Metropolitan Council

2007

Twin Cities Transit System

Performance Evaluation

February 2008

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Chapter 1. Purpose

Legislative Requirement

In 1996, the Minnesota State Legislature adopted statutes requiring the Metropolitan Council to perform an evaluation of the Twin Cities transportation system. The statute reads as follows:

> *473.1466 Performance audit; transit evaluation.*
>
> *(b) In 1999 and every four years thereafter, the council must evaluate the performance of the metropolitan transit system's operation in relationship to the regional transit performance standards developed by the council.*

The Metropolitan Council completed the first Transit System Audit in 1999, per the legislative direction, and updated it in 2003. This report is an update of the first two reports.

In addition, the Council conducted a Transportation Systems Audit in 1997 and an update to the Transportation Systems Audit in 2001 and 2005, all of which had chapters on transit. This report is also an update of information in these reports.

Purpose

The Twin Cities transit system is complex, with approximately 25 separate entities providing public transit service in the region. Service is provided in both urban and rural areas and includes both regular-route and dial-a-ride service. Routes include express, urban local, suburban local, flex, limited stop, light rail and other types. One of the primary focuses of this report is to aggregate information from individual jurisdictions to give a picture of overall transit trends in the region.

The Metropolitan Council is not only the largest transit service provider in the region; it is also the region's federally designated Metropolitan Planning Organization. In this capacity, it is responsible for developing long-range and short-range plans for all transportation modes in the region, including transit. This report provides performance information and trend information for the Twin Cities transit system to provide context for these planning activities. It also provides feedback on goals set in transportation planning documents and a longitudinal perspective on transit issues.

Another purpose of this report is to provide a national context for the Twin Cities transit system. This report provides comparative information with other peer regions and for other peer transit agencies to provide a national perspective on Twin Cities' transit issues.

Chapter 2. Description of the Regional Transit System

Characteristics of the Transit System

There are currently three modes of public transit service in the Twin Cities area: regular-route bus service, dial-a-ride service and light-rail transit service.

- Regular-route service is repetitive service provided on a fixed schedule along specific routes, with vehicles stopping to pick up and deliver passengers to specific locations. Each fixed-route trip serves the same origins and destinations.
- Dial-a-ride (DAR) service does not follow a fixed route. Passengers board and arrive at prearranged times at any location within the designated service area. Typically, each trip is scheduled separately.
- Light-rail transit (LRT) service was added to the regional system in 2004 as the first fixed-guideway rail transit in the region. The timing of this report will allow it to examine the performance of light rail after several years of operation.

Twin Cities Transit Service Providers

The Twin Cities transit system is made up of the following types of transit service providers:

- Metro Transit (Metropolitan Council's directly provided transit service)
  - Metro Transit Bus
  - Metro Transit Rail
- Suburban Transit Providers
  - Southwest Transit Commission
  - Minnesota Valley Transit Authority
  - Maple Grove Transit
  - Plymouth Transit
  - Shakopee Transit
  - Prior Lake Transit
  - City of Minnetonka
- Metropolitan Transportation Services (Metropolitan Council's contracted transit programs), made up of several programs:
  - Contracted regular route
  - Community-based dial-a-ride (DAR)
    - Rural programs
    - Small Urban programs
  - Metro Mobility
  - Public vanpools
- Other contracted transit:
  - Northstar Corridor Development Agency (NCDA) commuter coach (Northstar)

- NCDA Ramsey commuter coach (Ramsey Star, operational in 1st Quarter 2007)
- University of Minnesota campus system (U of M)

The following pages describe each service and include a map of its service area.

METRO TRANSIT BUS

Metro Transit, a division of the Metropolitan Council, is the largest provider of regular-route bus transit service in the Twin Cities region. As of June 2007, it provides scheduled bus service on 118 routes – 64 local routes, 48 express routes, and 6 routes under contracts to Suburban Transit Association Providers (STAP). It operated 702 buses (at peak) from five garages and approximately 72 park-and-ride facilities throughout the region, which totaled over 11,000 spaces at the end of 2006.

Services consist of urban local, suburban local, and express routes operated on a fixed schedule.

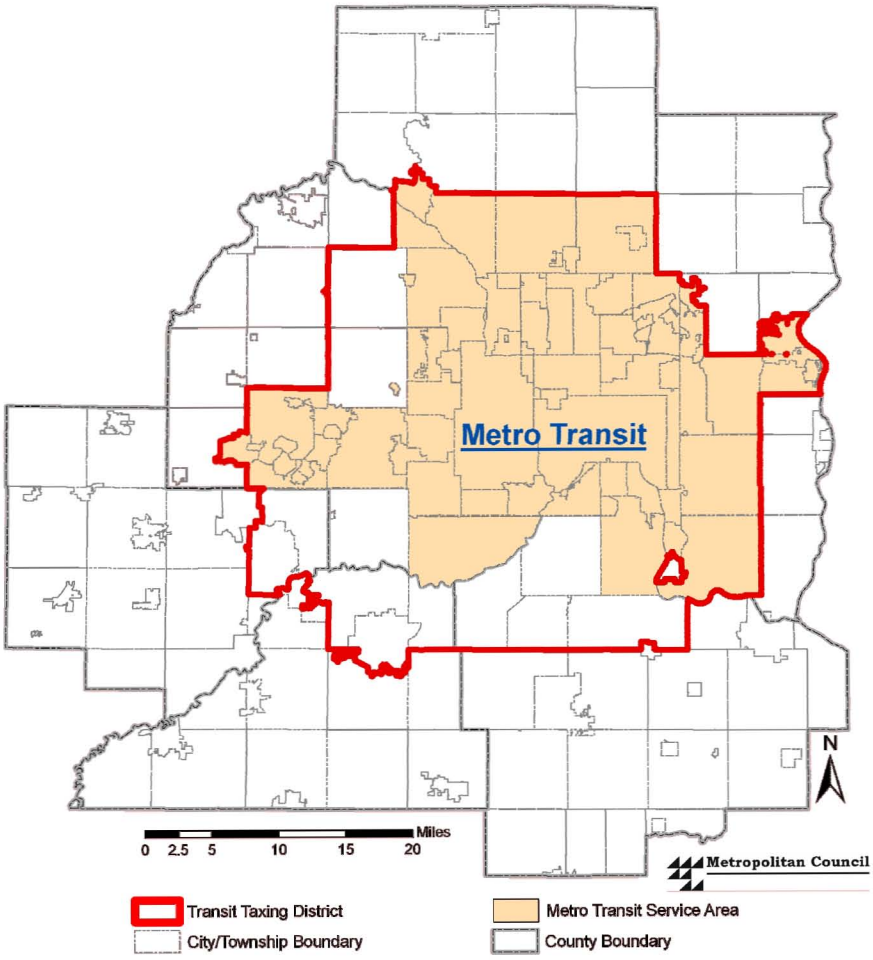


Table 2-1. 2006 Operating Statistics: Metro Transit Bus

System (2006 NTD statistics)[1]	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Metro Transit Bus	$208,249,261	$63,536,129	64,398,737	1,904,630	$2.25	$109.34
Included both in Metro Transit and STAP[2]	$3,613,530	$1,704,832	881,487	24,073		

[1] NTD = National Transit Database, a required annual reporting program administered by the Federal Transit Administration. Fare revenues have been adjusted to reflect convenience fares collected for contracted regular routes operated by the Metropolitan Council.

[2] Ridership on service contracted by the STAP to Metro Transit is included both in the above figures for Metro Transit and in STAP program figures, which means it is double counted under both tables. Because both agencies record the data for this service, the information is presented in each agency profile.

METRO TRANSIT RAIL

Metro Transit, a division of the Metropolitan Council, operates the only fixed-guideway rail route in the regional transit system, the Hiawatha light rail line (LRT). The route, which initially opened in June 2004 but was not in full service until December 2004, operates on 11.92 miles of track and serves 17 stations. It operates 24 light rail vehicles (at peak) from a central maintenance facility just north of Franklin Avenue in Minneapolis. The rail line also serves three park-and-ride facilities that included over 1,850 free spaces total at the end of 2006.

The Hiawatha light rail line carried 8,957,912 trips in 2006, which equates to almost 11% of the total transit trips in the region.

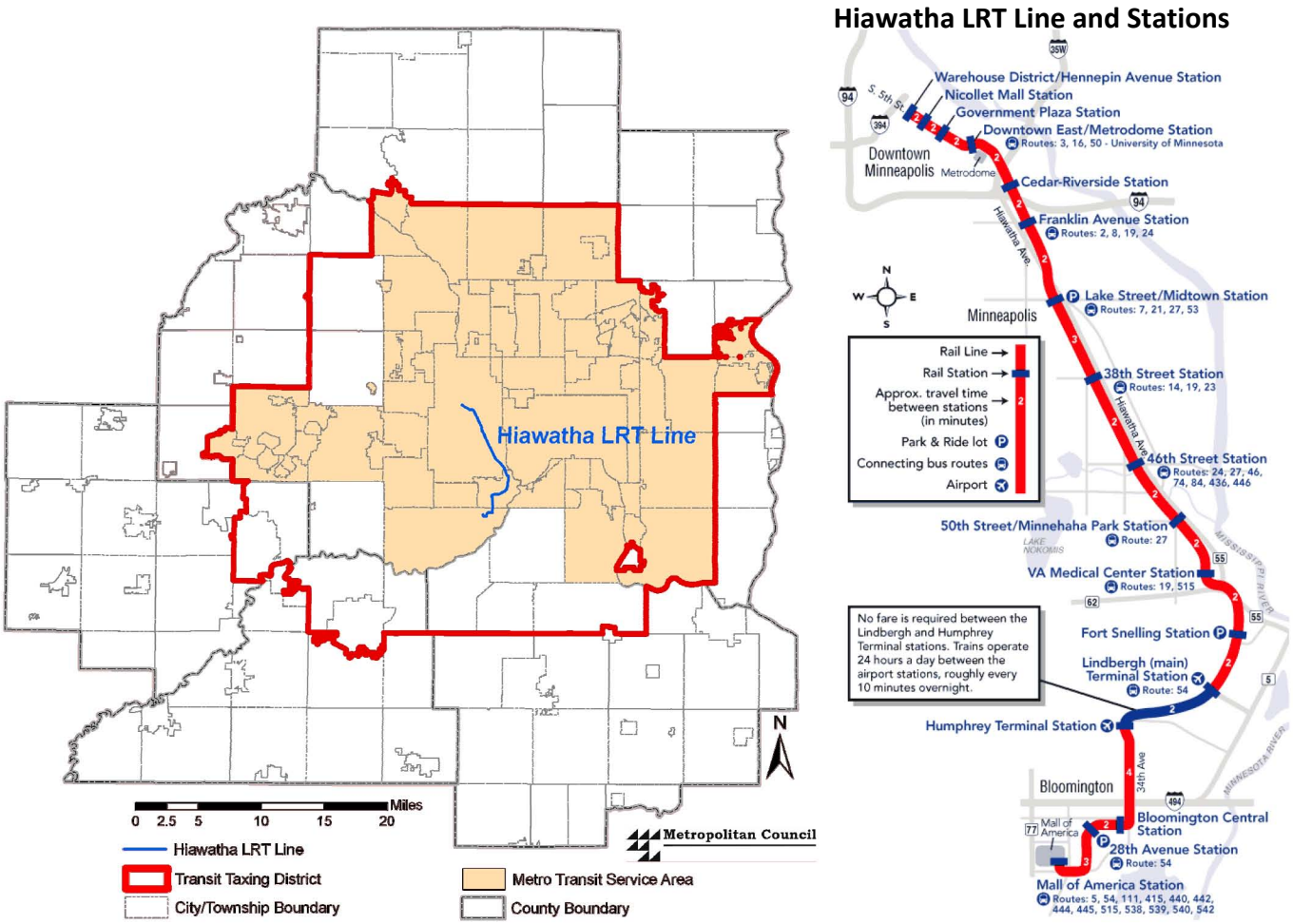
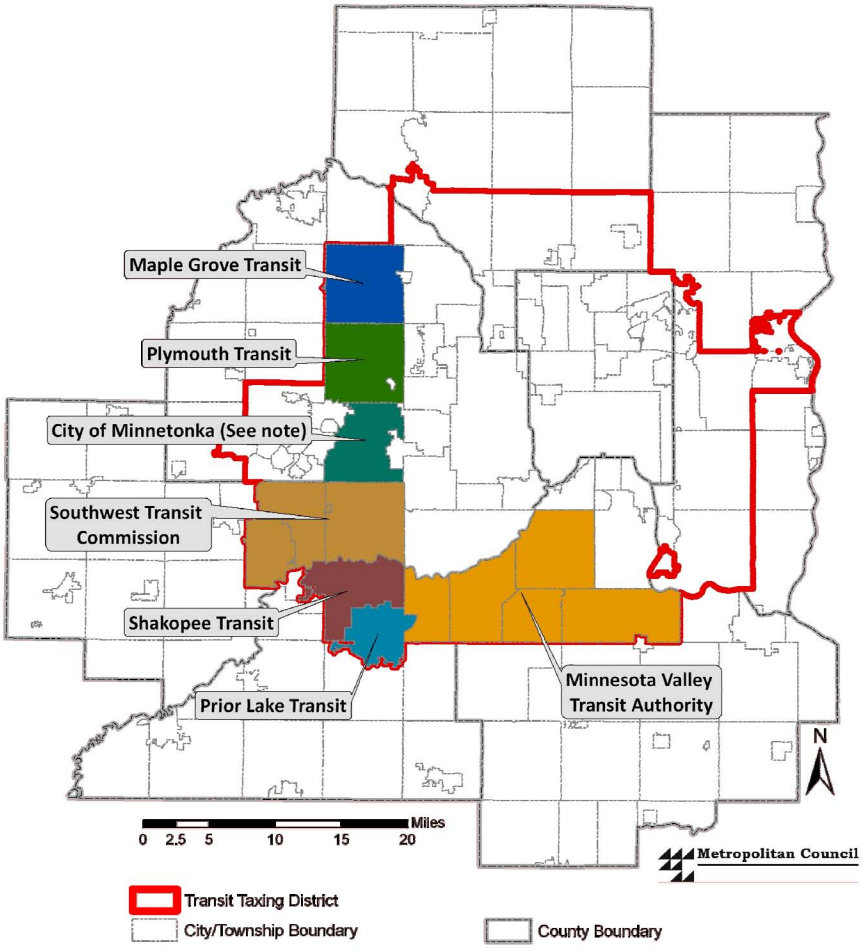


Table 2-2. 2006 Operating Statistics: Metro Transit Rail

System (2006 NTD statistics)	Operating Cost	Fare Revenue	Passengers	Car Revenue Hours	Subsidy Per Passenger	Cost Per Car Revenue Hour
Metro Transit Rail	$18,725,334	$8,008,330	8,957,912	121,285	$1.20	$154.39

SUBURBAN TRANSIT ASSOCIATION PROVIDERS (STAP)[3]

Prior to 1982, the Metropolitan Transit Commission (the predecessor to Metro Transit) levied a property tax throughout the region to provide funding for transit operations. In 1982, certain communities were allowed to retain up to 90% of the property tax levied in their communities to "opt out" of Metro Transit's service and to provide transit service themselves rather than fund the regional system.



Four communities have chosen to provide their own transit service and eight others have formed two consortiums, Southwest Transit Commission and Minnesota Valley Transit Authority, to provide service. Those authorities now determine the location of routes, type of service, service provider and frequency of routes. Some of the communities contract with Metro Transit for service and some with private, nonprofit, or other governmental transit providers. The City of Minnetonka "opted out" but has allowed Metro Transit to continue providing service under a memorandum of understanding.

STAP communities primarily provide express service from park-and-ride facilities in their service areas. At the end of 2006, the suburban providers operated from 24 park-and-ride facilities with over 6,700 spaces. From 2002 to the end of 2006, 3,640 spaces were established with an additional 750+ spaces added in 2007.

[3] In 2000, the Minnesota Legislature granted the City of Minnetonka the authority to opt-out of the metropolitan transit system and in 2002, the city exercised this option. At that time, Minnetonka also decided to continue to have the Metropolitan Council plan and provide transit service for the City under a Transit Cooperation Agreement. This agreement remains in effect as of January 1, 2008. All service for Minnetonka is shown under the Metro Transit and MTS categories in this report.

Table 2-3. 2006 Operating Statistics: STAP Programs (Regular Route Only)

System (2006 NTD statistics)[4]	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Minnesota Valley Transit Authority (MVTA)	$13,843,257	$4,567,406	2,332,739	103,211	$3.98	$134.13
Southwest Transit	$7,074,188	$1,943,300	900,227	48,027	$5.70	$147.30
Plymouth Transit	$2,945,766	$703,903	421,286	29,758	$5.32	$98.99
Maple Grove Transit	$2,263,190	$922,159	570,280	12,854	$2.50	$176.07
Shakopee Transit	$307,749	$10,917	17,441	7,008	$17.02	$43.91
Prior Lake Transit	$457,214	$51,641	23,575	2,558	$17.20	$178.74
Total STAP Reg. Route	**$26,891,364**	**$8,199,326**	**4,265,548**	**203,416**	**$4.42**	**$132.20**
Included both in Metro Transit and STAP[5]	$3,613,530	$1,704,832	881,487	24,073		

Table 2-4. 2006 Operating Statistics: STAP Programs (Dial-A-Ride Only)

System (2006 NTD statistics)[4]	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Plymouth Transit	$1,058,607	$98,465	54,924	17,605	$17.48	$60.13
Maple Grove Transit	$372,857	$37,836	30,876	9,500	$10.85	$39.25
Shakopee Transit	$269,865	$46,415	26,150	4,796	$8.54	$56.27
Total STAP DAR	**$1,701,329**	**$182,716**	**111,950**	**31,901**	**$13.57**	**$53.33**

[4] NTD = National Transit Database, a required annual reporting program administered by the Federal Transit Administration.

[5] Ridership on service contracted by the STAP to Metro Transit is included both in the above figures for Metro Transit and in STAP program figures, which means it is double counted under both tables. Because both agencies record the data for this service, the information is presented in each agency profile.

Metropolitan Council Privately Contracted Regular Route

The Metropolitan Council provides about 5% of the region's regular-route service through 12 contracts with private and non-profit transit providers.

In 2006, these contracted routes carried 2,438,660 trips, about 3% of the regional total. The Metropolitan Council contracted routes also serve a number of Metro Transit park-and-ride facilities.

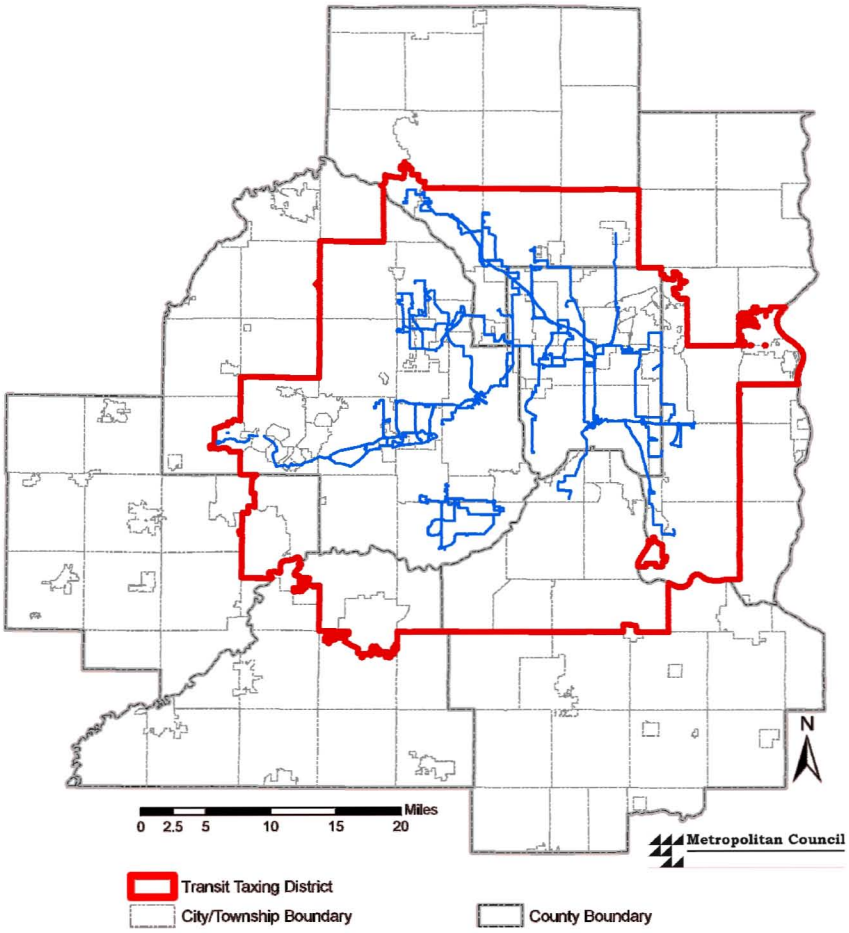


Table 2-5. 2006 Operating Statistics: Contracted Regular Routes

System (2006 statistics)	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Anoka County Traveler	$1,110,711	$87,166	198,760	16,411	$5.15	$67.68
BE-Line	$1,514,321	$286,272	389,407	29,373	$3.15	$51.55
East Metro	$1,100,824	$230,685	282,778	15,354	$3.08	$71.70
NEST Route 219	$346,983	$49,064	79,087	6,803	$3.77	$51.00
North Metro	$2,211,375	$455,914	421,786	19,757	$4.16	$111.93
Roseville Circulator	$1,474,027	$377,504	351,789	31,909	$3.12	$46.19
Route 417	$43,896	$13,908	5,897	759	$5.09	$57.83
Route 755/756	$1,079,957	$284,773	206,629	10,068	$3.85	$107.27
Routes 604/615 Hopkins	$353,035	$36,422	55,805	8,136	$5.67	$43.39
Routes 641/678	$56,957	$2,166	1,608	336	$34.07	$169.51
South County Circulator	$264,114	$59,873	45,520	4,353	$4.49	$60.67
West Metro	$1,185,682	$295,800	399,594	18,047	$2.23	$65.70
Total Contracted RR	**$10,741,882**	**$2,179,546**	**2,438,660**	**161,306**	**$3.51**	**$66.59**

Table Note: Routes 641 and 678 will transition to dial-a-ride only on September 1, 2007. Both routes operated as peak pulse with fixed routes in 2006, which is an adapted fixed route. Fare revenues include estimated convenience fares from Metro Transit.

COMMUNITY-BASED RURAL PROGRAMS

Eleven systems provide transit service in rural areas that are not conducive to regular-route service. These programs offer dial-a-ride service and primarily serve the elderly and persons with disabilities. Funding is provided from local sources and fares and all programs received some Metropolitan Council subsidy in 2006.

