	\$85,828.60
Mille Lacs County Heartland Express	\$162,003.59	\$67,654.79	\$25,172.80	\$69,176.00
MorrTrans	\$154,229.73	\$53,980.41	\$28,508.89	\$71,740.44
Mower County Transit	\$613,861.20	\$308,660.20	\$19,830.95	\$285,370.05
Murray County Heartland Express	\$71,463.92	\$27,076.07	\$10,507.80	\$33,880.05
Nobles County Heartland Express	\$197,139.41	\$68,998.79	\$38,526.99	\$89,613.63
Paul Bunyan Transit	\$470,736.74	\$164,757.86	\$76,123.00	\$229,855.88
Pelican Rapids Transit	\$8,721.93	\$3,957.43	\$0.00	\$4,764.50
Pine River Ride With Us Bus	\$56,594.24	\$23,473.49	\$8,971.00	\$24,149.75
Pipestone Transit System	\$229,282.03	\$80,248.71	\$36,862.83	\$112,170.49
Prairie Five RIDES	\$519,977.52	\$216,265.02	\$60,050.00	\$243,662.50
Rainbow Rider Transit	\$877,806.42	\$404,927.52	\$90,193.25	\$382,685.65
Red Lake Transit	\$136,355.43	\$73,109.43	\$63,246.00	\$0.00
Renville County Heartland Express	\$207,816.30	\$93,345.45	\$24,242.60	\$90,228.25
RiverRider Public Transit	\$464,983.12	\$189,337.62	\$56,904.00	\$218,741.50
Rock County Heartland Express	\$214,747.75	\$76,167.75	\$34,834.00	\$103,746.00
Roseau County Area Transit (RCAT)	\$150,760.44	\$52,766.15	\$24,496.20	\$73,498.09
SEMCAC Transportation	\$145,798.65	\$51,029.53	\$15,589.93	\$79,179.19
Steele County Area Transit (SCAT)	\$271,991.17	\$95,196.91	\$37,549.60	\$139,244.66
Three Rivers Hiawathaland Transit	\$293,825.83	\$107,370.08	\$49,015.80	\$137,439.95
Trailblazer Transit	\$816,409.23	\$347,759.23	\$114,200.00	\$354,450.00
Tri-CAP Heartland Express	\$361,293.00	\$137,043.00	\$58,200.00	\$166,050.00
Tri-Valley Heartland Express	\$473,458.90	\$180,624.80	\$74,828.80	\$218,005.30
Watonwan Take Me There	\$145,209.19	\$51,273.04	\$21,086.15	\$72,850.00
Western Community Action Transportation Program	\$952,513.94	\$456,767.29	\$112,325.95	\$383,420.70
Totals	\$15,036,387.01	\$6,029,008.14	\$2,034,212.76	\$6,973,166.11

2002 Metropolitan Area Actual Transit Operating Costs (unaudited amounts)

As reported by the Metropolitan Council from their 2002 National Transit Database Report

Metropolitan Area - Summary by Funding Class

	Costs	Local Share	Federal Share	State Share
Transit System				
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	\$9,914,350	\$659,455	\$0	\$9,254,895
Small Urban	\$1,223,617	\$376,480	\$49,804	\$797,333
Rural	\$7,083,660	\$2,183,800	\$196,236	\$4,703,624
Opt Outs	\$21,822,596	\$5,525,429	\$0	\$16,297,167
Other	\$28,906,256	\$7,709,229	\$196,236	\$21,000,790
Total	\$261,366,013	\$134,035,964	\$9,259,214	\$117,970,835

* 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 expenditures, school bus service funds, freight tariffs, charter service funds, some federal funds and gasoline tax.

	Costs	Local Share	Federal Share	State Share
Metropolitan Area Transit Systems				
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