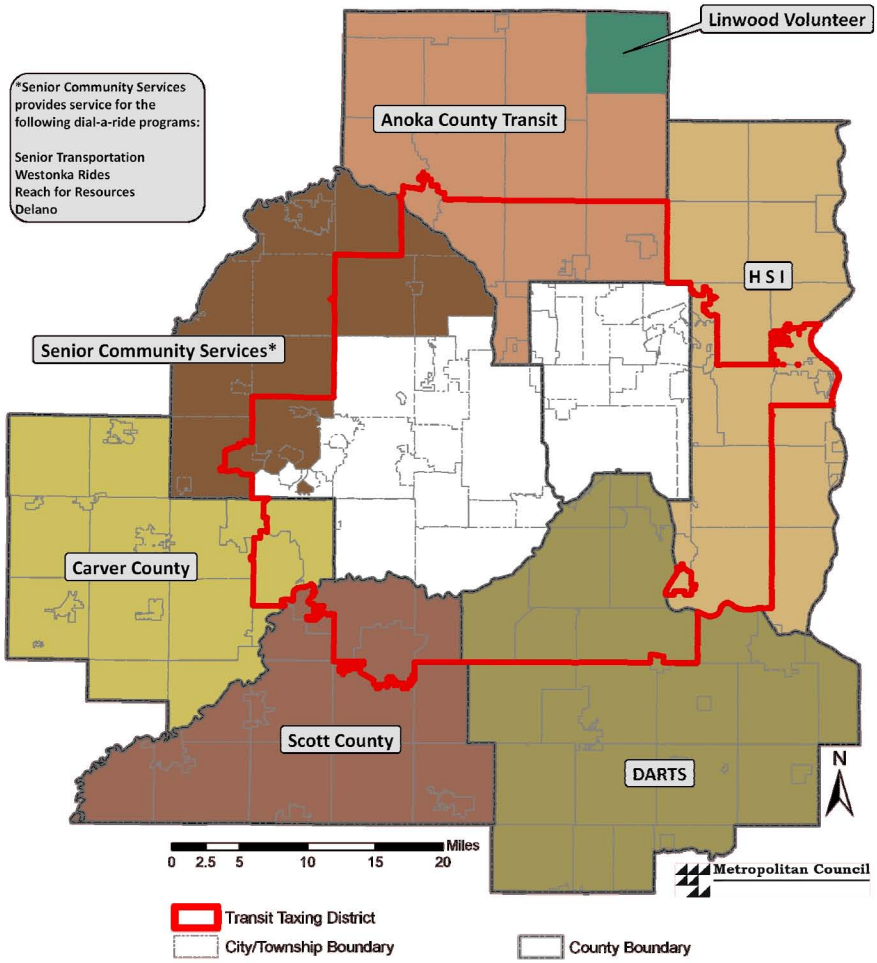
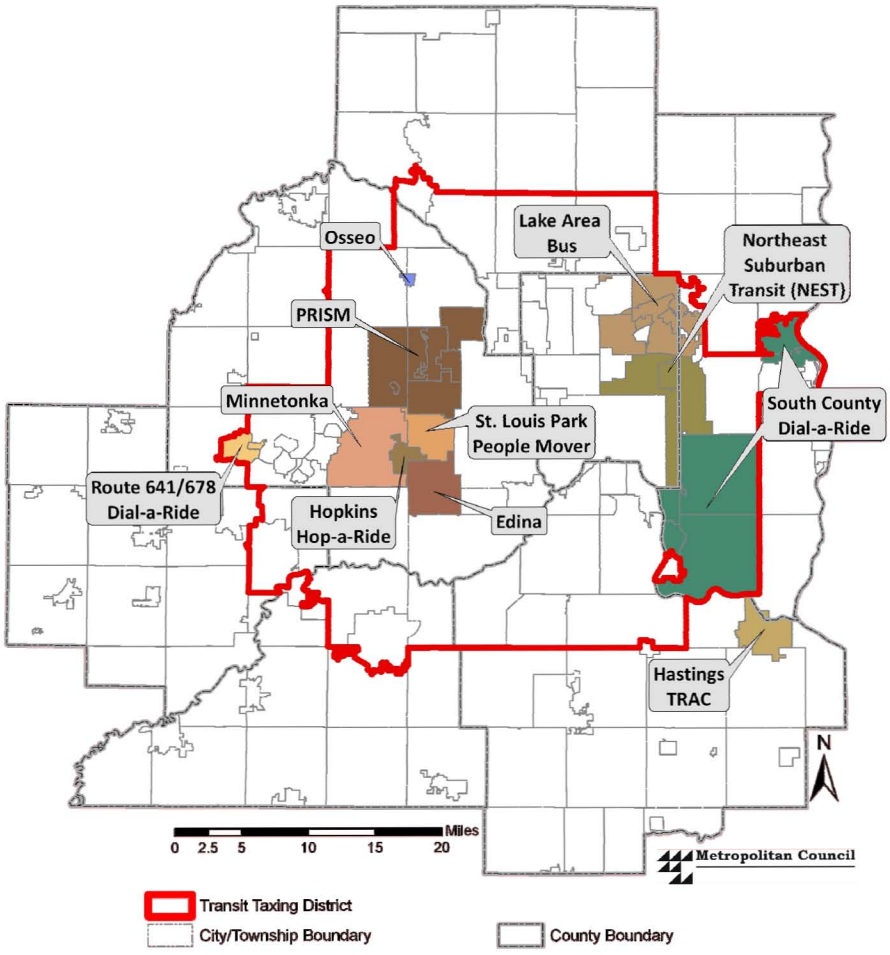


Table 2-6. 2006 Operating Statistics: Rural Programs

System (2006 Statistics)	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Anoka County DAR	$548,596	$76,033	22,024	8,344	$21.46	$65.75
Anoka County Volunteer	$105,807	$14,260	5,214	6,158	$17.56	$17.18
Carver County	$503,943	$71,606	43,187	9,738	$10.01	$51.75
DARTS	$892,892	$369,892	56,712	22,475	$9.22	$39.73
Delano	$158,685	$13,213	12,504	2,943	$11.63	$53.92
Human Services Inc (HSI)	$998,020	$197,491	48,247	17,760	$16.59	$56.19
Linwood Volunteer	$98,557	$6,757	3,216	2,227	$28.54	$44.26
Reach for Resources	$33,619	$4,155	2,064	490	$14.28	$68.61
Scott County	$1,281,619	$234,796	68,857	12,953	$15.20	$98.94
Senior Transportation	$230,744	$46,762	14,385	7,122	$12.79	$32.40
Westonka Rides	$139,915	$6,128	10,163	2,584	$13.16	$54.15
Total	**$4,992,397**	**$1,041,093**	**286,573**	**92,794**	**$13.79**	**$53.80**

COMMUNITY-BASED SMALL URBAN PROGRAMS

Eight small urban systems operate local transit service in their communities. These systems generally cover only specific cities and provide linkages to the regional system. As with the rural systems, many of these services were formed to meet a specific mobility need (such as for elderly or persons with disabilities), but are now open to the general public. Generally, funding comes from a mix of local, Metropolitan Council, and fare revenues.



Osseo, Route 641/678, and South Washington County programs are fully funded by the Metropolitan Council and fare revenues. These programs are not community-based but provided as part of regular-route contracts. They are similar to small urban dial-a-ride programs in characteristics of service delivery.

Table 2-7. 2006 Operating Statistics: Small Urban Programs

System (2006 statistics)	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Edina Dial-a-Ride	$61,298	$6,932	3,205	1,562	$16.96	$39.24
Hastings – TRAC	$340,699	$50,696	31,468	7,529	$9.22	$45.25
Hopkins Hop-a-Ride	$109,386	$15,341	12,423	2,558	$7.57	$42.76
Lake Area Bus	$394,284	$33,674	28,597	9,328	$12.61	$42.27
Minnetonka DAR	$182,696	$18,231	9,695	4,301	$16.96	$42.48
NEST	$274,305	$34,836	19,407	5,469	$12.34	$50.16
Osseo DAR	$23,586	$0	2,249	615	$10.49	$38.35
Park People Mover	$45,691	$1,383	1,891	1,072	$23.43	$42.62
PRISM	$357,112	$25,126	38,780	11,442	$8.56	$31.21
Route 641/678 DAR	$343,526	$25,976	21,894	7,481	$14.50	$45.92
South County DAR	$641,113	$28,412	39,396	12,311	$15.55	$52.08
Total	**$2,773,696**	**$240,607**	**209,005**	**63,668**	**$12.12**	**$43.56**

METRO MOBILITY

In accordance with the Americans with Disabilities Act (ADA) and state statute, Metro Mobility provides specialized, demand-response service for persons whose disabilities prevent them from using the regular-route system.

Individuals call ahead of time and set up their trips. Rides are also provided through "agency" service, where a group of individuals is taken to a common location such as adult daycare programs, day training or habitation centers.

This service is provided by two private contractors and contracts with the four county providers. All are small bus dial-a-ride programs.

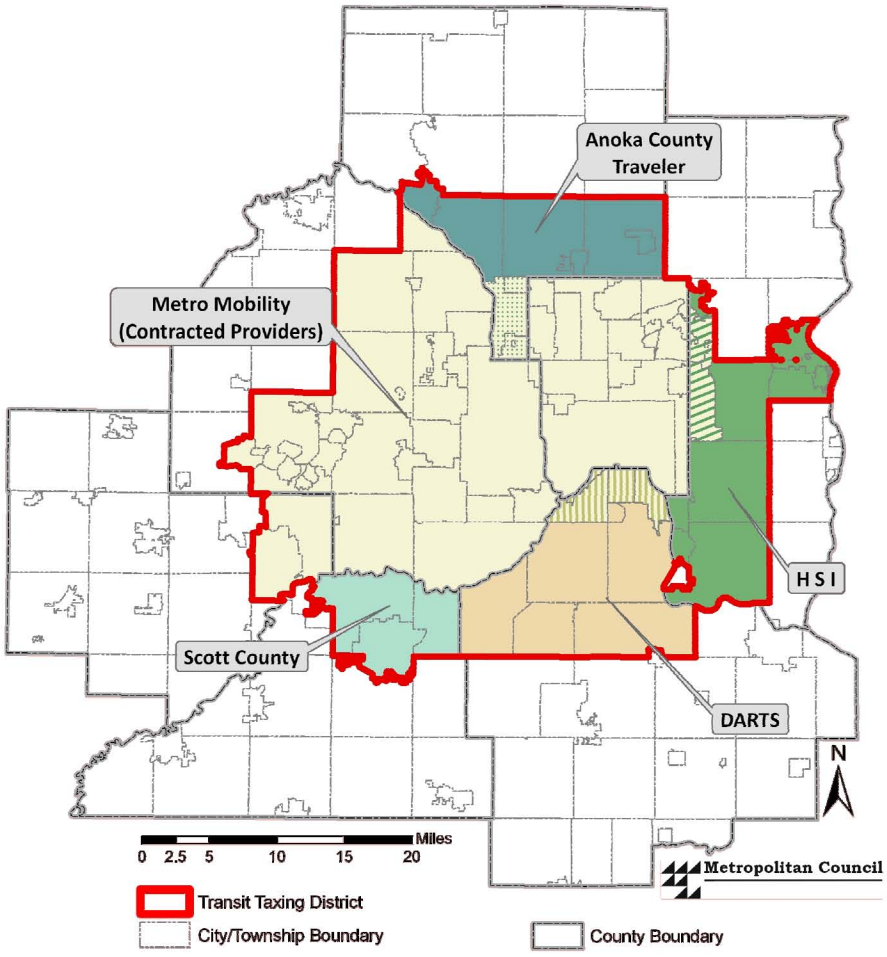


Table 2-8. 2006 Operating Statistics: Metro Mobility

System (2006 NTD statistics)	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Metro Mobility[6]	$32,141,631	$4,045,816	1,287,056	645,670	$21.83	$49.78

[6] Metro Mobility statistics include all four Metro Mobility transit providers. County figures are not duplicated in the Community programs data.

VANPOOLS

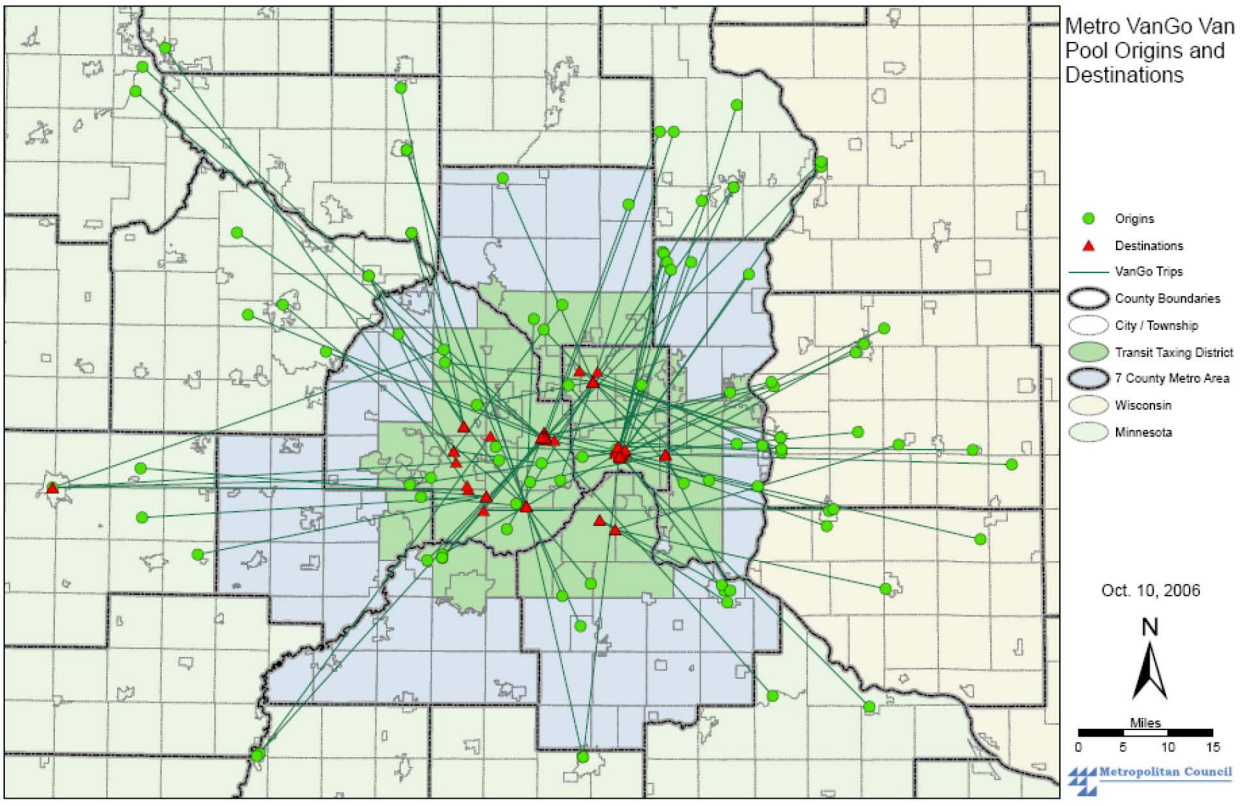
The Metropolitan Council operates a vanpool program called Van*Go!* This program started in 2001 as a way of providing transit service for persons living or working in areas not served by regular route service. People driving long distances from low-density areas add a disproportionate amount of vehicle miles traveled (VMT) and thus, removing them from the road adds a larger-than-typical benefit.

A private contractor provides the vans and administers the program. The Council and employers provide a portion of the subsidy and the passengers pay the rest.

At the end of 2006, there were 60 vanpools in operation. In 2006, the Council subsidy per passenger was $3.65. This figure only represents the lease cost of the vans. Van*Go!* participants also pay the cost of fuel, parking and car washes.

Table 2-9. 2006 Operating Statistics: VanGo!

System (2006 NTD statistics)	Operating Cost	Fare Revenue	Passenger Trips	Revenue Hours	Subsidy per Passenger	Cost Per Revenue Hour
VanGo!	$1,099,851	$524,421	157,523	23,806	$3.65	$46.20



Other Contracted Transit Service

There are two agencies that contracted for their own public transit service in 2006.

One route, the Northstar Commuter Coach or route 888, is operated by the Northstar Corridor Development Authority. A similar route, the Ramsey Star Express service or route 856, serves the Ramsey Town Center and downtown Minneapolis. This route began operations in 2007 and statistics are not yet available. Together, these services operate for 1384 park-and-ride spaces.

The University of Minnesota also operates regular-route campus shuttle and circulator service that is open to the public. This service also has a small ADA-compliance component.

Both of these services are part of the regional regular route service, accessible through personal trip planning technology.

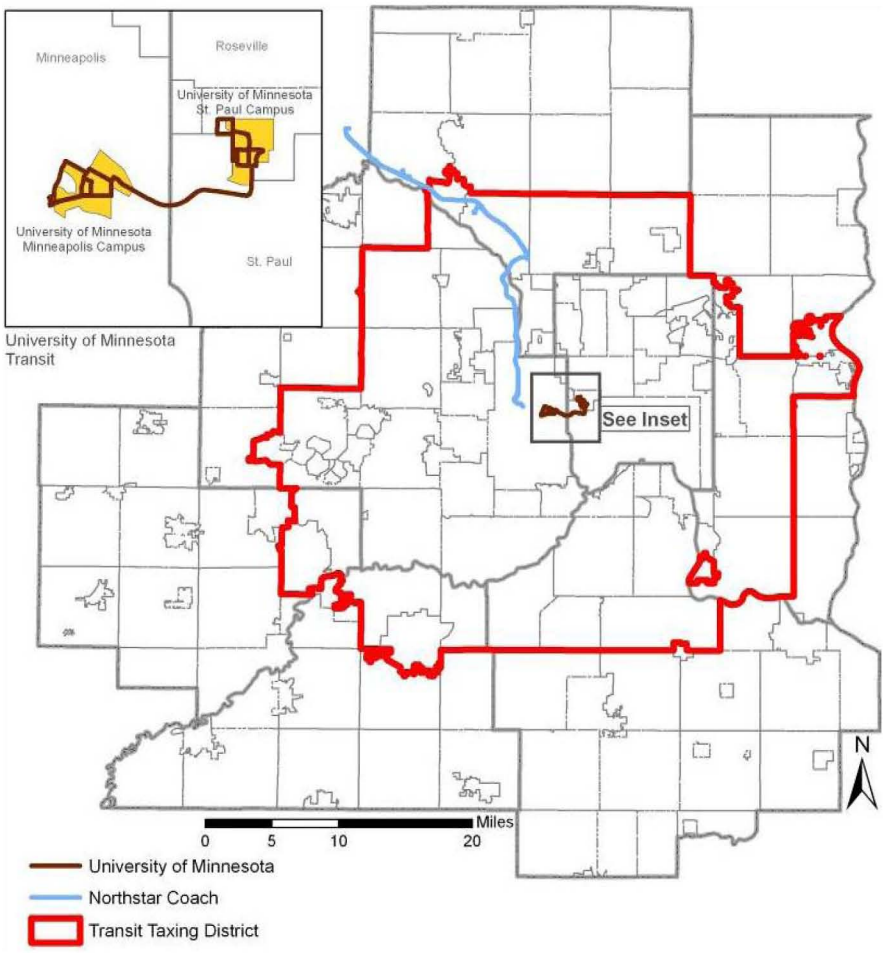


Table 2-10. 2006 Operating Statistics: Other Contracted Transit Service

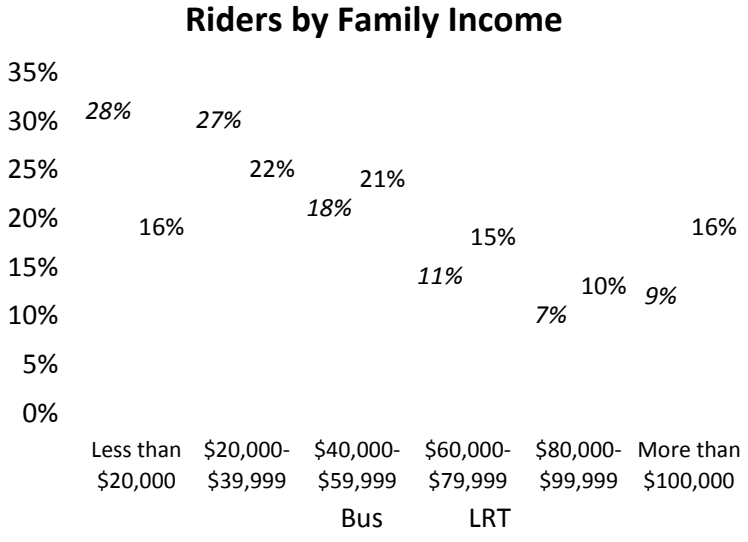
System (2006 NTD statistics)	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Northstar Commuter	$741,947	$632,259	181,924	3,507	$0.60	$211.56
University of Minn.	$3,895,953	$0	3,687,649	36,971	$1.06	$105.38

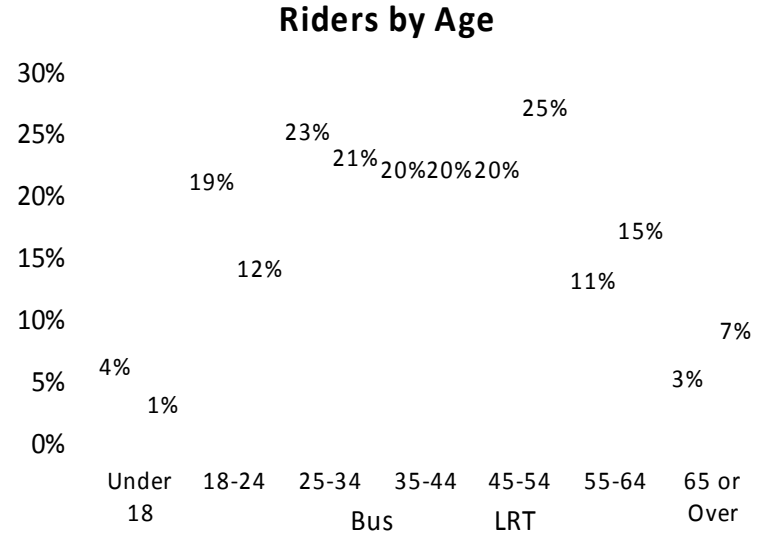
Metro Transit Rider Information

The Metropolitan Council surveys regular-route transit customers biennially to gain an understanding of who transit users are and why they use transit. In the fall 2006, a survey was distributed to a statistically significant sample of riders of regular-route transit operated by Metro Transit. The data below does not include either STAP or contracted regular routes. Beginning in 2005, Metro Transit added rail to their survey and compiled numbers for rail and bus separately.

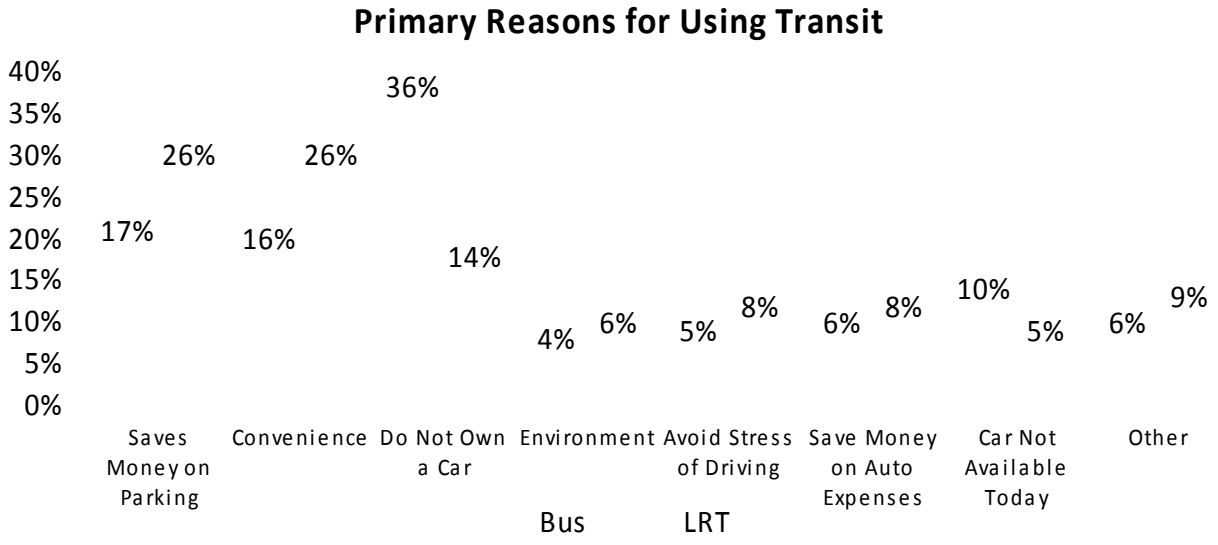
Among the findings:

- Transit plays a major role in the economy by bringing people to and from work. The majority of Metro Transit bus riders (65%) and rail riders (69%) are going to or from work. The next highest trip purpose on bus routes (14%) is going to school.
- Most people using transit are frequent riders. 80% of Metro Transit bus riders identified using the bus five or more days a week, while 59% of train users ride five or more days a week.
- 98% of bus riders were riding on a weekday, versus 93% of train riders.
- 77% of bus riders and 67% of train riders reported they usually rode during rush hour.
- More transit riders are female than male.
- Racial and ethnic backgrounds vary between bus and rail. 85% of rail riders identify themselves as Caucasian, versus 64% of bus riders. 7% of train riders identify themselves as African-American, versus 21% of bus riders.
- If transit were not available, 50% of riders would have driven alone, while 20% of bus riders would not have been able to make the trip.
- 32% of rail riders and 27% of bus riders pay with cash. The balance of riders use stored value cards, passes or other fare mediums.





- The primary reason bus riders use transit is because they do not own a car (36%). The primary reasons train riders use transit are to save money on parking (26%) and benefit from the convenience (26%).
- Customer satisfaction is high. In 2006, 96% of light rail riders and 94% of bus riders said that they were satisfied overall with Metro Transit service. The results of 2006 and 2005 indicate a trend towards higher customer satisfaction when compared to the results from 2001 and 2003.

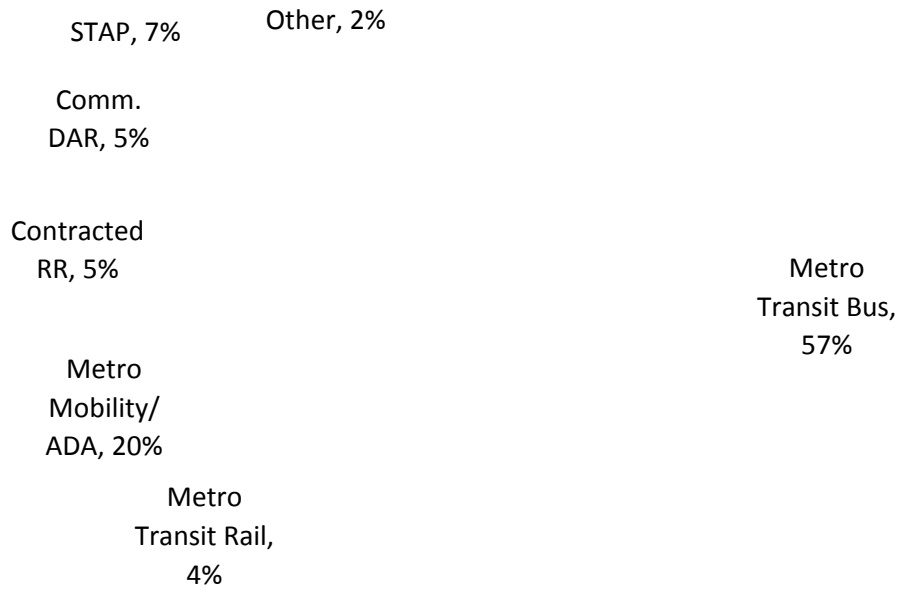


Response to the question "Please indicate your level of agreement with: 'Overall, You Are Satisfied with Metro Transit Service'"

Summary of Transit System Statistics

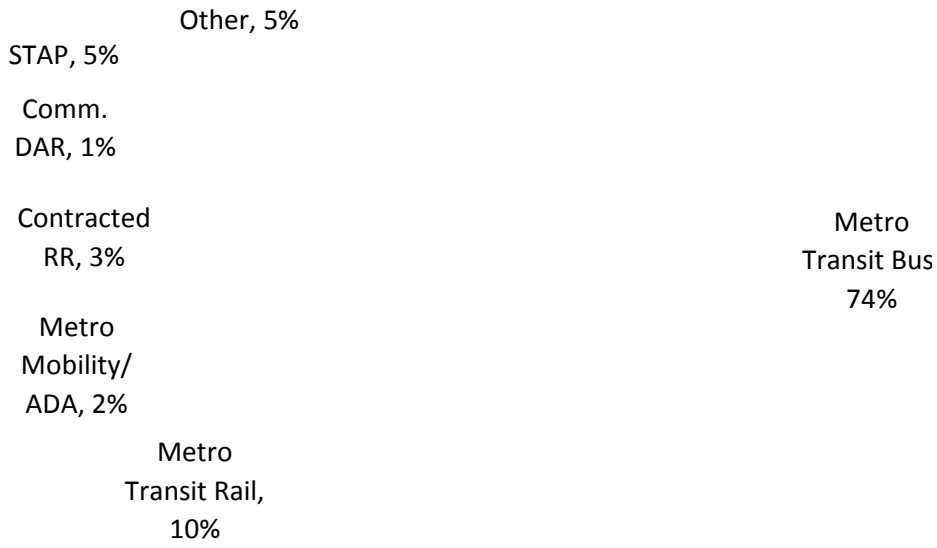
Metro Transit provides the largest number of transit service hours of any provider in the region.

2006 Revenue Hours by Provider



Metro Transit carries 85% of the riders in the region.

2006 Ridership by Provider



The transit system of the seven-county metropolitan area, as previously described, consists of various types of transit services. Table 2.11 summarizes the 2006 ridership, service levels (revenue hours), operating costs and fare revenues for the general service types in the regional system.

Table 2-11. 2006 Regional Transit Operating Statistics Summary

System (2006 statistics)	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Metropolitan Council – Directly Operated[7]						
Metro Transit Bus	$208,249,261	$63,536,129	64,398,737	1,904,630	$2.25	$109.34
Metro Transit Rail	$18,725,334	$8,008,330	8,957,912	121,285	$1.20	$154.39
Metropolitan Council – Contracted						
Metro Mobility /ADA	$32,141,631	$4,045,816	1,287,056	645,670	$21.83	$49.78
Contracted Reg. Route	$10,741,882	$2,179,546	2,438,660	161,306	$3.51	$66.59
Rural Providers DAR	$4,992,397	$1,041,093	286,573	92,794	$13.79	$53.80
Small Urban DAR	$2,773,696	$240,607	209,005	63,668	$12.12	$43.56
Vanpools	$1,099,851	$524,421	157,523	23,806	$3.65	$46.20
Non-Metro Council Providers						
STAP Providers	$28,592,693	$8,382,042	4,377,498	235,317	$4.65	$121.51
Northstar Coach	$741,947	$632,259	181,924	3,507	$0.60	$211.56
University of Minn.	$3,895,953	$0	3,687,649	36,971	$1.06	$105.38
Included in Metro Transit & STAP[8]	($3,613,530)	($1,704,832)	(881,487)	(24,073)		
Regional Total	**$308,341,115**	**$86,885,411**	**85,101,056**	**3,261,132**	**$2.60**	**$94.55**

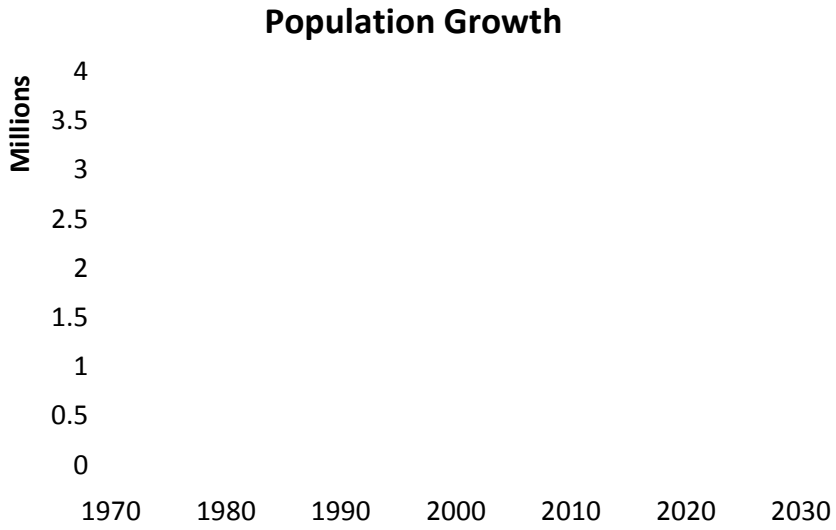
[7] Metro Transit also carries certain regional costs such as the cost of selling fare media, distribution of schedules and other region-wide costs.

[8] Metro Transit provides service under contract to some STAP agencies. These statistics are reported both under Metro Transit and under STAP statistics.

Chapter 3. Demographic Trends

Population

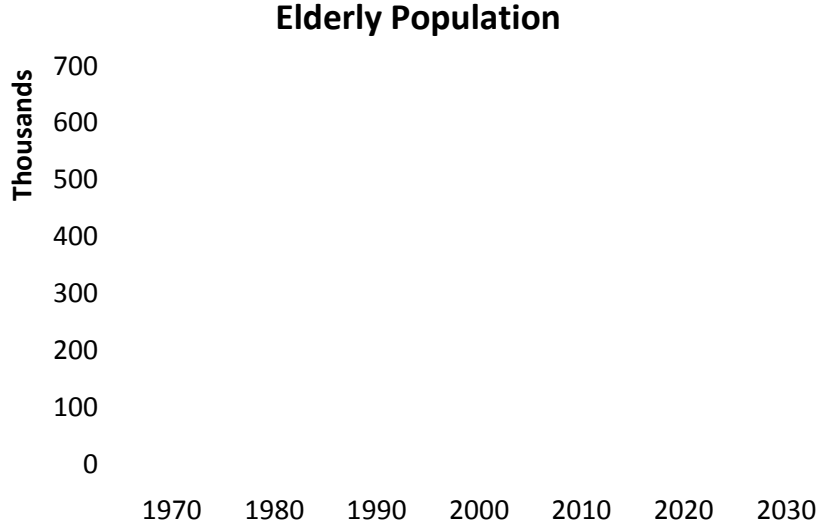
The Twin Cities region is growing and is projected to continue to grow. Between 1990 and 2000, the region added 353,000 people to bring the total population to 2,642,000. The Metropolitan Council projects that by 2030 there will be 3,608,000 people living in the region, or an additional 37% over the year-2000 figure. This population growth will increase the demand for transit. It will also put a substantial strain on the existing highway system and increase traffic congestion.



U.S. Census/Council forecasts 2010-2030, 2006

Changes in Elderly Population

Historically, the elderly have used transit at higher percentages than other age groups. Currently, 18% of transit riders are over age 55.

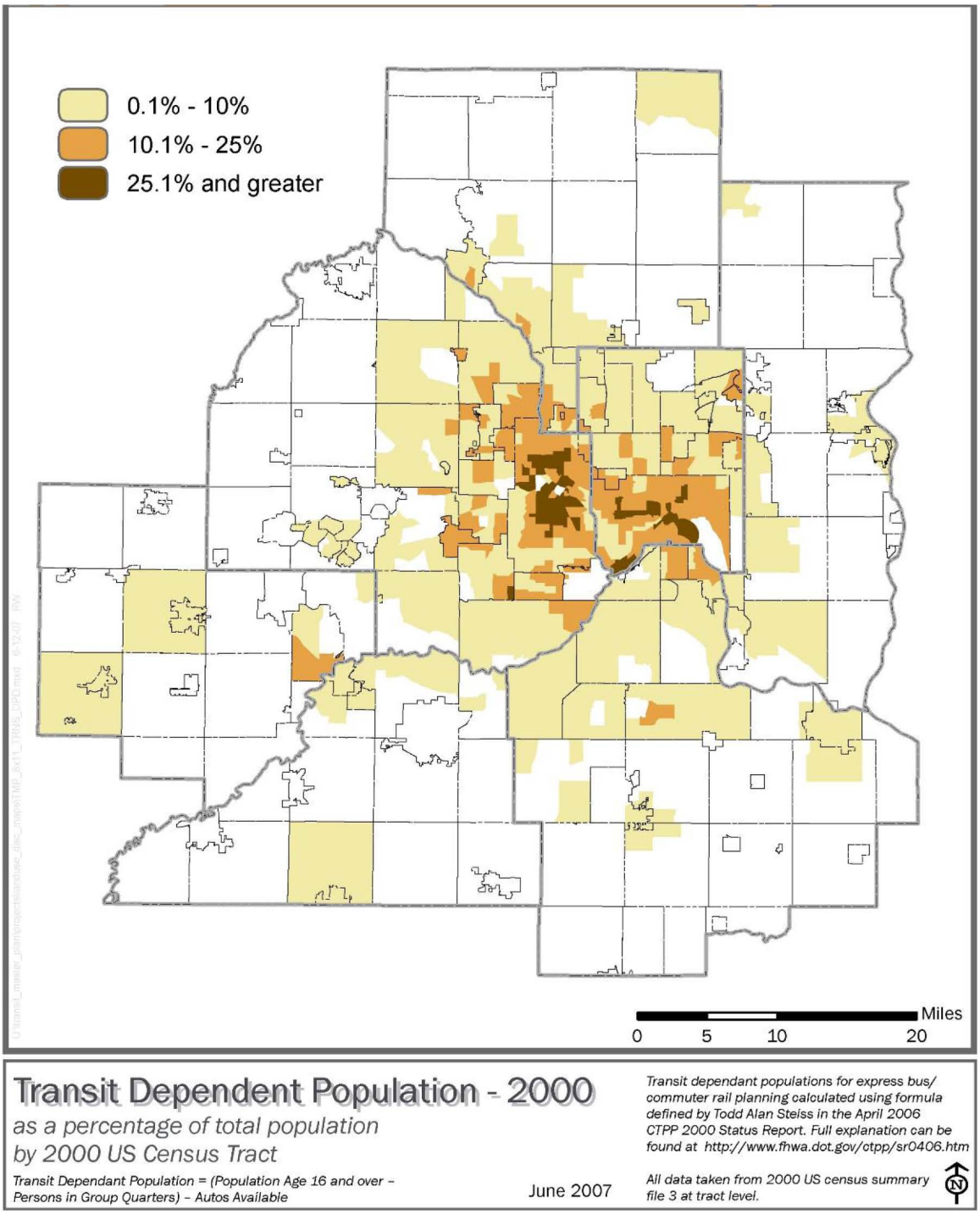


U.S. Census/Council forecasts 2010-2030, 2006

As the baby-boom generation grows older, the number of elderly persons will increase substantially. In 1970, 164,000 people in the Twin Cities were over age 65. By 2000, this had grown to 255,000. The Council projects that by 2030, over 600,000 people will be over age 65. The elderly will also be a higher percentage of the population. In 2000, 9.7% was over age 65 but it is projected that by 2030, 16.3% of the population will be over age 65.

Income and Transit Dependency

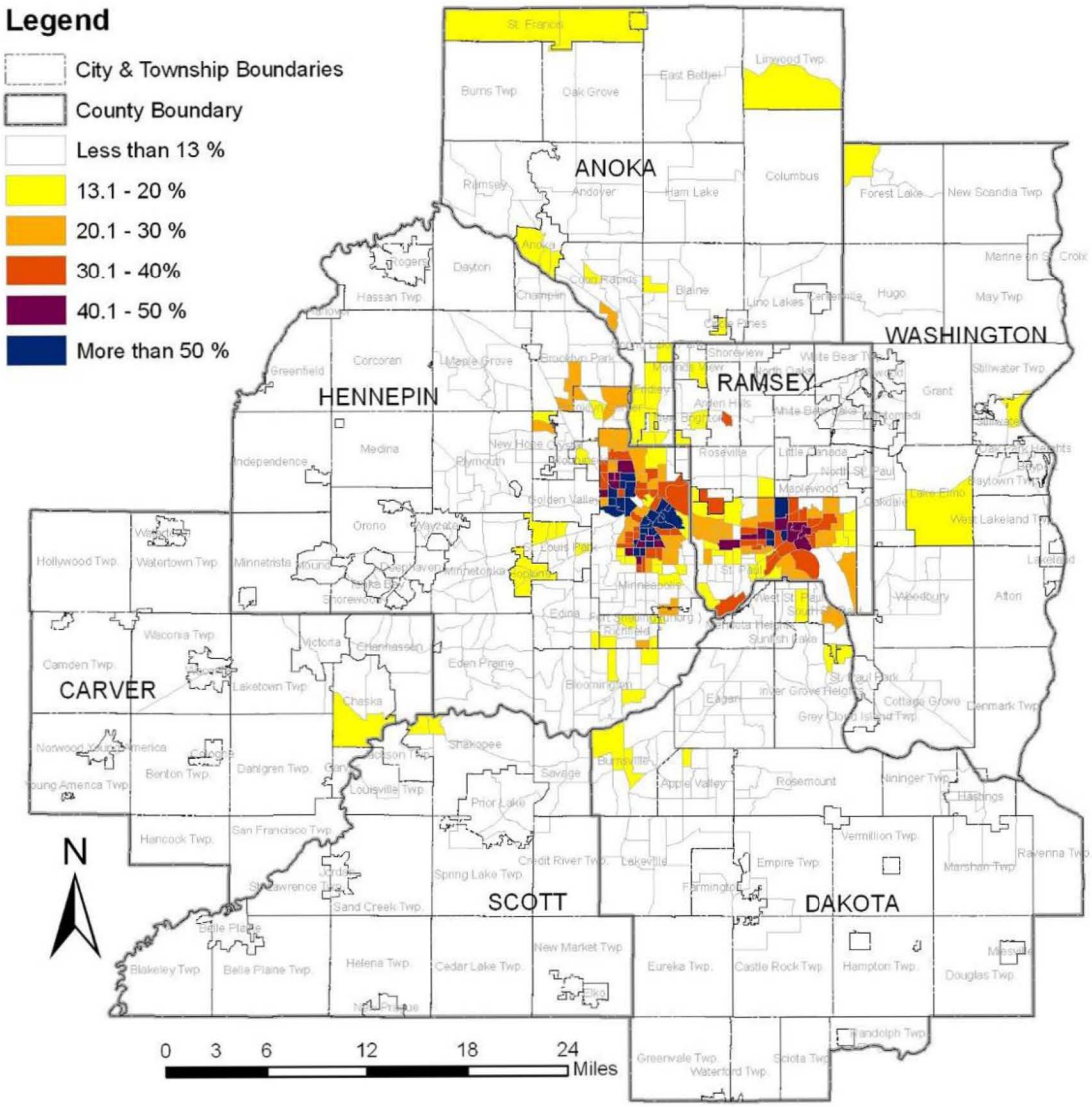
Transit dependency can be measured in a number of ways. One way is to look at persons who are over age 16 and living in a household with no automobiles available. The following map indicates where the concentrations of transit dependent persons are in the metro area as a percentage of total population.



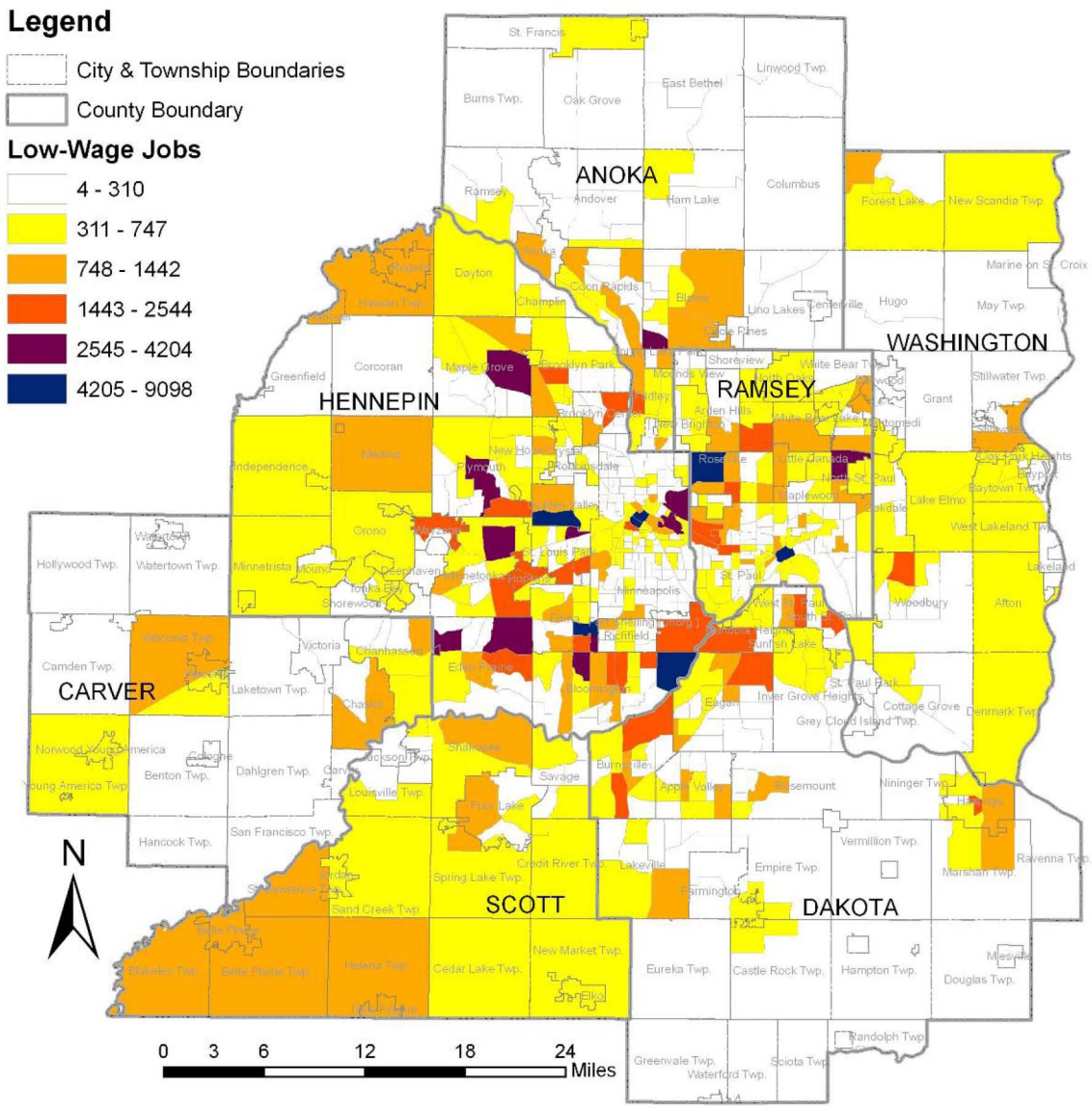
Transit dependency is greatest in the two central cities and immediately adjacent, older suburbs. There is a mutually reinforcing relationship between transit dependency and transit service availability. Current and planned service and available housing options inform residential location choice, affecting (or reinforcing) neighborhood socioeconomic characteristics.

Transit is an important aspect of moving transit dependent populations between their homes and their jobs. The majority of low-income and poverty-stricken households are concentrated in the central cities and mostly near the downtown core or within one mile. By contrast, low-wage and entry-level jobs are spread throughout the region. Nearly three of every four low-wage jobs in the seven-county metro are outside of Minneapolis and St. Paul. This illustrates the difficulty in providing transportation access for low-income workers to many job opportunities using transit because the jobs are not as concentrated as the locations of where workers live. The following maps depict the location of low-income workers and low-wage jobs.

Percent of Households Below 150% of Poverty by Census Tract, 2000



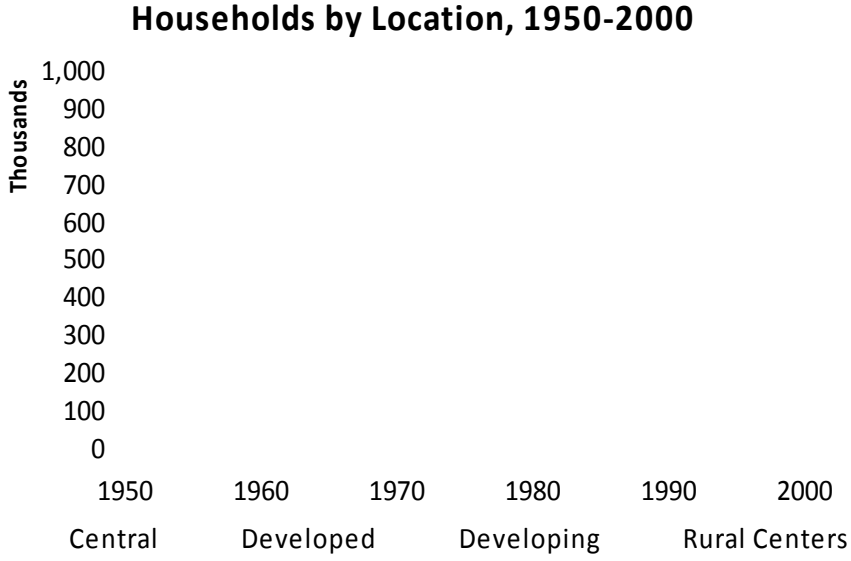
Low-Wage Job Locations by Census Tract, LEHD 2004[9]

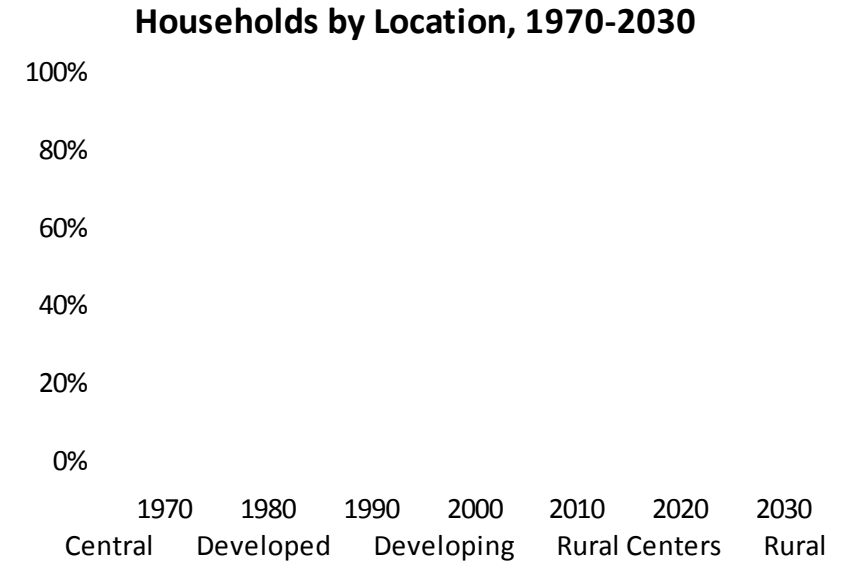


[9] Longitudinal Employer-Household Dynamics (LEHD) is a Census Bureau-maintained dataset that uses federal and state employment records together with Census household data to link home and work locations for residents.