	Costs	Local	Federal	State
Private Operators				
Anoka County Traveler	\$1,081,593	\$127,273	\$0	\$954,320
BE-Line	\$940,805	\$118,774	\$0	\$822,031
East Metro Redesign	\$993,527	\$29,469	\$0	\$964,058
Lake Area Bus Fixed Route	\$84,928	\$1,489	\$0	\$83,440
Minnetonka Dial-a-Ride	\$73,102	\$3,068	\$0	\$70,034
Route 219	\$315,446	\$15,779	\$0	\$299,667
North Suburban Lines	\$1,394,956	\$75,936	\$0	\$1,319,019
Osseo Dial-A-Ride	\$22,650	\$207	\$0	\$22,442
Roseville Circulator	\$987,676	\$48,299	\$0	\$939,377
Route 246 Dial-a-Ride	\$63,614	\$2,910	\$0	\$60,704
Route 417	\$33,619	\$188	\$0	\$33,431
Route 755/756	\$923,549	\$57,315	\$0	\$866,233
Route 604/614	\$300,121	\$12,875	\$0	\$287,246
Route 661	\$47,650	\$452	\$0	\$47,199
Route 78 & 71	\$311,401	\$30,337	\$0	\$281,064
South County Circulator	\$631,735	\$16,218	\$0	\$615,516
St. Croix Valley	\$242,566	\$4,244	\$0	\$238,321
West Metro Redesign	\$1,465,412	\$114,622	\$0	\$1,350,790
TOTAL	\$9,914,350	\$659,455	\$0	\$9,254,895

2002 Metropolitan Area Actual Transit Operating Costs (unaudited amounts)

	Costs	Local	Federal	State
Small Urban				
Edina Dial-A-Ride	\$56,390	\$6,390	\$0	\$50,000
Hastings - TRAC	\$229,498	\$52,674	\$38,404	\$138,420
Hopkins Hop-A-Ride	\$118,912	\$18,835	\$0	\$100,077
Lake Area Bus	\$365,947	\$98,534	\$3,000	\$264,413
Northeast Suburban Transit	\$273,314	\$107,292	\$0	\$166,022
Park People Mover	\$42,341	\$18,249	\$0	\$24,092
PRISM	\$137,216	\$74,507	\$8,400	\$54,309
TOTAL	\$1,223,617	\$376,480	\$49,804	\$797,333

	Costs	Local	Federal	State
Rural				
Anoka County Dial-A-Ride	\$1,593,020	\$563,651	\$0	\$1,029,369
Anoka County Volunteer	\$71,402	\$43,791	\$0	\$27,611
Caver County Transit	\$374,537	\$76,648	\$81,017	\$216,872
DARTS PBF	\$2,476,802	\$653,986	\$7,182	\$1,815,634
Human Services , Inc.	\$1,343,250	\$350,501	\$0	\$992,749
Linwood Volunteer	\$36,625	\$16,654	\$0	\$19,971
Scott County	\$787,871	\$333,239	\$93,112	\$361,520
SCS-Delano	\$117,583	\$49,720	\$0	\$67,863
SCS-West Hennepin	\$36,501	\$25,355	\$0	\$11,146
SCS-Westonka Rides	\$113,531	\$22,498	\$12,100	\$78,933
Senior Transportation Program	\$132,537	\$47,756	\$2,826	\$81,955
TOTAL	\$7,083,660	\$2,183,800	\$196,236	\$4,703,624

	Costs	Local	Federal	State
Opt-Outs				
City of Prior Lake	\$275,561	\$35,601	\$0	\$239,960
Maple Grove Transit	\$2,283,072	\$797,837	\$0	\$1,485,236
Minnesota Valley Transit Authority	\$10,503,888	\$3,166,062	\$0	\$7,337,826
Plymouth Metrolink	\$3,672,145	\$440,779	\$0	\$3,231,366
Shakopee	\$328,810	\$20,721	\$0	\$308,089
Southwest Metro Transit Commissi	\$4,759,120	\$1,064,430	\$0	\$3,694,690
TOTAL	\$21,822,596	\$5,525,429	\$0	\$16,297,167

	Costs	Local	Federal	State
Other				
Northstar Commuter Coach	\$598,822	\$598,822	\$0	\$0
University of Minnesota	\$312,172	\$98,132	\$171,232	\$42,808
TOTAL	\$910,994	\$696,954	\$171,232	\$42,808

Glossary

This glossary contains certain technical terms, which appear in the 2003 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 Roadeo – 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.

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

Glossary

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 transportation revenue source for Minnesota public transit systems. Since July 1, 2002, 20.5 percent of MVST has been dedicated to the "Metropolitan Area Transit Fund" and 1.25 percent of MVST has been dedicated to the "Greater Minnesota Transit Fund", both for property tax relief. An additional 2 percent of MVST is dedicated to the "Metropolitan Area Transit Appropriation Account" beginning on July 1, 2003.

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.

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.

Glossary

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.

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.

Glossary

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 – Transit services provided to elderly and disabled persons through a variety of agencies, including social services and transit agencies. Rides are provided with lift-equipped vehicles, taxis, and volunteer drivers.

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.

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.

Glossary

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.