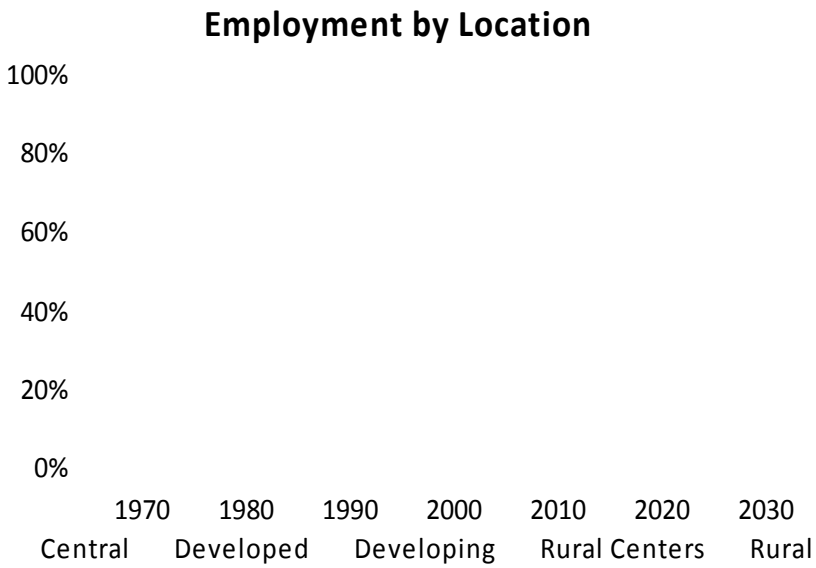
Household Location

Prior to 1945, most of the region's growth occurred in the two central cities of Minneapolis and St Paul. From 1950 into the 1980s, most of the region's growth occurred in the suburbs immediately surrounding the center cities. In the 1990s, their growth slowed and development shifted to the second ring.





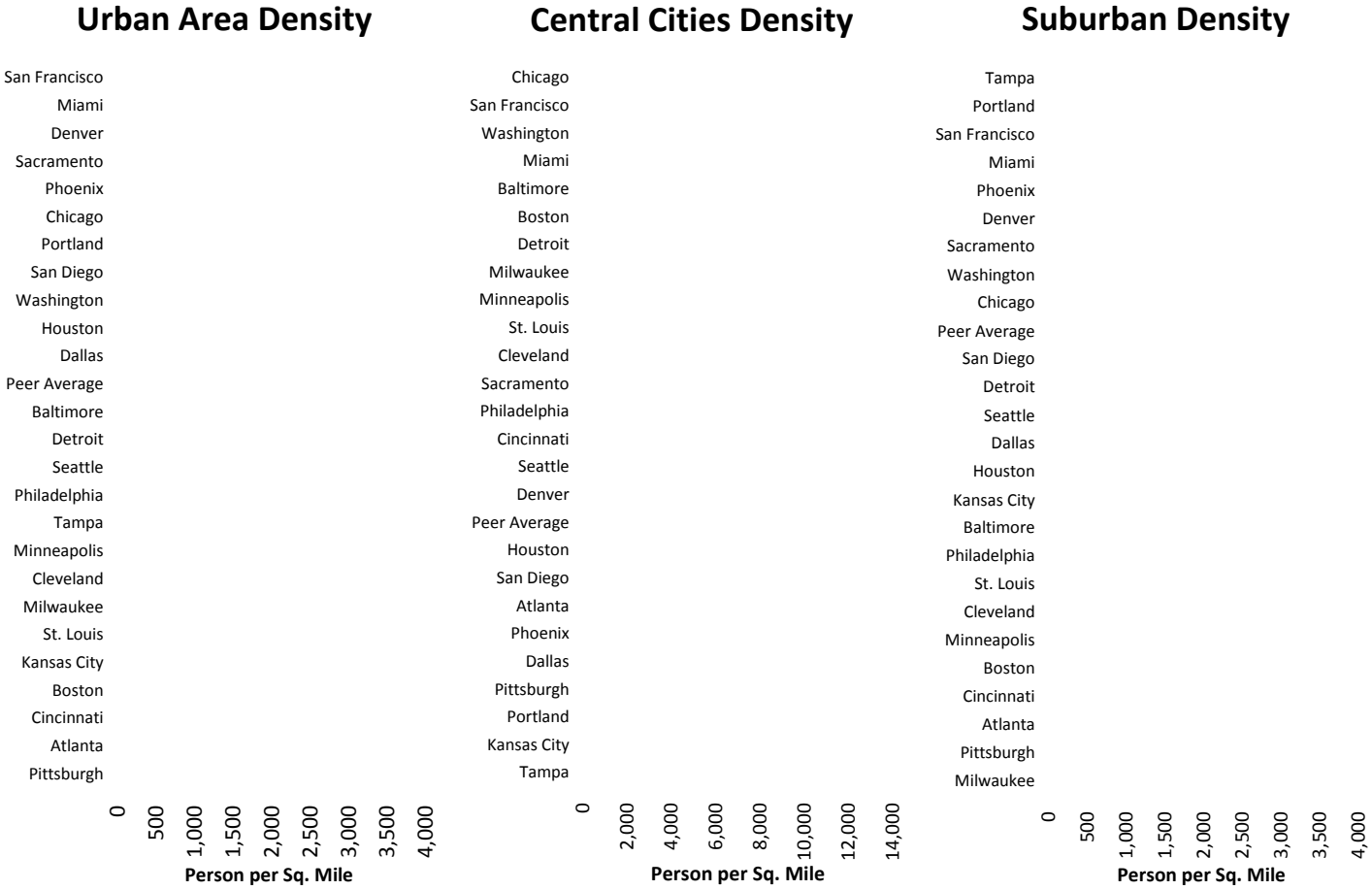
Employment Location



Employment is also decentralizing, but not in the same way as households. Similar to households, employment has been growing in the developing suburbs at a faster rate than any other area. Unlike households, employment locations tend to be concentrated and clustered. The agglomeration dynamic has not slowed the outward movement of employment, but employment growth does tend to lag behind residential development. Selectors of business sites are attentive to local labor force availability. Employment will still be concentrated in the central cities and developed suburbs by 2030. This has and will continue to contribute to the spatial mismatch in transportation. This is especially significant for transit, as high concentrations of housing and employment are important for providing productive and cost effective transit systems.

Population Density

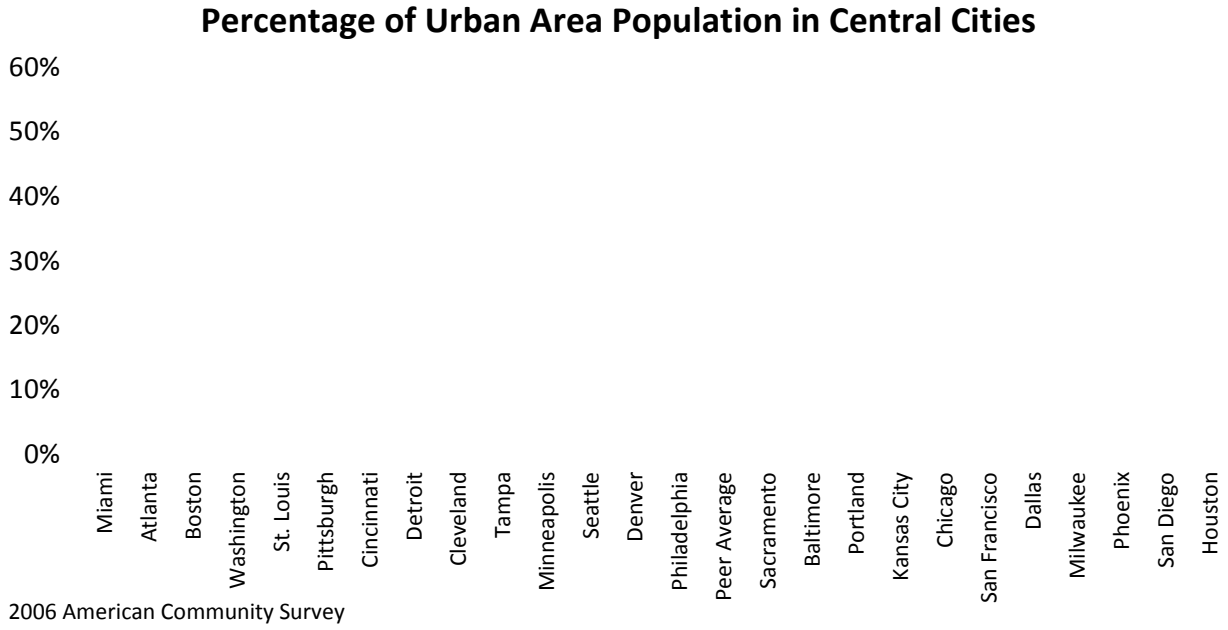
The Twin Cities metro area is less dense compared to other similarly sized urbanized areas. In 2006, it was 20th of the 25 similar stand-alone urbanized areas (UAs). Conversely, the central cities of Minneapolis and St. Paul are more dense than the average central cities. This means that the region's suburban areas are less dense than average and more difficult to serve with transit.



Source: 2006 American Community Survey

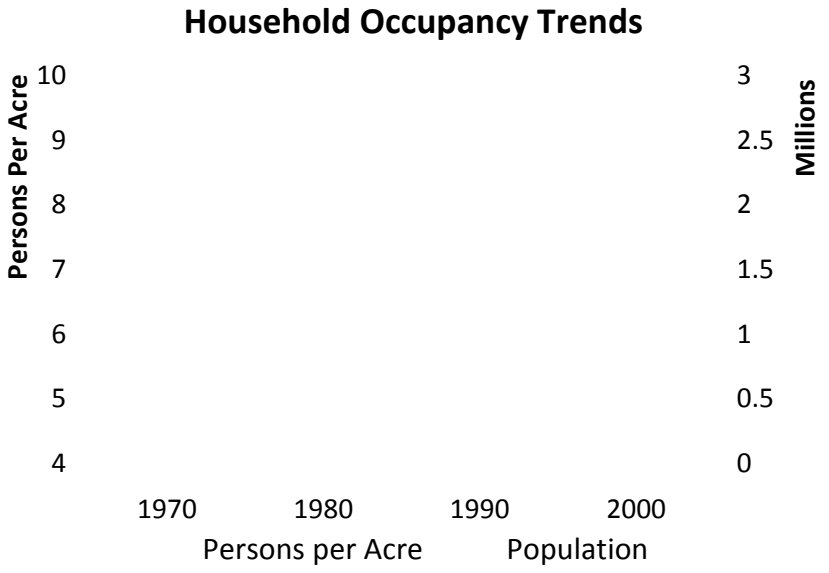
There are several reasons:

- Growth in the region is unimpeded by bodies of water or mountains
- There is a strong regional preference for home ownership of mostly single-family housing
- While the region does not have natural regional boundaries, there is a high incidence of development-precluding land conditions, such as wetlands, floodplains, steep slopes, gravel pits and other non-buildable land, resulting in local spread-out development



The number of persons per acre in the urbanized core of the region has been declining. From 1970 to 2000, the number of people per acre went from 9.1 to 7.3. Since 2000, population per acre has leveled off.

This lower density also makes it more difficult to provide transit service efficiently. Transit functions better in higher-density areas, making provision of transit more difficult in the Twin Cites than in other regions.



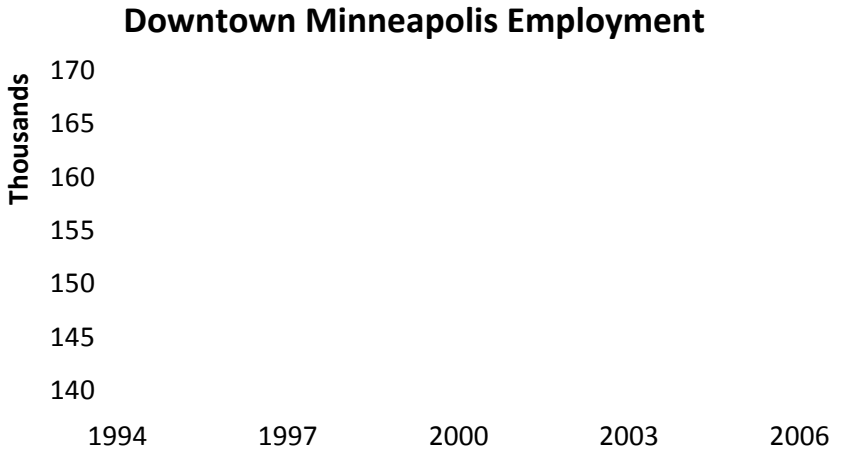
Employment

In 1990, there were 1,272,773 jobs in the seven-county area. In 2000, this increased to 1,563,241, a growth of 23%. By 2030, employment is expected to increase by 37% to 2.15 million jobs.

Metro Area Employment, 1970-2030

	1970	1980	1990	2000	2010	2020	2030
Employment	779,000	1,040,000	1,272,773	1,563,241	1,819,630	2,002,060	2,146,200
Percent Change Over Previous Decade	-	33%	22%	23%	16%	10%	7%

The largest transit market in the Twin Cities is downtown Minneapolis. Transit takes about 40% of the people employed in downtown Minneapolis to work during peak hours. Employment increased in this market through the 1990s but has declined since 2000 because of the economic downturn and because jobs tended to locate in the suburbs. The result is that employment in 2004 was similar to 1995. The economic downturns are reflected in lower transit ridership.

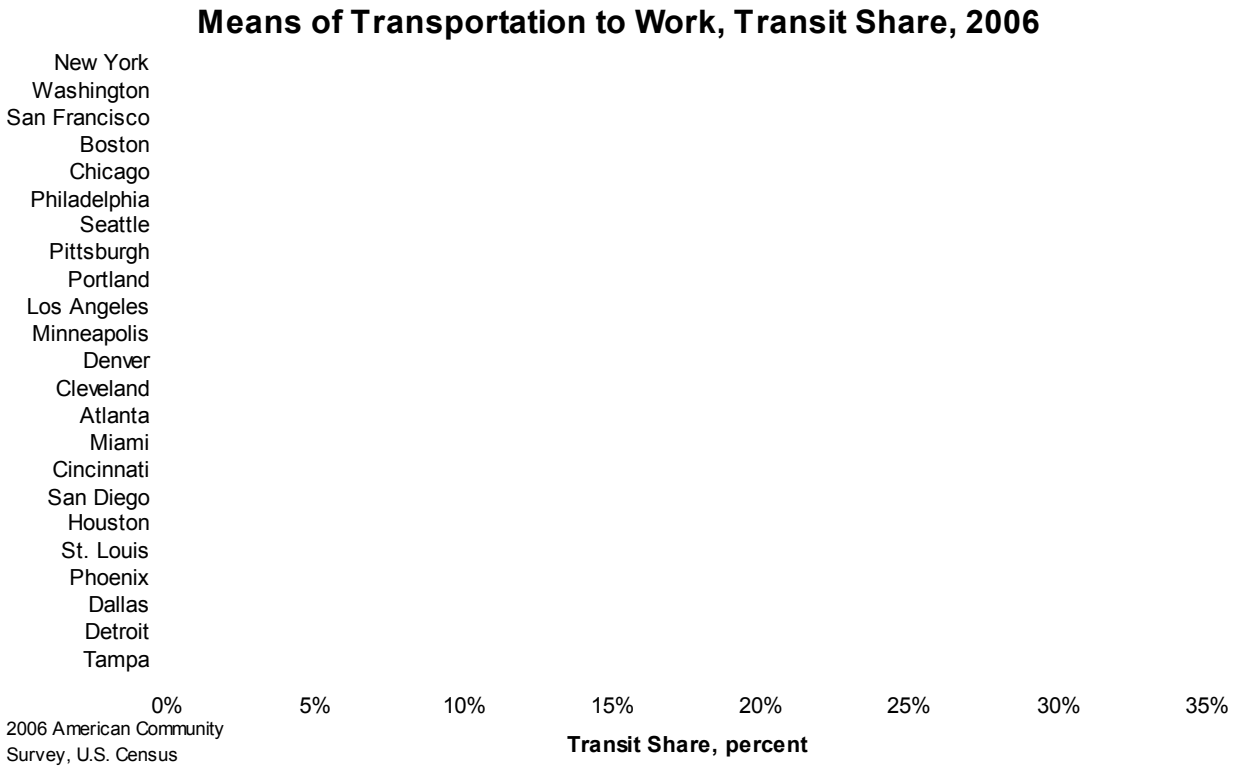


Downtown Minneapolis Employment	
1994	151,504
1995	155,196
1996	156,450
1997	157,132
1998	160,325
1999	162,859
2000	168,122
2001	165,708
2002	159,287
2003	158,468
2004	155,537
2005	156,836
2006	160,609

Note: Annual average from DEED Quarterly Census of Employment and Wages (QCEW) online data tool, collected 8/16/07.

Transit Mode Split

The Twin Cities urban area is 11th in the nation among the largest urban areas in terms of transit mode share in traveling to work in 2006. There are several obvious breaks in the following chart that create different "tiers" among the urban areas. If the top five urban areas are considered "tier I" and the next five urban areas are considered "tier II," then the Twin Cities falls into the "tier III" category.



Chapter 4. Ridership

Ridership increased 20% between 1996 and 2001 due to increased funding, service redesign, customer service education and a strong economy. There was a significant decline in ridership through 2004, when a Metro Transit driver strike occurred. The addition of light rail in 2004 and changes in the economy (growth and higher gas prices) have led to significant ridership increases despite minimal funding increases and some service reductions.

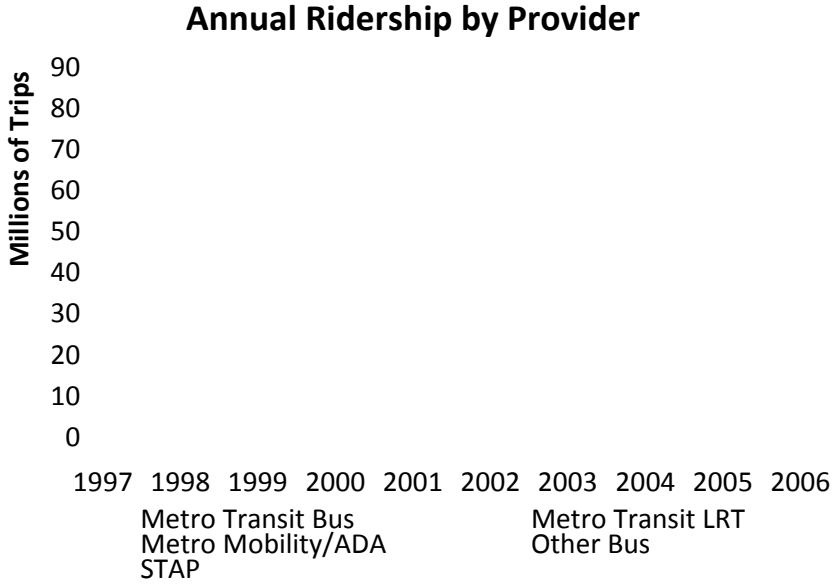


Table 4-1. Twin Cities Ridership, 2000 - 2006

	2000	2001	2002	2003	2004	2005	2006
Metro Transit Bus[10]	71,839,850	71,622,144	67,994,256	65,955,804	53,224,192	60,970,826	63,517,250
Metro Transit Rail	-	-	-	-	2,938,777	7,901,668	8,957,912
STAP	3,194,316	3,354,228	3,329,225	3,429,684	3,574,212	3,953,219	4,377,498
Contracted Regular Route	1,780,990	1,852,040	1,865,145	1,910,737	1,719,068	2,048,901	2,438,660
Community-Based	390,984	383,053	427,729	502,185	492,562	499,168	495,952
Metro Mobility / ADA	1,201,969	1,210,589	1,313,953	1,289,906	1,334,777	1,272,429	1,287,056
Vanpool	-	83,660	102,882	103,120	130,693	131,192	157,523
Northstar Coach	-	-	121,209	144,277	174,237	180,235	181,924
University of Minnesota	-	-	-	-	3,582,992	3,801,495	3,687,649
Annual Change	-	0.12%	-4.27%	-2.42%	-8.41%	20.18%	5.42%
Cumulative Change	-	0.12%	-4.15%	-6.47%	-14.33%	2.96%	8.54%

[10] Metro Transit provides service under contract to some STAP agencies. These statistics are reported ONLY under STAP statistics in this section.

Ridership, by Program

METRO TRANSIT BUS

Since 2002, Metro Transit Bus has seen a 6.6% decrease in ridership[11]. This was due to a combination of factors: decreased funding, fare increases, service reductions, a drivers strike, the economic downturn, and rider transitions to light rail.

However, from 2005 to 2006, ridership grew by 4.2% as the economy recovered and gas prices increased. The opening of light rail also provided bus ridership with an additional transit link.

METRO TRANSIT RAIL

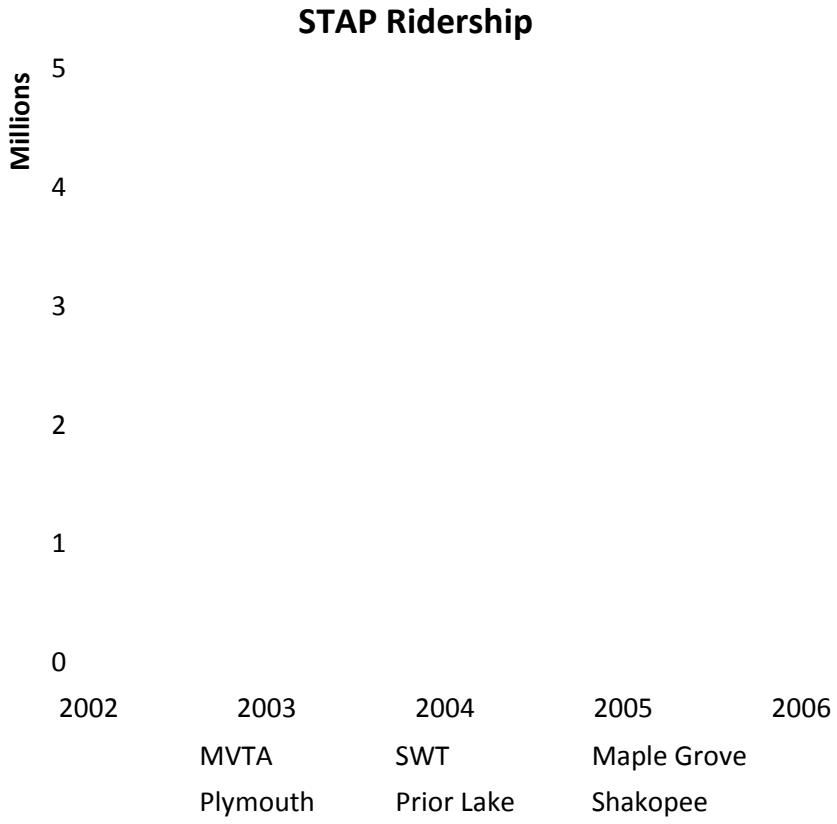
The Hiawatha light rail line partially opened on June 26, 2004, and was fully operational by December 4, 2004. During its first full year of operation, the line carried 7.90 million trips. Its second year of operation recorded a 13% increase over the previous year with 8.96 million trips.

The Hiawatha light rail line carried approximately one of every eight passengers on Metro Transit's system in 2006 and carried over 50% more trips than the next highest route in the regional transit system.

[11] For this section, Metro Transit bus ridership does not include service it operates for STAP. In other sections of the report, Metro Transit bus ridership includes service operated under contract to STAP. A 6.6% decrease represents the true change in Metro Transit's own bus ridership.

SUBURBAN TRANSIT ASSOCIATION PROVIDERS

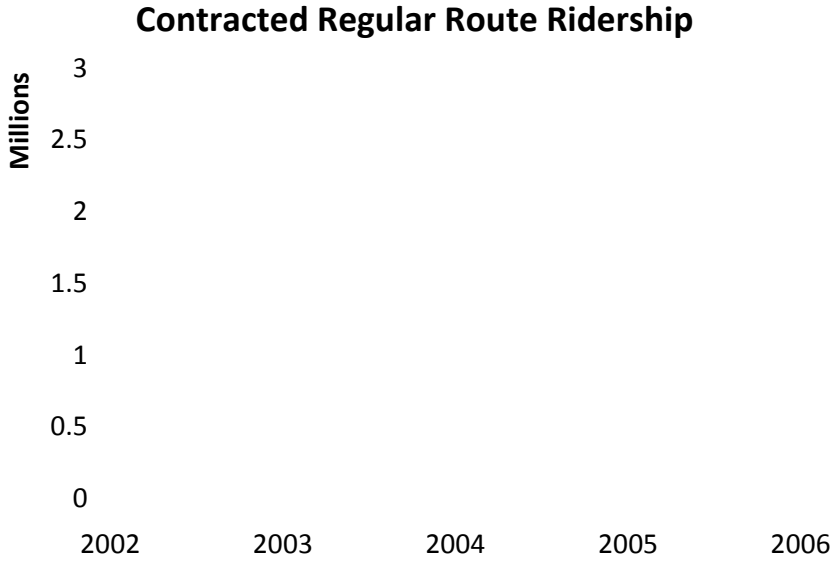
STAP communities have been serving the fast-growing suburban commuter markets in areas that have become increasingly congested. In addition, significant investments have been made in transit amenities such as park-and-rides, bus-only shoulders and ramp-meter bypasses. Some of the largest regional transit stations built in recent years are in these communities. This has resulted in a ridership increase of 30.5% between 2002 and 2006 (77.6% since 1997). In just the last two years, these communities have seen their ridership grow by 23%, helped significantly by the opening of several large transit centers.



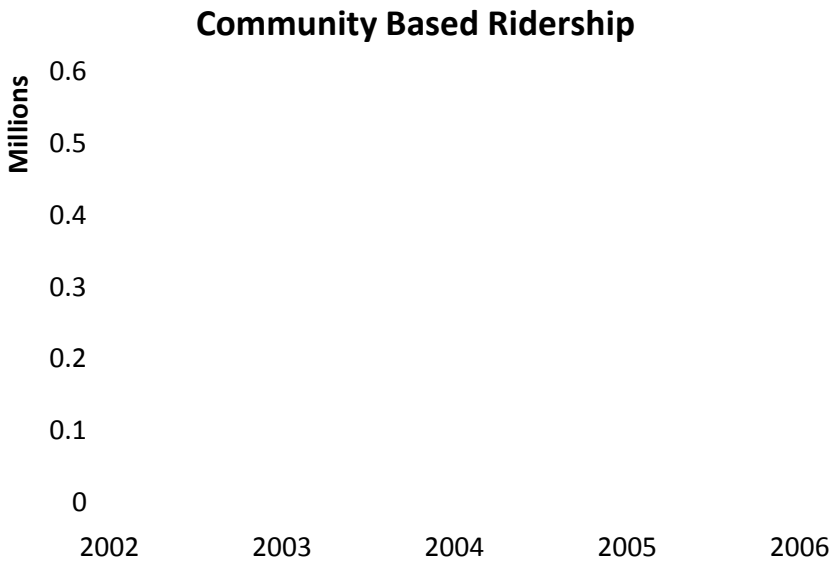
The suburban providers have all seen their ridership increase by more than 18% since 2002. Minnesota Valley Transit Authority (MVTA) has experienced the largest growth with nearly 450,000 more riders in 2006 than 2002. Southwest Transit (SWT) has grown by nearly 367,000, or 68.8%, in the same period. Shakopee has seen the largest percentage growth (95%) in the last five years.

CONTRACTED ROUTES

Contracted routes are modified on an ongoing basis to provide the most efficient and demand-appropriate services. Service efficiency has increased significantly in recent years and ridership has been a strong indication. Since 2002, contracted routes have experienced a 30.7% increase in ridership and growth was 19% in the last year.

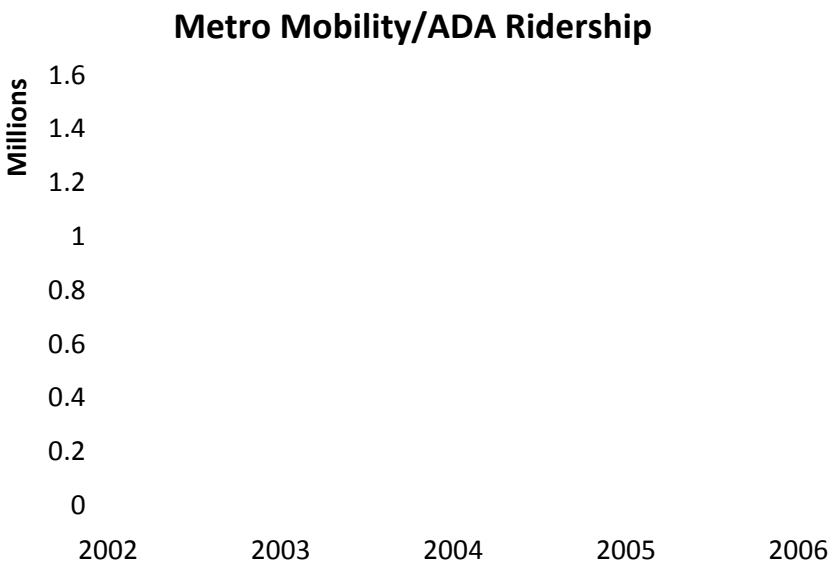


COMMUNITY-BASED PROGRAMS



Ridership on dial-a-ride services is controlled in large part by the number of service hours delivered. From 1997 to 2002, the number of service hours, and thus ridership, remained fairly fixed. In 2003, there was a change in how passengers were certified for ADA purposes. The result was that the three (now four) county programs that provide both ADA and community trips counted more riders as community program riders and fewer as ADA riders. The addition of several new programs, such as PRISM, Edina and Minnetonka, has also contributed to increased community-based program ridership.

METRO MOBILITY



Metro Mobility (the region's mandated ADA program) ridership has fluctuated between 1.28 and 1.34 million trips between 2002 and 2006.

The modest ridership decrease in 2005 and 2006 was due to implementation of a more thorough ADA certification process. Since then, ridership has been increasing steadily. The denial rate for rides was under 0.5% for 2006. Under federal requirements, the program must seek to have a 0% denial rate. Recent clarification by the Federal Transit Administration regarding ADA regulations prohibits the Council from denying any ADA trip requests.

Table 4-2. Twin Cities Program Ridership, 2000 - 2006

	2000	2001	2002	2003	2004[12]	2005	2006
Metro Transit Bus	71,839,850	71,622,144	67,994,256	65,955,804	53,224,192	60,933,016	63,517,237
Metro Transit Rail	-	-	-	-	2,938,777	7,901,668	8,957,912
STAP	3,194,316	3,354,228	3,329,225	3,429,684	3,574,212	3,953,219	4,377,498
MTS Regular Route	1,780,990	1,852,040	1,865,145	1,910,737	1,719,068	2,048,901	2,438,660
Community-Based	390,984	383,053	427,729	502,185	492,562	499,168	495,583
Metro Mobility / ADA	1,201,969	1,210,589	1,313,953	1,289,906	1,334,777	1,272,429	1,287,056
VanGo!	-	83,660	102,882	103,120	130,693	131,192	157,523
Northstar Coach	-	-	121,209	144,277	174,237	180,235	181,924
University of MN	-	-	-	-	3,582,992	3,801,495	3,687,649

Metro Transit	2000	2001	2002	2003	2004	2005	2006
Total Metro Transit Bus	73,477,709	73,347,859	69,589,375	67,235,776	53,962,653	61,797,145	64,398,724
Minus Service Provided to:							
MVTA	1,070,570	1,119,671	985,716	681,111	238,268	272,585	206,102
Plymouth	221,507	234,459	224,604	232,120	183,116	199,223	201,609
Maple Grove	345,782	371,585	384,799	366,741	317,077	392,321	474,560
Total Adjusted Metro Transit Bus	71,839,850	71,622,144	67,994,256	65,955,804	53,224,192	60,933,016	63,517,237

Metro Transit	2000	2001	2002	2003	2004	2005	2006
Hiawatha LRT	-	-	-	-	2,938,777	7,901,668	8,957,912

STAP	2000	2001	2002	2003	2004	2005	2006
MVTA	1,810,796	1,928,943	1,886,266	1,896,792	1,951,029	2,131,646	2,332,739
SW Transit	558,495	545,553	533,434	603,633	726,307	799,429	900,227
Maple Grove	449,877	473,570	467,438	461,106	412,461	506,023	601,156
Plymouth	351,673	382,112	401,707	419,924	430,534	450,926	476,210
Prior Lake	-	-	17,987	21,422	22,210	25,031	23,575
Shakopee	23,475	24,050	22,393	26,807	31,671	40,164	43,591
Total STAP	3,194,316	3,354,228	3,329,225	3,429,684	3,574,212	3,953,219	4,377,498

[12] In 2004, a 44-day transit-driver strike at Metro Transit adversely affected ridership for Metro Transit and the region as a whole, including many providers contracted with Metro Transit such as MVTA, Plymouth and Maple Grove.

Contracted Regular Route	2000	2001	2002	2003	2004	2005	2006
Route 417	5,411	4,782	4,848	5,091	6,840	5,982	5,897
Route 219	-	24,383	42,236	54,894	55,613	69,207	79,087
Route 661	-	-	1,076	5,513	8,030	5,251	-
St. Croix Valley	21,777	19,455	9,917	4,719	2,156	-	-
Lake Area Bus	22,640	15,149	9,123	5,678	-	-	-
Route 604/615	22,840	27,967	38,894	52,055	83,330	70,236	55,805
Route 641/678	9,698	8,294	6,920	5,914	4,890	4,158	1,608
South County Cir.	72,031	66,481	62,041	59,687	28,953	36,868	45,520
Roseville Circulator	109,352	147,227	169,082	187,942	248,685	261,941	351,789
Anoka Traveler	123,384	142,109	144,902	151,691	150,288	166,023	198,760
East Metro	220,472	213,894	187,092	158,327	110,068	171,243	282,778
Route 755/756	219,344	226,121	202,234	206,237	218,544	198,955	206,629
North Metro	244,692	279,169	316,861	331,566	315,234	339,028	421,786
BE-Line	292,210	292,133	287,167	314,373	156,120	358,263	389,407
West Metro	417,139	384,876	382,752	366,870	330,317	361,746	399,594
Contracted Total	1,780,990	1,852,040	1,865,145	1,910,737	1,719,068	2,048,901	2,438,660

Small Urban	2000	2001	2002	2003	2004	2005	2006
Edina	-	3,038	3,991	4,297	4,013	3,193	3,205
STEP	2,970	2,921	3,434	2,865	2,706	2,001	1,891
Hopkins	15,219	13,806	14,032	16,010	13,186	12,155	12,423
PRISM	-	4,371	10,145	19,921	29,838	36,224	38,780
NEST	25,294	22,302	20,316	21,377	19,757	19,867	19,407
Lake Area Bus	30,678	29,527	29,713	28,459	28,542	27,499	28,597
Minnetonka DAR	-	-	2,700	9,163	11,321	11,271	9,695
Hastings	32,435	30,424	34,755	33,993	30,228	30,830	31,468
Osseo	662	1,508	1,906	2,232	2,574	2,529	2,249
Route 641/678 DAR	15,511	19,527	22,915	21,542	20,560	19,838	21,894
South Washington	No Data	No Data	2,465	3,234	25,107	30,500	39,396
Total Small Urban	122,769	127,424	146,372	163,093	187,832	195,907	209,005

Rural	2000	2001	2002	2003	2004	2005	2006
Linwood	2,182	1,400	1,436	1,901	2,435	3,249	3,216
Anoka Volunteer	4,236	3,696	4,287	4,192	4,243	4,473	5,214
Delano	10,704	10,690	10,767	11,041	11,263	11,143	12,504
Westonka	12,450	11,257	12,662	12,847	13,068	10,752	10,163
HSI	30,863	36,956	59,135	94,445	60,483	53,849	48,247
CARTS	34,207	30,424	33,212	41,231	42,262	42,782	43,187
DARTS	46,230	37,534	40,604	44,629	43,430	54,814	56,712
Scott County	57,022	64,937	76,809	85,188	79,969	78,323	68,857
Reach for Res.	1,882	1,540	1,307	1,318	1,756	2,049	2,064
Senior Trans.	10,687	8,382	8,336	8,418	10,963	14,025	14,385
Anoka Traveler	57,752	48,813	32,802	29,499	27,343	21,179	22,024
Total Rural	268,215	255,629	281,357	334,709	297,215	296,638	286,573

Metro Mobility	2000	2001	2002	2003	2004	2005	2006
Anoka ADA	27,302	24,034	33,338	36,827	38,464	36,588	34,617
DARTS ADA	92,183	107,286	115,400	115,053	119,998	111,047	112,250
Scott ADA	-	-	-	-	-	2,294	13,817
HSI ADA	41,865	52,276	59,049	20,067	22,332	21,621	15,828
Metro Mobility	1,040,619	1,026,993	1,106,166	1,117,959	1,153,983	1,104,879	1,110,548
ADA Total	1,201,969	1,210,589	1,313,953	1,289,906	1,340,440	1,281,684	1,291,764

Vanpool	2000	2001	2002	2003	2004	2005	2006
VanGo!	-	83,660	102,882	103,120	130,693	149,876	157,523

NCDA Service	2000	2001	2002	2003	2004	2005	2006
Northstar Commuter Bus	-	-	121,209	144,277	174,237	180,235	181,924

University of MN	2000	2001	2002	2003	2004	2005	2006
Campus Fixed-Route	No Data	No Data	No Data	No Data	3,577,329	3,796,240	3,682,947
U of Minn. ADA	No Data	No Data	No Data	No Data	5,663	5,255	4,702
U of M Total	No Data	No Data	No Data	No Data	3,582,992	3,801,495	3,687,649

Chapter 5. Peer Region Comparisons

The Twin Cities transit system performance is assessed, in part, using data from the federal National Transit Database (NTD). The area's performance is compared to the performance of a peer group of 11 urban area transit systems.

Table 5-1. Peer Urban Areas Used in Transit Evaluation

Baltimore	Cleveland	Dallas	Denver	Houston	Milwaukee
Pittsburgh	Portland	San Diego	Seattle	St. Louis	

Peer Regions vs. Peer Transit Systems

For the purposes of a regional comparison, statistics for the Twin Cities and other regions are aggregated to include all providers in a region. Several regions extend across large areas spanning 30 to 40 miles. The ferry services in Seattle were not included. A separate comparison of major transit providers is included in Chapter 6.

The following transit service providers are included for each region for this report. Some of these providers have ceased reporting to the NTD directly, but they did so in previous years used for comparison purposes:

- Baltimore
  - Maryland Transit Authority (MTA)
  - Harford County Transportation
- Cleveland
  - Greater Cleveland Regional Transit Authority (GCRTA)
  - Brunswick Transit Alternative
- Dallas
  - Fort Worth Transportation Authority
  - Dallas Area Rapid Transit (DART)
  - First Student *(not after 2002)*
  - ATC/Vancom *(not before 2001)*
  - Handitran Special Transportation Division
  - City of Grand Prairie Transportation Services
  - City of Mesquite, TX (MTED)
  - Dallas – VPSI, Inc.
- Denver
  - Regional Transportation District (RTD)
  - Special Transportation for Boulder *(not after 2001)*
- Houston
  - Metropolitan Transit Authority of Harris County (METRO)
  - First Transit *(not after 2003)*
  - VPSI *(not after 2003)*

- Milwaukee
  - Milwaukee County (MCTS)
  - Washington County Transit
  - Ozaukee County Transit Services
  - Waukesha County *(not after 2002)*
  - Waukesha Transit
- Pittsburgh
  - Port Authority of Allegheny County (PAT)
  - Beaver County Transit Authority
  - Westmoreland County Transit
  - GG & C Bus Company, Inc.
  - ACCESS Transportation Systems, Inc.
  - Southwestern Pennsylvania Commission (SPC)
  - University of Pittsburgh *(not after 2003)*
- Portland
  - Tri-County Metropolitan Transit District of Oregon (Tri-Met)
  - Clark County Public Transportation
  - South Metro Area Rapid Transit (SMART) *(not before 2002)*
- San Diego
  - San Diego Metropolitan Transit System
  - North County Transit District
  - San Diego Trolley
  - San Diego Association of Governments (SANDAG)
  - MTS Contract Services (MCS)
  - Chula Vista Transit *(not before 2003)*
  - County of San Diego Transit *(2001-2003 only)*
  - National City Transit *(not before 2001)*
- Seattle
  - King County Department of Transportation (KC Metro)
  - City of Seattle - Monorail Transit
  - Pierce County Transportation Benefit District
  - Snohomish County Transportation Benefit Area Corporation (Community Transit)
  - Senior Services of Snohomish County
  - Central Puget Sound Regional
- St. Louis
  - Bi-State Development Agency (BSDA)
  - Madison County

Peer Modes

Peer groups were originally established in 1996 and regions were selected that were similar both in size and in composition of transit service. Over the intervening 11 years, changes in transit agencies, services provided and regional demographics have led the Council to reevaluate the peer regions and their agencies. A region was added for this report, San Diego, while other regions were eliminated from past reports, Cincinnati and Buffalo.

As of 2006, all of the peers except Milwaukee had at least one mode in operation besides bus service.

The Twin Cities area's first light-rail line became operational in June 2004. Other regions, including Houston, Pittsburgh, Denver, Portland, Seattle, and Dallas have added rail transit or are expanding their existing system in recent years.

All regions operate some form of bus service. The other modes operated as of the date of these statistics, the end of 2006, are shown in Table 5-2.:

Table 5-2. Peer Region Transit Modes

	Bus	Heavy Rail	Comm. Rail	Light Rail	Van Pool	Other	Other, Description
Baltimore	X	X	X	X			
Cleveland	X	X		X			
Dallas	X		X	X	X		
Denver	X			X	X		
Houston	X			X	X		
Milwaukee	X				X		
Pittsburgh	X			X	X	X	Inclined Plane
Portland	X			X	X		
St. Louis	X			X	X		
San Diego	X		X	X	X		
Seattle	X		X	X	X	X	Trolley Bus, Monorail
Twin Cities	X			X	X		

Commuter rail generally travels longer distances connecting central cities to suburban sites and exurban sites. It typically operates on existing or abandoned freight rail tracks with longer distances between stations than heavy or light rail. The proposed Northstar commuter rail line is an example of such a technology. Heavy rail typically represents grade-separated rail operating in dense urban environments with shorter station spacing (often underground).

In addition, demand-response service to meet the requirements of the Americans with Disabilities Act is provided in all areas. In the Twin Cities, this service is provided primarily by Metro Mobility and county-based programs.

Ridership

Transit ridership in the Twin Cities has grown more than the peer region average.

Annual ridership in the Twin Cities region has seen a dramatic increase in the last two years. Because a 44-day transit driver strike in 2004 skewed ridership numbers that year, we must look at least at the last four years.

Table 5-3. Twin Cities Region Annual Transit Ridership, 2002-2006 NTD

	Twin Cites Region Ridership	Peer Region Ridership (Average)
2002	75,104,375	85,536,697
2003	73,343,571	83,969,291
2004	67,398,600	84,015,509
2005	81,021,762	84,532,155
2006	85,163,336	87,659,090

Twin Cities Ridership Change 02 - 06 (*Actual)*	10,058,961
Twin Cities Ridership Change 02 - 06 *(Percent*)	13.4%
Ridership Change Peer Group 02 – 06 *(Actual)*	2,112,393
Ridership Change Peer Group 02 – 06 *(Percent)*	2.5%

Transit spending for both the Twin Cities and peer regions increased at a similar rate when adjusted for inflation.

Spending for operating transit in the Twin Cities increased 19.5% between 2003 and 2006 as compared to 17.9% for peer regions. When adjusted for inflation, the real rate of increase was about 15.6%, slightly more than the peer region rate of 14.0%.

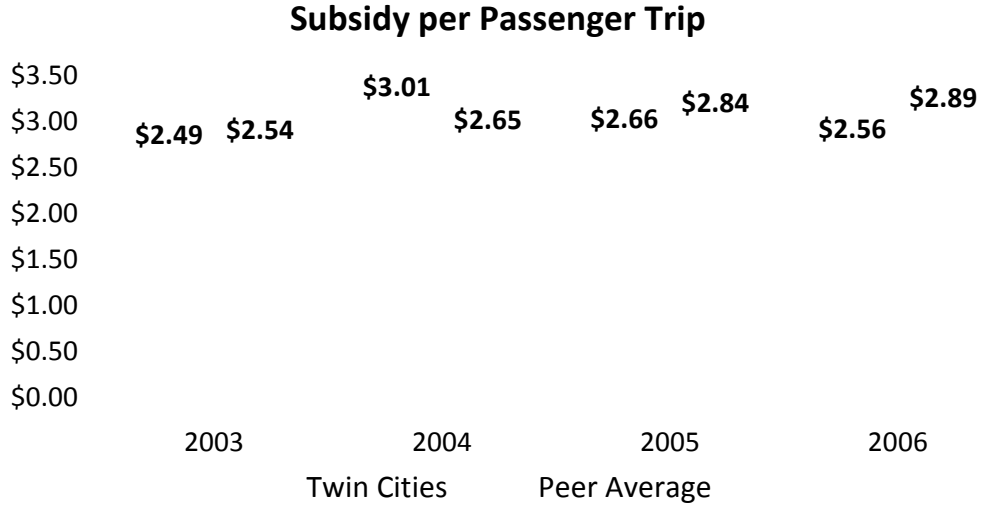
Table 5-4. Twin Cities Region Annual Transit Operating Costs, 2003-2006 NTD

	Actual	Inflation Adjusted
2003	$256,319,710	$256,319,710
2004	$266,388,784	$253,221,278
2005	$293,753,084	$277,151,697
2006	$306,413,388	$296,309,243
Percent Change 2003-2006		
Twin Cities	19.5%	15.6%
Average 11 Peer Regions	17.9%	14.0%
Average Annual Percent Change 2003-2006		
Twin Cities	6.2%	5.1%
Average 11 Peer Regions	6.0%	4.7%

Inflation adjustment reflects 2003 dollars using, *General freight trucking, local PPI Measure*

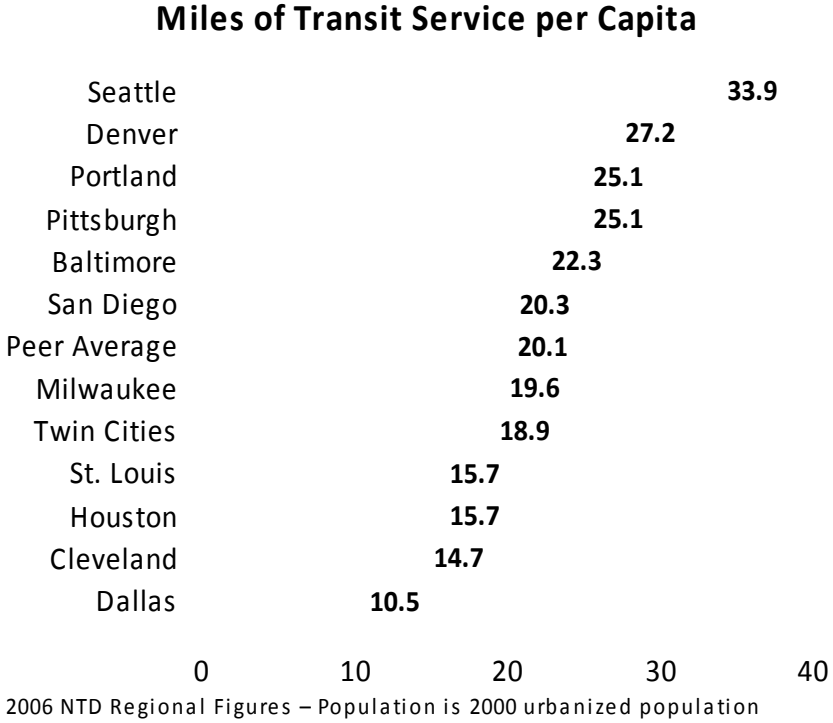
The region's subsidy per passenger increased only slightly over the last four years and remains significantly lower than comparable regions.

The measure *net government cost per passenger*, or subsidy, is the cost made up by government subsidies after user revenues are deducted. The source of this funding is a combination of federal, state and local tax revenues. The Twin Cities net subsidy per passenger increased at a significantly lower rate than the average peer region between 2003 and 2006, 2.8% versus 13.8% and it actually decreased in the last year by 3.8%. In 2006, the Twin Cities subsidy was 11.4% below that of peer regions.



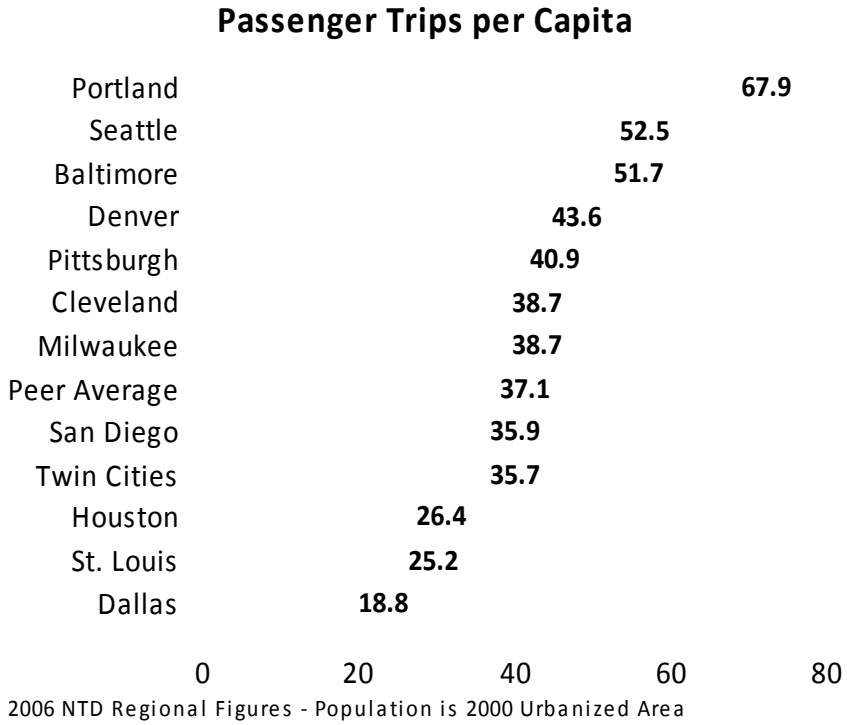
The Twin Cities area has less transit service than other peer regions.

The number of miles of transit service provided in the Twin Cities is lower than in other regions. This is consistent with the level of funding provided for transit in the Twin Cities area.



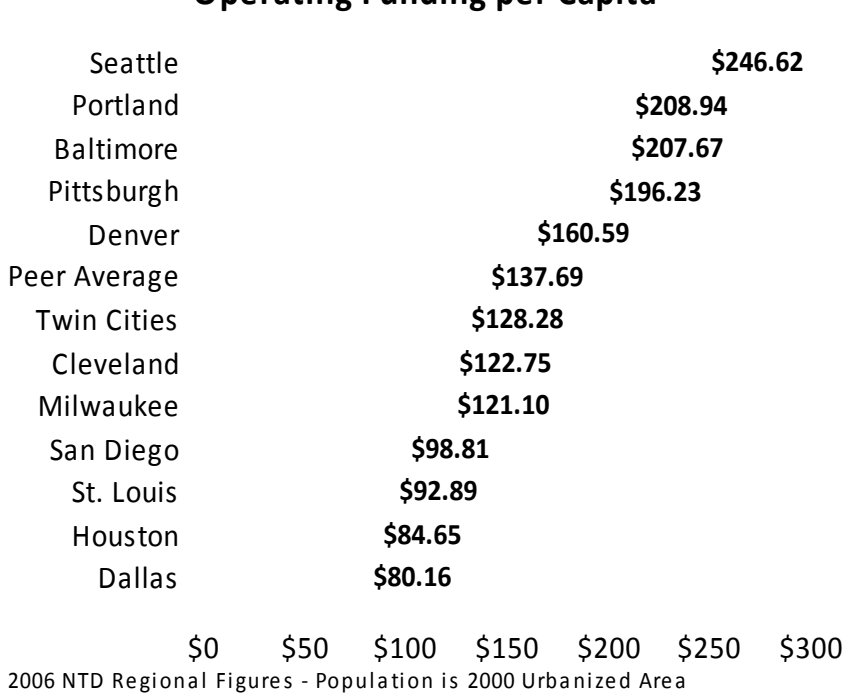
The Twin Cities area has fewer rides per capita than the peer region average.

In 2006, the Twin Cities provided 36 transit rides for every person in the region. This was 4% less than the peer average but 47% less than Portland, which has the highest ridership rate of any peer region. This is due to a number of factors. The availability of transit is less (see above graph). In addition, a larger-than-typical portion of the budget is recovered through fares, giving an economic disincentive to riders. The Twin Cities also has two downtowns to serve and, therefore, jobs are split between two locations rather than focused on one traditional downtown.



Overall, transit funding is lower in the Twin Cites area than in other areas.

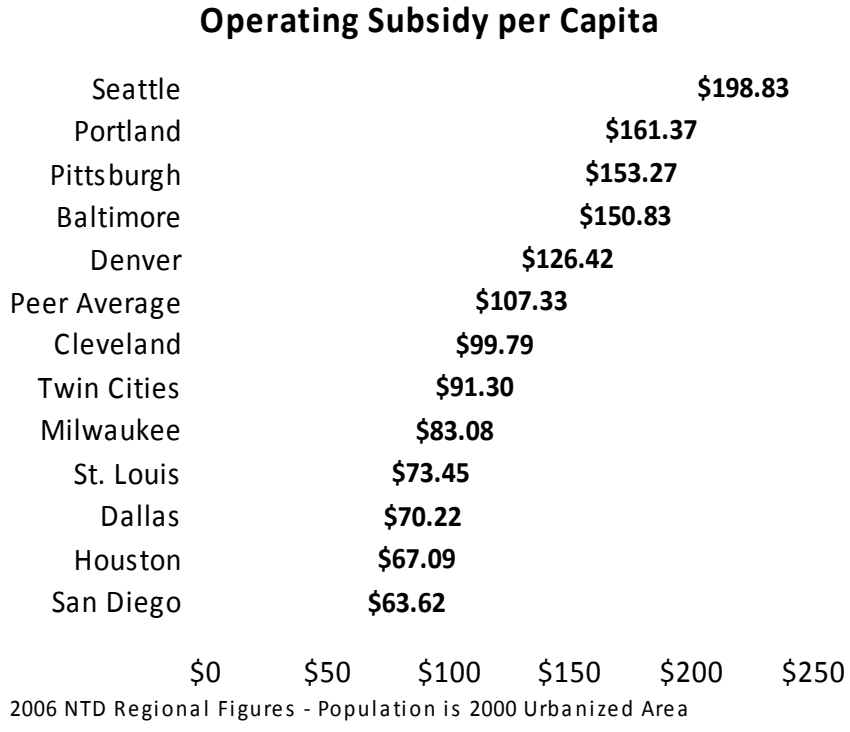
The overall level of transit funding determines how much transit service can be provided. The Twin Cities area provided $128 per capita for transit service in 2006. This is compared to a peer average of $138, or 7% more transit funding. The addition of light rail has increased this number in the Twin Cities, as rail service typically costs more to provide than bus service. Seattle spends $247, about twice as much funding for transit as the Twin Cities region. Some regions, such as San Diego, provide more contracted service that has lower labor rates.



Subsidy per capita differs from operating cost by factoring in fare recovery.

Subsidy is calculated by taking the total cost of service and subtracting fares. Subsidy can include state and local subsidies, federal grants, interest earnings, lease earnings and other self-generated funds

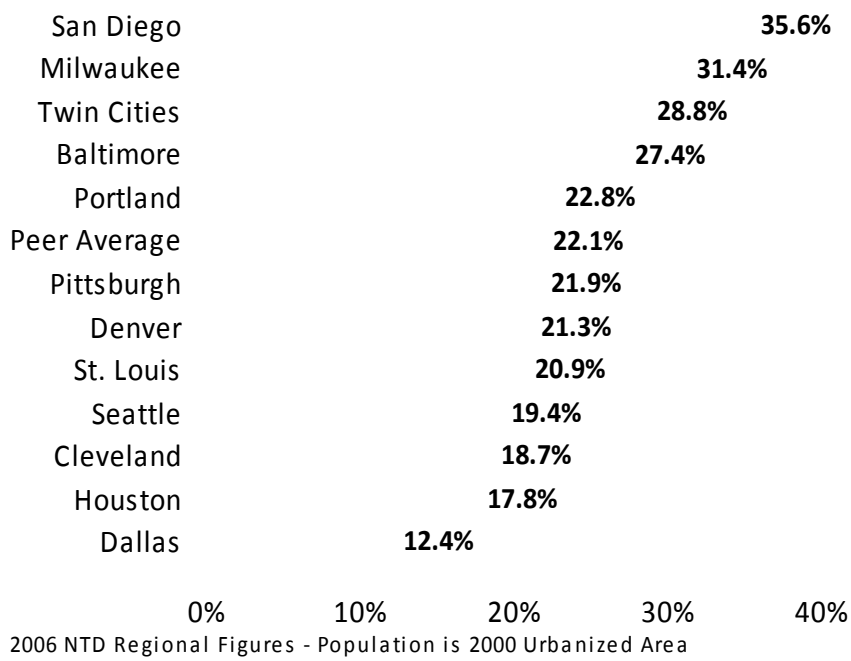
The amount of subsidy provided for transit is below average in the Twin Cities area when compared to the peer regions. The Twin Cities provides a subsidy of $91 per capita for transit. The peer average is $107, about 18% more than the amount provided in the Twin Cities. At a subsidy of $199 per capita, Seattle provides over twice as much per capita.



Transit riders pay a larger percentage of operating costs than users in other areas.

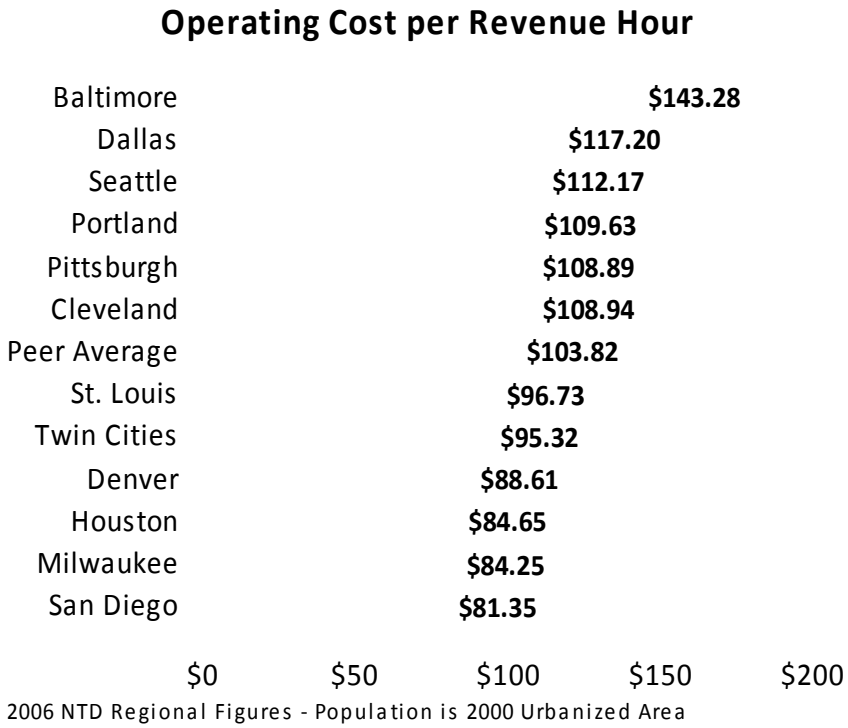
The region ranks third in the peer group in terms of farebox recovery—the percentage of operating costs covered by passenger fares. Fares paid by the region's transit riders cover 28.8% of transit operating costs compared to only 22.1% at the average region in the peer group.

Farebox recovery rates for the Twin Cities dropped to a low of 23.8% in 2004, partly due to a transit driver strike. The farebox recovery rate recently increased to 26.7% in 2005 and 28.8% in 2006 with the addition of light rail and ridership increases.



Twin Cities transit service cost less to provide than the peer region average.

The cost of providing transit service is less in the Twin Cities than most peer regions. This is due partly to lower labor rates, more efficient service and the variety of services provided. The next chapter will provide some insight on the costs of different service types by region.



When operating and capital subsidy are combined, the Twin Cities provides less funding than peer regions.

Peer regions provide more overall funding per capita than the Twin Cities. Over a five-year period, the peer average was 15% higher than the Twin Cities' average, even though this was the period during which Hiawatha LRT was built. Some other regions are building more transit, providing more transit, and creating fewer disincentives through fares.

Funding transit from state motor vehicle excise taxes is not a typical transit funding mechanism.

The Twin Cities area's major sources of funding for transit operating subsidies are the motor vehicle sales tax (MVST) and the state general fund. This is a fairly unusual funding source for transit; only two of the peer regions use MVST as a transit funding source. Seven of the 11 regions have a local sales tax as the primary source of transit funding, the most predominant method of funding transit.

Table 5-5. Major Sources of Funding for 11 Peer Transit Systems

Local Sales Tax	7 of 11 systems
Property Tax	1 of 11 systems
Gas Tax	1 of 11 systems
Payroll Tax	1 of 11 systems
General Funds	4 of 11 systems
MVST	3 of 11 systems
Other Funds	1 of 11 systems

Table 5-6. Funding Source for Each of 11 Peer Transit Systems

Region	Largest Source of Funding	Second Largest Source
Baltimore	Transportation Trust Fund (Gas Tax/MVST/Vehicle Registration Fees/Corporate Income/Federal Funds)	None
Cleveland	Local Sales Tax – 1% (7.75% total)	Federal Funds
Dallas	Local Sales Tax – 1% (8.3% total)	Federal Funds
Denver	Local Sales Tax – 1% (7.6% total)	Federal Funds
Houston	Local Sales Tax – 1% (8.25% total)	Federal Funds
Milwaukee	State General Fund	Property Tax
Phoenix[13]	*Transit Fund (Lottery, Sales Tax – 0.4%)*	*Federal Funds*
Pittsburgh	State Transit Fund	State and County General Funds
Portland	Local Payroll Tax - 0.6618%	State and Federal Grants
San Diego	State Sales Tax – 0.25% (7.8% total)	Local Sales Tax - 0.167%
Seattle	Local Sales Tax – 0.8% (8.8% total)	MVST – 0.3%, Rental Car Tax – 0.8%
St Louis	Local Sales Tax – 0.75% (6.1% total)	State General
Twin Cities	State Motor Vehicle Sales Tax (MVST)	State General

[13] Phoenix, AZ is not included in the peer region service analysis because their light rail service is not yet operational. New funding sources have been approved for the service and it will become operation in 2008 or 2009.

Most peer transit systems have local control of their major funding sources.

Of the 11 peer regions, eight have their major revenue source—and thus funding levels—under local rather than state control.

Table 5-7. Funding Control for Each of 11 Peer Transit Systems

Region	Funding Control
Baltimore	State
Cleveland	Local
Dallas	Local
Denver	Local
Houston	Local
Milwaukee	State
Pittsburgh	State & Local
Portland	Local
San Diego	Local
Seattle	Local
St. Louis	Local
Twin Cities Area	State

Chapter 6. Peer Agency Modal Analysis

There are several regional transit services in the Twin Cities that can be directly compared to services in other regions. Metro Transit's bus and light-rail systems can be compared to other large transit providers across the country. Metro Mobility, the region's ADA service, can be compared to ADA programs. This chapter compares these programs to similar programs in other regions of the country using standardized statistical measures.

Use of Peer Group Comparisons

The use of peer group comparisons for identifying differences among transit systems is a valuable tool for broad policy assessments. However, some caution should be taken. While the NTD data is reported using the same rules, differences exist among the systems that are not easily discerned from the data. Among these are:

- The institutional arrangements for delivering transit services differ among the comparable regions. Therefore, the proportion of the total regional transit services provided by the reporting system may vary. The relationships between agencies in the region can also affect reporting statistics. For example, in the Twin Cities area, other agencies provide smaller-bus transit service, leaving Metro Transit providing service only with 40-foot and larger buses.
- The extent of the service area compared to the urbanized area differs. While some transit services operate beyond the boundaries of their census-defined urbanized area, others service only a portion.
- The use of private contractors to provide transit service differs among regions. This can affect the mix of relatively low-cost local and high-cost express service operated by the regions.

Metro Transit Peer Agency Comparisons

As the largest single transit provider in the Twin Cities region, Metro Transit has counterparts in other parts of the country that are comparable in the types of services provided and agency size. This allows for certain agency-to-agency comparisons and mode-to-mode comparisons. Whereas Chapter 5 aggregated all of the transit systems in a region to give a region-to-region comparison, this chapter compares Metro Transit to comparable transit providers elsewhere in the nation.

In previous transit system evaluations, done by the Metropolitan Council, a six-peer transit system group was identified to benchmark Metro Transit's bus operations. This evaluation expands upon the previous data series by adding similar agencies and an exclusive light-rail section. There are two sets of peer agency comparisons for Metro Transit, bus and light rail. The following agencies and their listed modes are used for comparisons:

- Baltimore: Maryland Transit Administration (MTA); Bus and Light Rail
- Cleveland: Greater Cleveland Regional Transit Authority (RTA); Bus and Light Rail

- Dallas: Dallas Area Rapid Transit (DART); Bus and Light Rail
- Denver: Regional Transportation District (RTD); Bus and Light Rail
- Houston: Metropolitan Transit Authority of Harris County (Metro); Bus and Light Rail
- Pittsburgh: Port Authority of Allegheny County (PAT); Bus and Light Rail
- Portland: Tri-County Metropolitan Transit Authority (Tri-Met); Bus and Light Rail
- Seattle: King County Department of Transportation (Metro); Bus Only
- St. Louis: Bi-State Development Agency (METRO); Light Rail Only
- San Diego: San Diego Trolley; Light Rail Only

Seattle does not provide light-rail service but its bus service is comparable to the Metro Transit bus system. St. Louis and San Diego provide light-rail service, but their bus systems are less comparable in scope to the Metro Transit bus system. The NTD does not distinguish between light-rail and streetcar systems; thus, streetcar systems are included in the light-rail statistics and comparisons. For the purposes of this evaluation, the rail and bus systems within each agency are compared separately.

Metro Transit Bus Peer Group Characteristics

Population size and population density are important considerations in defining peer groups. The service area is based on where transit services are operated. For bus services, the service area is defined as the area within ¾-mile of either side of a bus route.

Table 6-1. 2006 Demographic Characteristics of Metro Transit Bus Peer Group

Measure	Metro Transit	Eight-Peer Group Avg.	Percent of Peer Avg.	Rank Among 9 (1 = Highest)
Service Area (2006 NTD)				
Population	1,707,328	1,957,481	87%	6
Area (Sq. Miles)	565	1,255	45%	8
Population Density	3,022	1,560	194%	3

Table 6-2. 2006 Operating Characteristics of Metro Transit Bus Peer Group

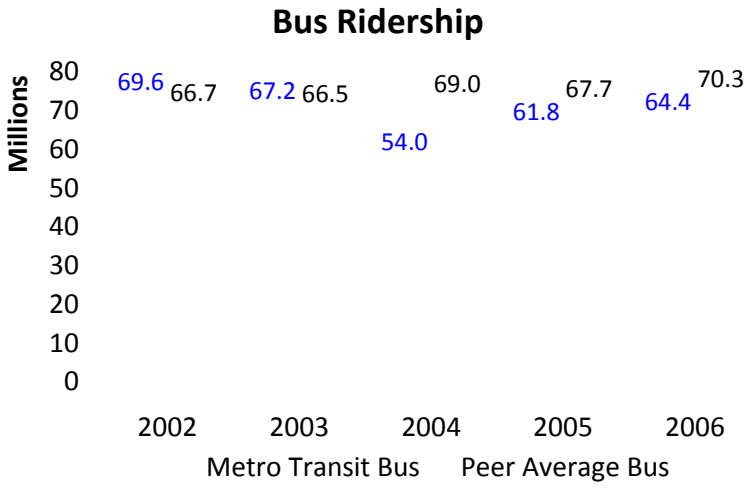
Per 2006 NTD Measure	Metro Transit Bus	Eight-Peer Group Avg.	Peer Minimum	Peer Maximum
Passengers	64,398,737	70,288,414	56,486,496	88,031,836
Operating Expense	$208,249,261	$238,222,143	$164,072,404	$319,877,720
Fare Revenue	$66,488,344	$47,161,168	$9,275,816	$69,503,620
Peak Vehicles	702	838	526	1,294
Revenue Hours	1,904,630	2,166,586	1,647,479	2,753,852
Revenue Miles	23,624,821	28,926,298	20,377,376	39,819,040
Peak-to-Base Ratio	2.36	1.98	1.01	2.93

This summary illustrates a few characteristics of the Metro Transit bus system relative to peer systems. Metro Transit provides less bus service with fewer vehicles and it focuses its service more on the peak period. Metro Transit Bus also collects more fare revenue than the peer systems, a reflection of the fare system. These factors translate to less ridership, on average, than peer agencies. The following analysis will explain how service has changed over the last five years and the efficiency of the Metro Transit bus service relative to peer agency systems.

Metro Transit Bus Peer Analysis

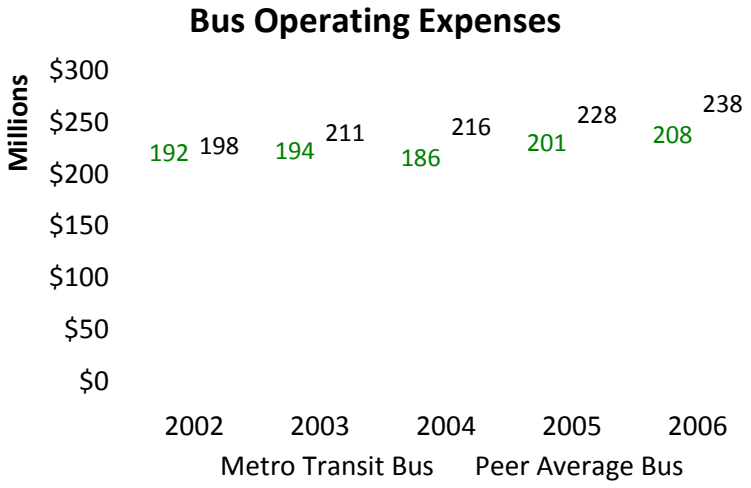
Metro Transit bus ridership declined while peer bus ridership increased, but a significant portion of bus ridership has been replaced by light-rail transit (LRT).

Between 2002 and 2006, Metro Transit bus ridership decreased 7.5%. This decrease was in contrast to the increases seen at peer bus agencies. The eight peer agencies experienced an increase of 5.4% over the same period. This can partially be explained by the addition of LRT in 2004, which has replaced some bus service.



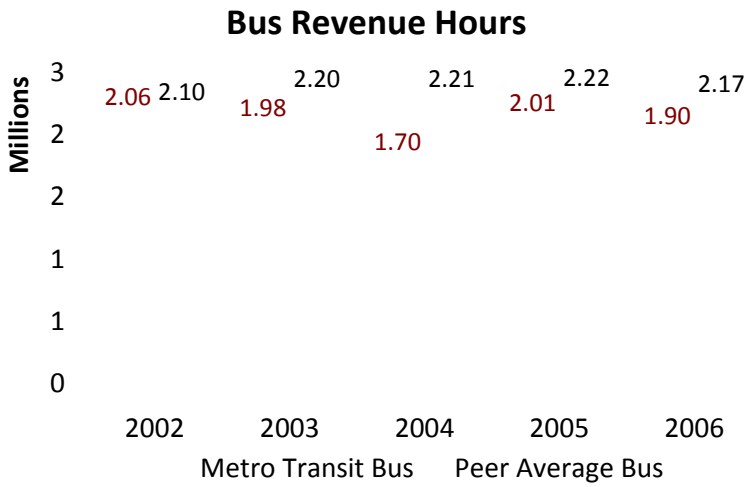
Metro Transit's bus operating budget has grown slower than peer bus operating budgets, but new LRT resources were realized concurrently.

The budgets for both Metro Transit and for its peer bus systems increased between 2002 and 2006. Metro Transit's grew more slowly during this period, 8.3%, as opposed to the budgets of its peers, which grew 20%. The slow growth for the Twin Cities is primarily due to declining motor vehicle sales tax in the state.



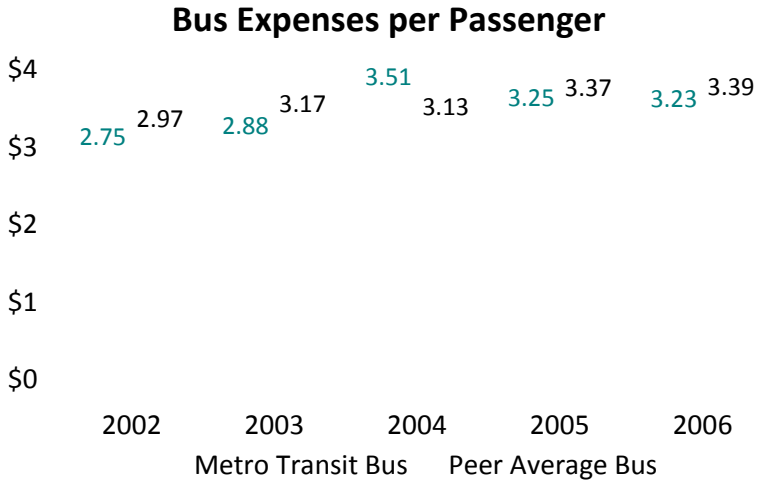
Bus revenue hours at Metro Transit have declined since 2002 while remaining relatively stable in peer regions.

The number of hours of bus transit service provided by Metro Transit declined by 8% from 2002 to 2006 while the peer average increased by 3%. In 2006, Metro Transit provided 12% less bus service than the peer average.



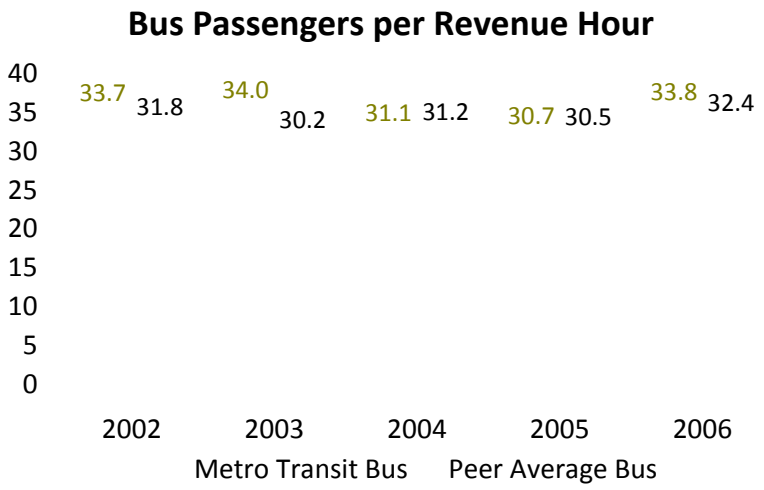
The cost per passenger for Metro Transit Bus increased from 2002 to 2006 but remains below that of peer systems.

Between 2002 and 2006, the operating cost per passenger for Metro Transit's bus service increased 17.5%, just above the rate for the peer average at 14.1%. In 2006, Metro Transit's operating cost per passenger was approximately 5% below other regions.



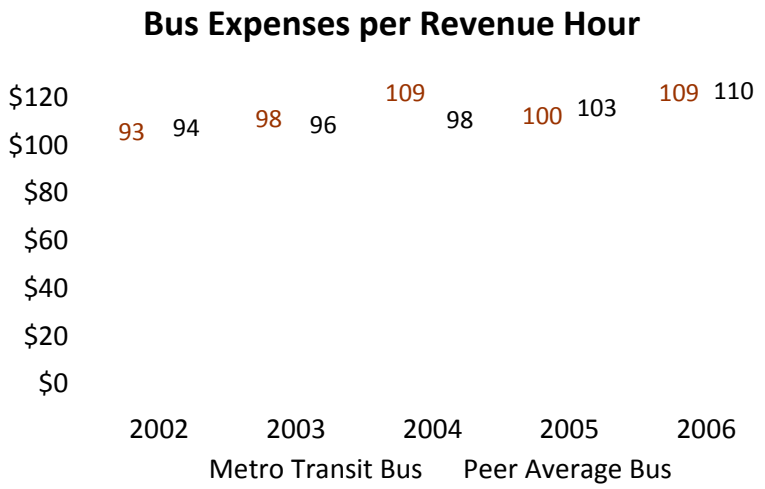
Metro Transit Bus provides more rides per hour of service than its peers do.

The number of passengers carried per revenue hour of service remained relatively stable for Metro Transit Bus from 2002 to 2006. In 2006, Metro Transit Bus provided 4% more rides per hour of service than the peer bus systems.



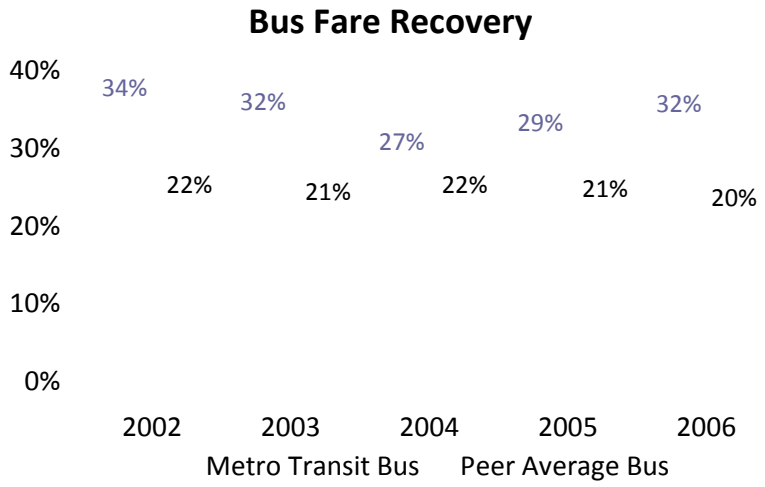
Metro Transit Bus operating costs remain slightly lower than its peers.

Metro Transit's operating cost per revenue hour increased 17% from 2002 to 2006. This was virtually identical to the peer region average of 17%. Metro Transit remains within 1% of the peer average for expense per revenue hour.



Metro Transit Bus collects significantly more costs from fares than peer bus systems.

Metro Transit continues to collect significantly more costs from fares than peer bus agencies. In 2006, Metro Transit's fare recovery on the bus system was 60% higher than that of peer agencies.



Metro Transit Bus subsidy per passenger is declining and remains lower than peer agencies.

The Metro Transit Bus subsidy has gone down in recent years and in 2006, was 19% less than the peer bus agencies. This reflects ridership growing faster than costs and fare increases at Metro Transit.

Metro Transit Rail Peer Group Characteristics

Population and population density are important considerations in the development of peer groups. The service area is based on where transit services are operated. For rail services, the service area is defined as the area within a ¾-mile radius of a rail station but may also include the area within a 1½-mile radius of end stations or outlying stations.

Table 6-3. 2006 Demographic Characteristics of Metro Transit Rail Peer Group

Measure	Metro Transit	Nine-Peer Group Avg.	Percent of Peer Avg.	Rank Among 10 (1 = Highest)
Service Area (2006 NTD)				
Population	1,707,328	1,886,724	90%	6
Area (Sq. Miles)	565	1,005	56%	9
Population Density	3,022	1,877	158%	4

Table 6-4. 2006 Operating Characteristics of Metro Transit Rail Peer Group

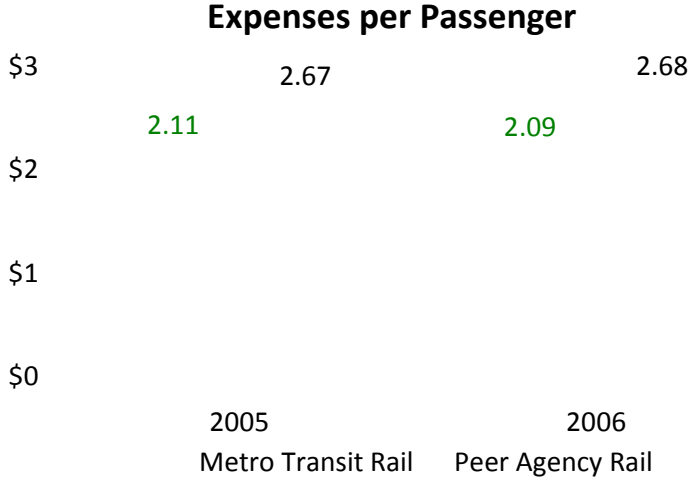
Per 2006 NTD Measure	Metro Transit Rail	Nine-Peer Group Avg.	Peer Minimum	Peer Maximum
Passengers	7,901,668	15,935,148	3,791,332	34,591,510
Operating Expense	$18,725,334	$42,693,548	$12,993,476	$80,292,354
Fare Revenue	$8,008,330	$13,443,425	$1,863,946	$27,933,766
Car Revenue Hours	121,285	212,606	60,766	468,829
Revenue Miles	1,785,159	3,795,291	859,867	8,180,189
Passenger Miles	52,584,623	91,206,005	22,147,131	208,875,499

These statistics represent the second full year of light rail service operation by Metro Transit. Most of the peer agency systems are more developed than Metro Transit's and include multiple lines. The following analysis will demonstrate the efficiency of the Metro Transit rail system relative to peer agency systems. It will also allow demonstrate how Hiawatha has progressed from its first to its second full year of operation.

Metro Transit Rail Peer Analysis

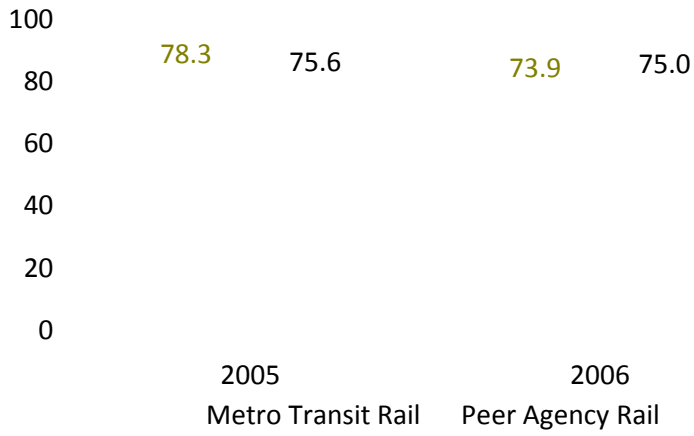
The cost per passenger for Metro Transit Rail is significantly below that of peer agencies.

Operating expenses per passenger have not changed much from year one to year two and are significantly below peer agencies' rail systems. In 2006, peer agencies cost 28% more per passenger than Metro Transit Rail.



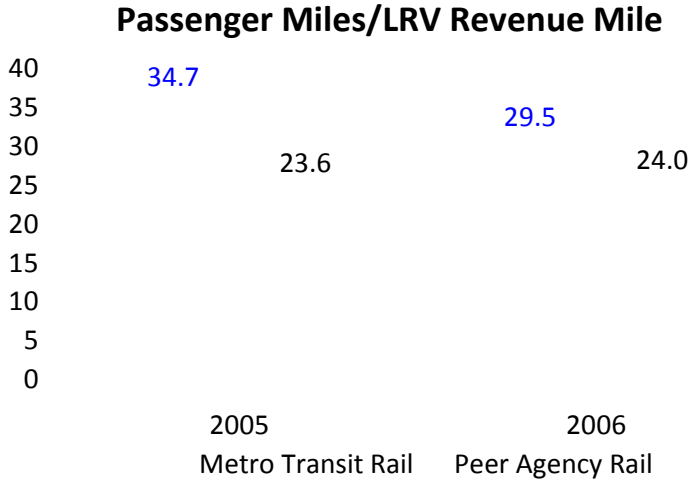
Metro Transit Rail provides about the average number of trips per service hour for each light-rail vehicle (LRV).

The number of passengers carried per car revenue hour of service declined for Metro Transit Rail from 2005 to 2006, but is still in line with peer agencies. In 2006, the peer average was just 1.5% more than Metro Transit Rail's.



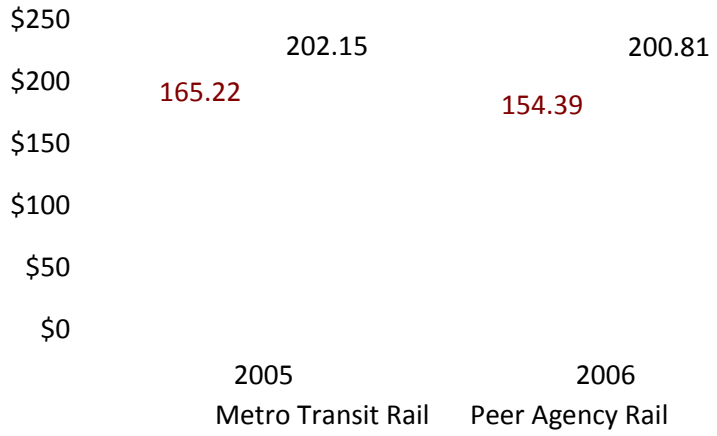
Metro Transit Rail provides more passenger miles per LRV revenue mile than the peer average.

Metro Transit Rail customers are traveling longer distances per LRV mile of service provided than the peer average. This means that LRT is taking more vehicle miles off the road than peer systems per hour in service. In 2006, Metro Transit Rail was 23% higher in passenger miles per LRV revenue mile.



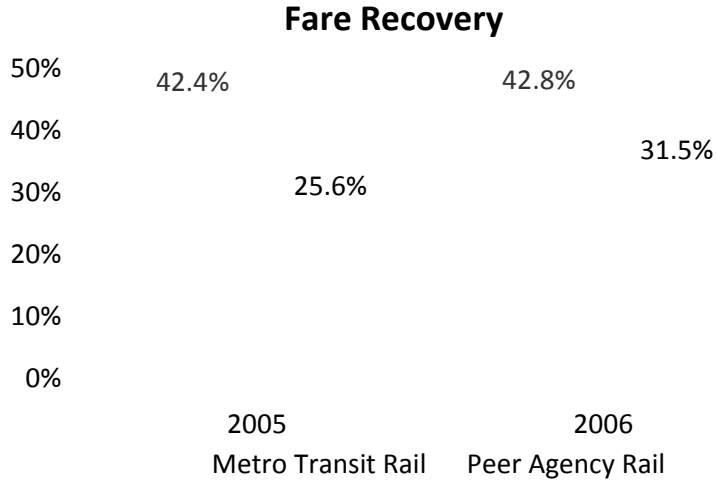
Metro Transit Rail operating costs remain lower than those of its peers.

Metro Transit Rail's operating cost per LRV revenue hour decreased from 2005 to 2006 and remain significantly lower than the peer average. In 2006, Metro Transit Rail was 23% cheaper to operate than the peer average.



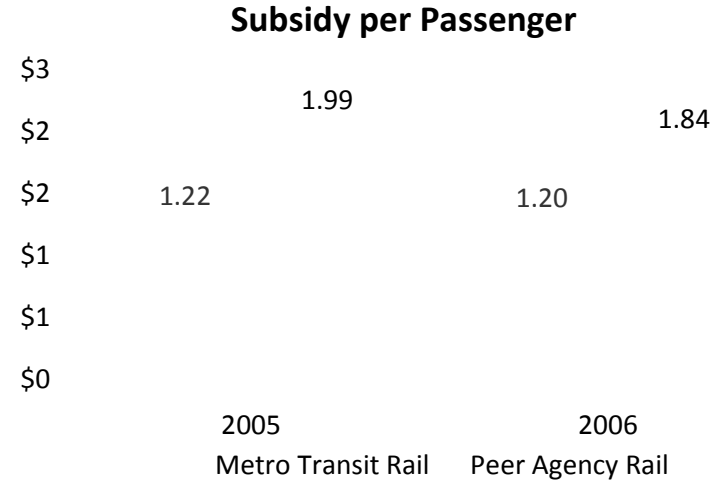
Metro Transit Rail recovers significantly more costs from passenger fares than the peer average.

Despite a 23% increase in the peer average, Metro Transit Rail still recovers significantly more costs from fares than the peer average. In 2006, Metro Transit Rail's fare recovery was 36% higher than the peer average.



Metro Transit Rail has a lower subsidy per passenger than the peer average.

Metro Transit Rail has the third lowest subsidy per passenger in the peer group. In 2006, the Metro Transit Rail subsidy per passenger was 35% lower than the peer average.



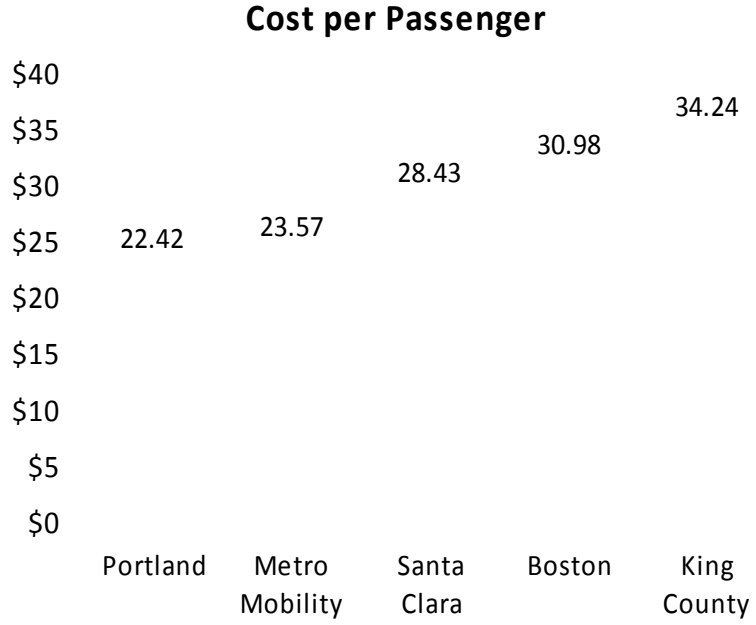
Metro Mobility Peer Agency Comparisons

The Americans with Disabilities Act requires all major metropolitan areas with regular-route transit service to provide dial-a-ride service for persons with disabilities that restrict them from using the regular-route transit system. Metro Mobility is the program in the Twin Cities that fulfills this requirement.

Other regions have similar transit programs for persons with disabilities. A peer group was developed from a survey, conducted by Nelson Nygaard Consulting in 2007 (using 2006 data), of the largest U.S. metropolitan area ADA complementary paratransit services. Of the 10 programs included in the survey, five programs were selected as "peers" because they were most comparable to Metro Mobility in terms of service delivery policies and cost reporting. The peer group consists of Boston, King County (Seattle), Portland, Santa Clara and Metro Mobility.

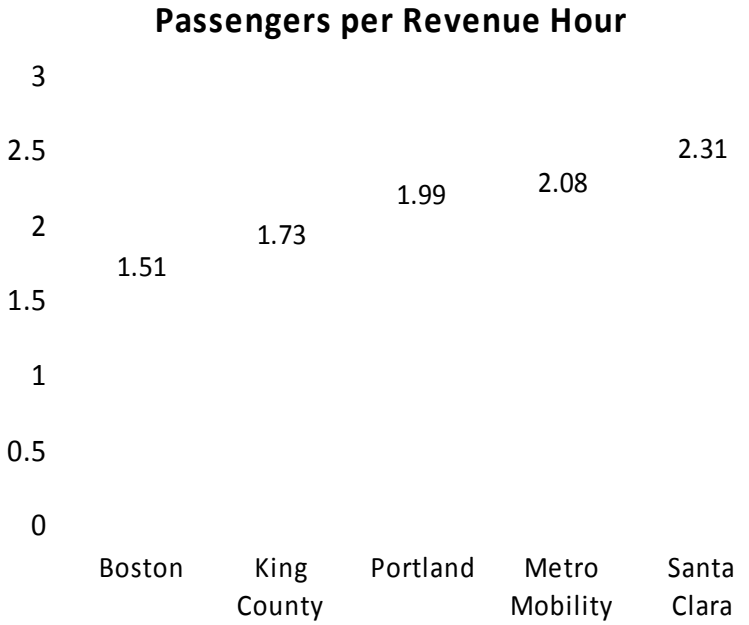
Metro Mobility's cost per passenger trip is lower than most peer systems.

The ridership using Metro Mobility service increased by 5% between 2005 and 2006. The average cost per passenger trip is lower than most of its peers. This can be attributed to several factors. Metro Mobility competitively contracts all of its service (excluding the four county contracts) and has historically received favorable bids. In addition, the Twin Cities area generally has lower transit labor costs when compared to other regions. Finally, Metro Mobility management has also taken steps to improve productivity rates.



Metro Mobility service is efficient.

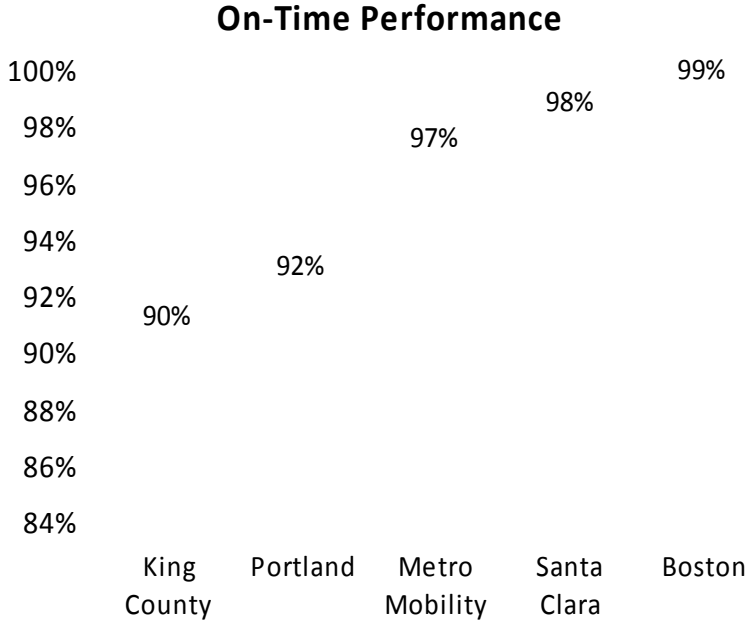
Metro Mobility averages 2.08 trips per revenue hour despite having the longest average trip length and some of the lowest densities of these five peer cities. The average trip length for Metro Mobility is 10.6 miles. Nationally, ADA productivity has been declining due to the requirement of zero trip denials. Metro Mobility ridership continues to increase and the strain on available resources has resulted in tighter scheduling of rides and increased productivity.



Metro Mobility's on-time performance dropped in 2006 but is still above average.

In 2005, 97% of all trips were picked up within the 30-minute window. In 2006, that rate dropped to 96.5%.

Metro Mobility utilizes a 30-minute pick-up window. This is the same operating policy employed by all cities in the peer group, except Santa Clara, which has established a 40 minute on-time window. On an ongoing basis, Metro Mobility aims to find the proper balance between service efficiency and service quality.



Chapter 7. Funding

Significant changes have occurred in the funding of Twin Cities' transit services over the last 10 years.

Funding has increased about 67% in absolute terms between 1997 and 2006. There have been major variations in individual funding sources over this time, including the elimination of property taxes from operating revenues and the addition of the state Motor Vehicle Sales Tax (MVST). Inflation-adjusted growth is 30% since 1997 but just 2% since 2003.

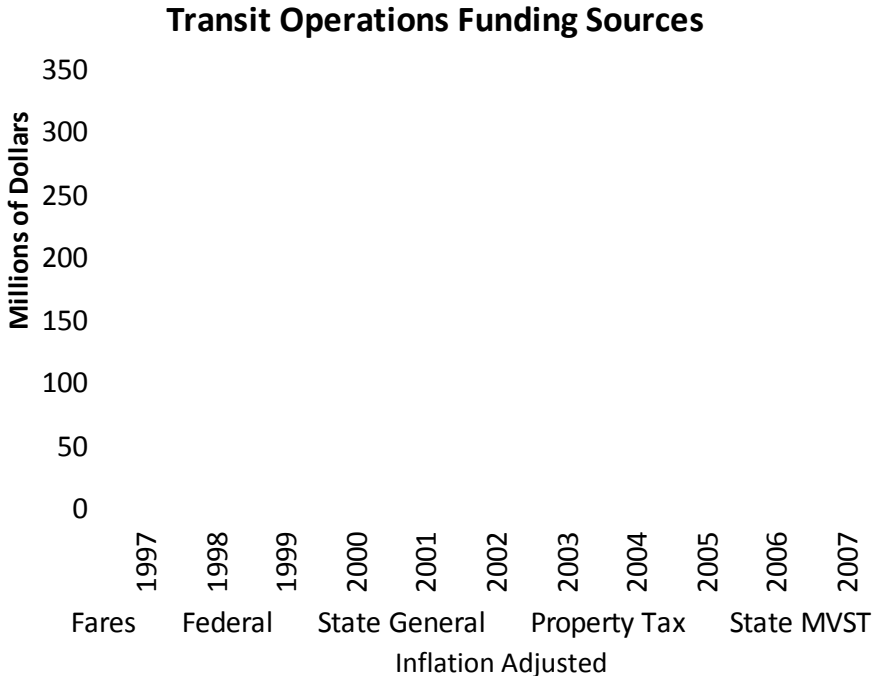
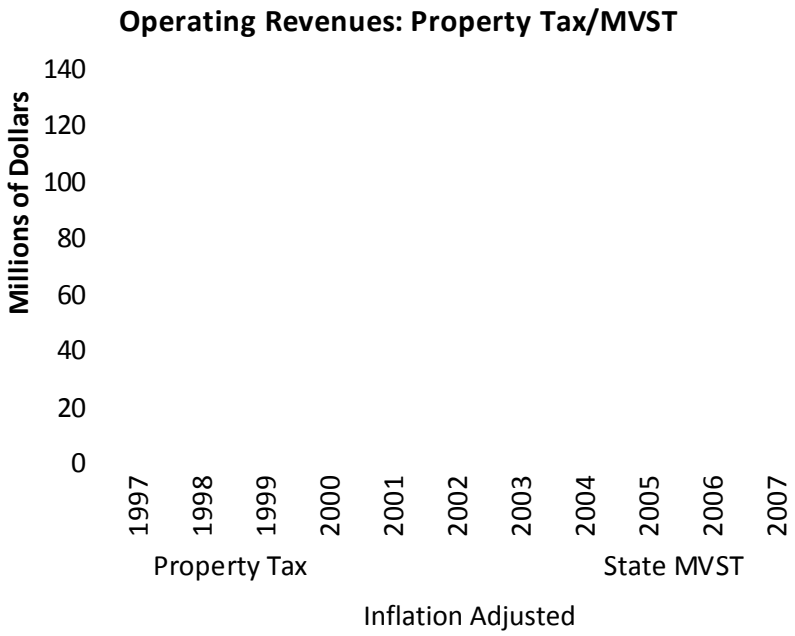


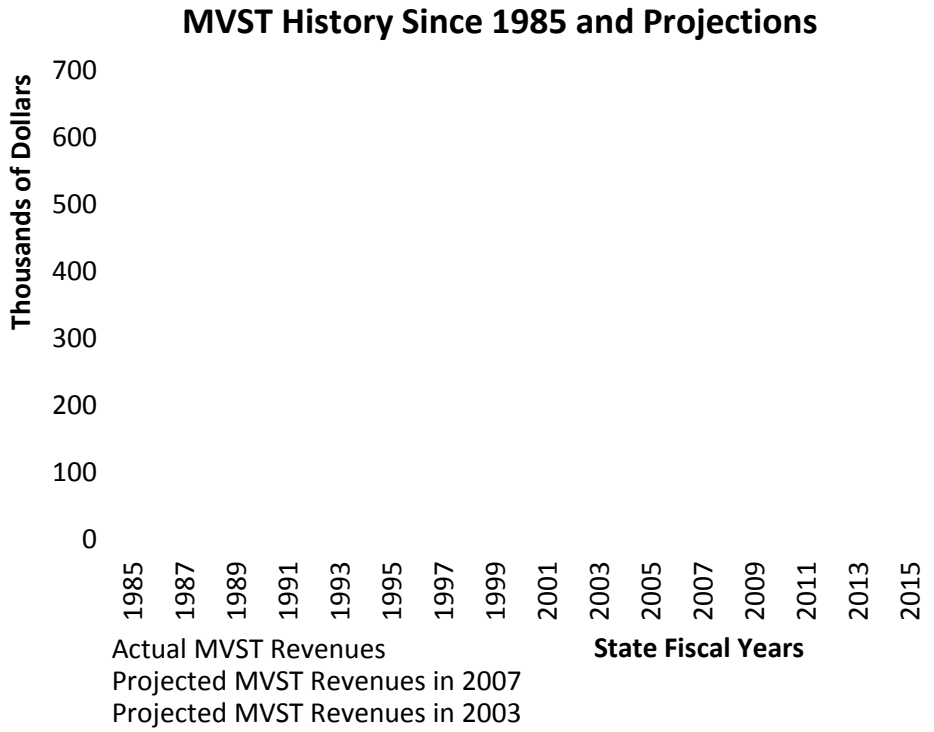
Table 7-1. Major Operating Funding Sources for Transit (Millions of Dollars)

Year	Actual or Budgeted	Fares[1]	Federal Grants	State Appropriation	Property Tax	State MVST
1994	Actual	47.0	10.8	33.8	66.3	
1995	Actual	43.7	6.4	39.2	67.7	
1996	Actual	45.2	2.5	44.6	70.4	
1997	Actual	55.0	9.2	44.8	74.1	
1998	Actual	61.4	4.7	52.1	78.4	
1999	Actual	61.5	6.3	56.0	84.5	
2000	Actual	64.4	6.2	56.6	91.3	
2001	Actual	70.1	12.3	73.1	97.9	
2002	Actual	70.2	11.6	62.8		55.0
2003	Actual	68.0	21.0	55.9		124.2
2004	Actual	58.8	28.2	56.2		123.2
2005	Actual	72.5	27.8	78.5		117.2
2006	Actual	79.2	33.5	78.8		114.4
2007	*Budgeted*	*77.5*	*32.0*	*84.5*		*117.7*

[1] Fare figures do not include fares collected by suburban transit providers. Historical data was not available, but in 2006 suburban providers collected approximately $8.8 million in fares.

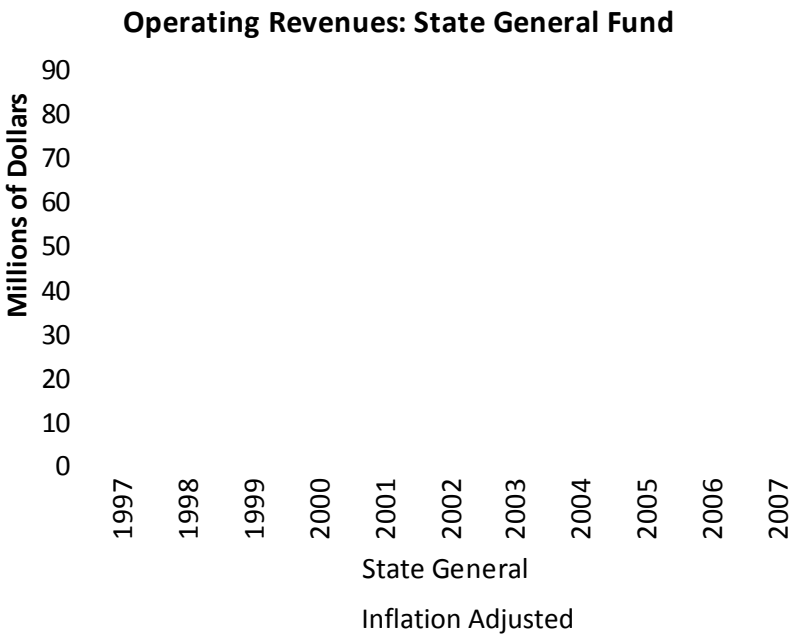
The most significant major funding change occurred in 2001, when the Legislature ended the use of property taxes as a revenue source for transit operations in the metro area. The Legislature replaced it with the MVST, which has proved be a more volatile funding source. While property tax revenue increased by 32% from 1997 to 2001, MVST decreased by 5% in its first five years as a funding source. In addition, because the property tax was levied on a calendar-year basis and the MVST is allocated on the state July-to-June fiscal calendar year, there were six months in 2002 when funds from neither source were received.





The state Motor Vehicle Sales Tax (MVST) has been performing significantly below state forecasts since transit funding was switched in 2003. While metro area transit receives only a portion of this funding, the deficit is significant for all users of the MVST revenues.

The state general fund has been reactive to the volatility of MVST as a funding source. In 2001, transit dollars from the general fund spiked, which partially covered the transition between property taxes and MVST. The funding has been increased by the state legislature in recent years in response to budget shortfalls from MVST's shortcomings compared with state forecasted revenues. When combined with MVST, state funding in real terms has been decreasing as a result of inflation, starting in 2005.



Fare revenues have generally reflected ridership trends over the past 10 years. Since 1997, three fare increases have offset revenue losses that occurred with funding shortfalls and declining ridership. Ridership has been increasing since 2004 and fare revenues have been growing with it. Figures for 2007 are estimated, but it is projected that they will be greater than the budgeted figures, with trends pointing toward higher than expected ridership numbers.

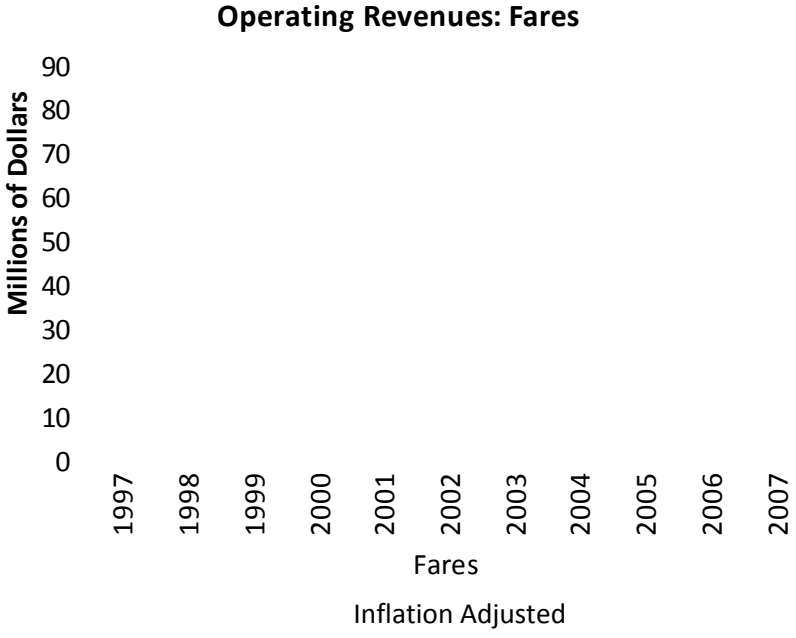
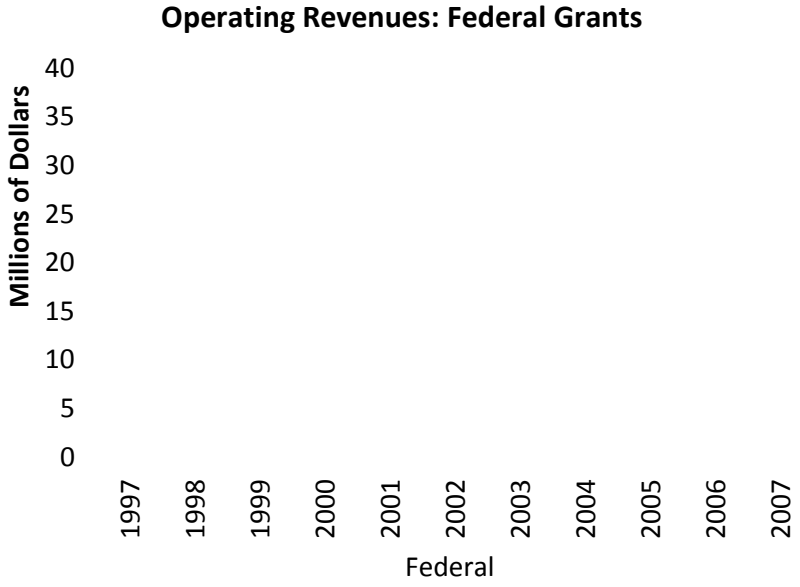


Table 7-2. History of Fares, 1970 – 2005

Year	Regular Fares						Social Fares		
	Base	Express	Peak	Peak/ Express	Max Zone	Discount	Youth	Seniors	Limited Mobility
1970	$0.30	$0.05	N/A	N/A	$0.50	N/A	Free	Free	N/A
1975	$0.30	$0.05	N/A	N/A	$0.25	N/A	$0.10	Free	$0.15
1976	$0.30	$0.10	N/A	N/A	$0.20	N/A	$0.10	Free	$0.15
1977	$0.30	$0.10	N/A	N/A	$0.25	N/A	$0.10	Free	$0.15
1979 (July)	$0.40	$0.10	N/A	N/A	$0.25	N/A	$0.10	Free/$0.10	$0.15
1980 (April)	$0.50	$0.10	N/A	N/A	$0.25	N/A	$0.20	Free/$0.10	$0.20
1981 (July)	$0.60	$0.10	N/A	N/A	$0.40	N/A	$0.20	$0.10	$0.20
1982	$0.60	$0.10	$0.15	N/A	$0.40	N/A	$0.25	$0.10	$0.25
1989	$0.50	$0.25	$0.25	N/A	$0.25	N/A	$0.25	$0.10	$0.25
1991	$0.85	$0.25	$0.25	N/A	$0.25	$0.30	$0.25	$0.25	$0.25
1993	$0.85	$0.25	$0.25	N/A	$0.25	$0.25	$0.25	$0.25	$0.25
1993	$1.00	$0.50	$0.25	N/A	N/A	$0.20	$0.25	$0.25	$0.25
1995	$1.00	$0.50	$0.25	N/A	N/A	$0.15	$0.50	$0.50	$0.50
1996	$1.00	$0.50	$0.50	N/A	N/A	10%	$0.50	$0.50	$0.50
2001 (July)	$1.25	$0.50	$0.50	N/A	N/A	10%	$0.50	$0.50	$0.50
2003 (August)	$1.25	$0.50	$0.50	$0.25	N/A	10%	$0.50	$0.50	$0.50
2005 (May)	$1.50	$0.50	$0.50	$0.25	N/A	10%	$0.50	$0.50	$0.50

Transit operating costs are not directly eligible for federal funding, but there are two ways that federal money can be used for transit operating costs. The first involves using federal formula funds for eligible preventative maintenance costs, and the second involves the use of federal money for start-up costs of new services. The amounts used for these purposes has been increasing since 1997. From 1997 to 2006, federal grants used for operating increased by 264%.

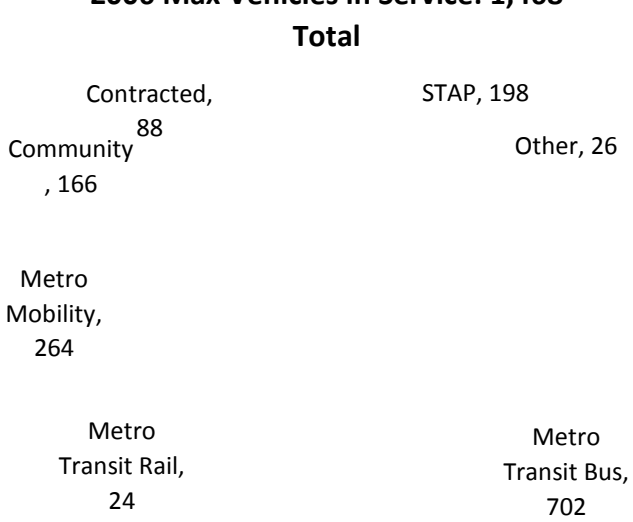


Chapter 8. Capital Investments

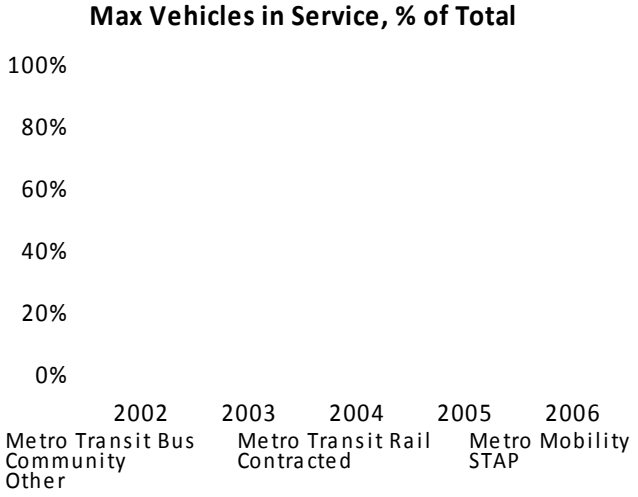
This chapter looks at six transit capital investment categories: (1) vehicles operated during peak periods, (2) Go Greener campaign, (3) automatic vehicle location (AVL) technology, (4) fare collection technology, (5) park-and-ride facilities, and (6) transit corridors, which include bus-only shoulders on freeways, arterial corridors and dedicated transitways.

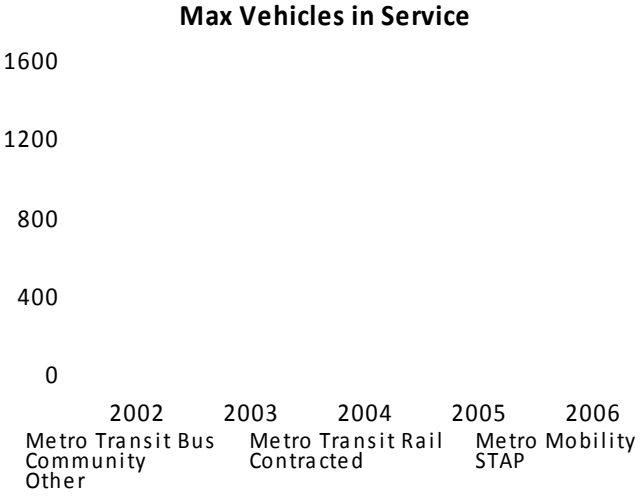
Peak Vehicles Operated

The core of any transit system is its vehicles. In 2006, the maximum number of buses used on any given day in the Twin Cites was 1,468. Slightly less than half of these vehicles were used by Metro Transit Bus and Rail, with the remaining vehicles used by the other programs in the region. These vehicles are overwhelmingly buses, although there are a small number of vans as well.

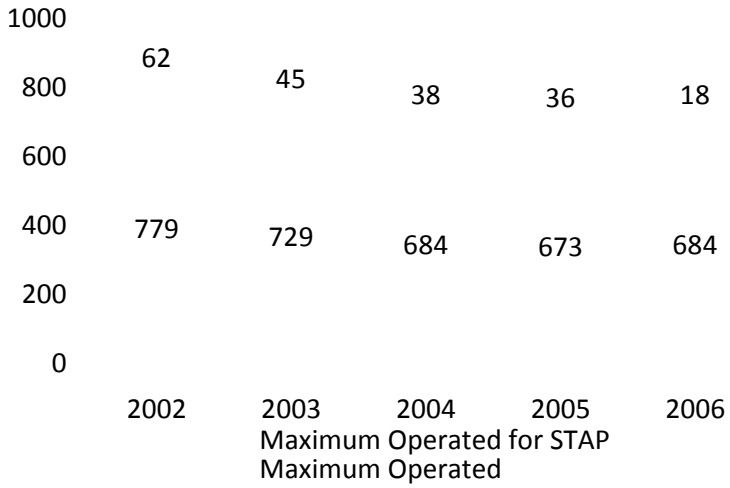


The maximum number of vehicles in service overall has been increasing since 2003 after a slight decline. Changes in vehicles operated have not been uniform across all programs, as Metro Transit has seen significant reductions while other providers have seen increases.

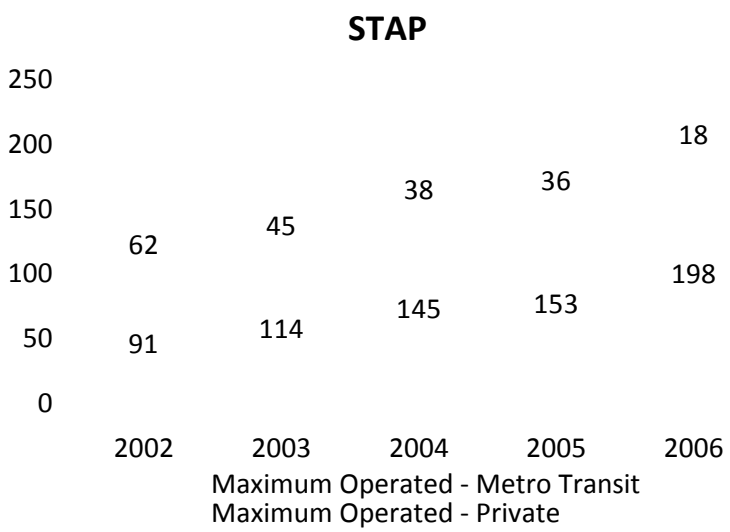




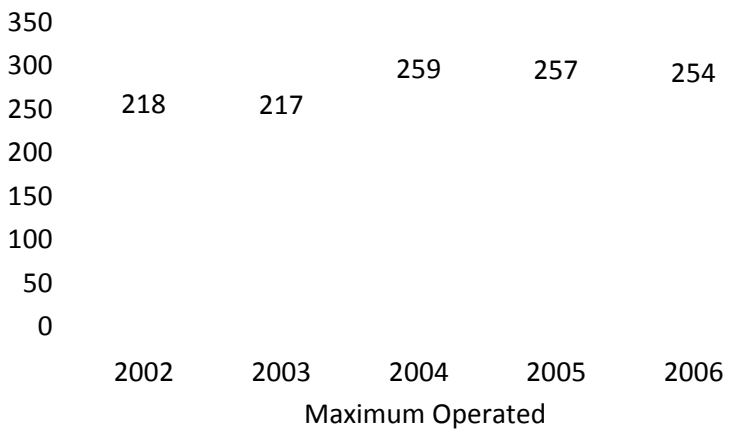
Metro Transit has had the largest reduction in maximum operated vehicles between 2002 and 2006. This can partially be attributed to less contractual service to the suburban providers.



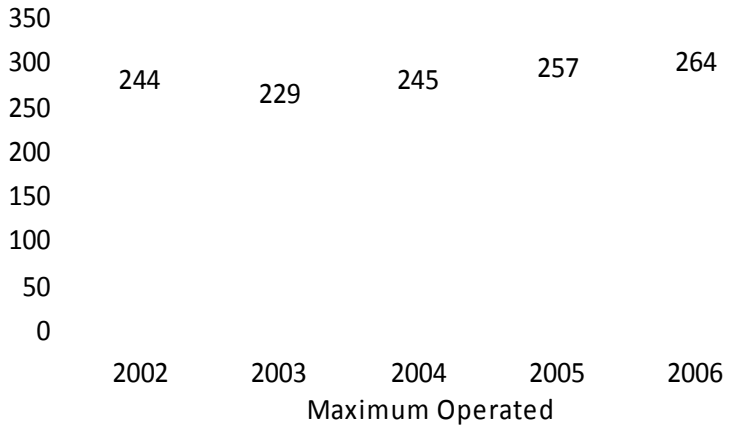
The STAP program vehicles, in contrast, have increased from 2002 to 2006. This is in large part due to increases in operating budgets, significant fleet expansion opportunities through federal funding programs such as the Congestion Mitigation and Air Quality (CMAQ) program, and less reliance on Metro Transit as a contracted service provider.



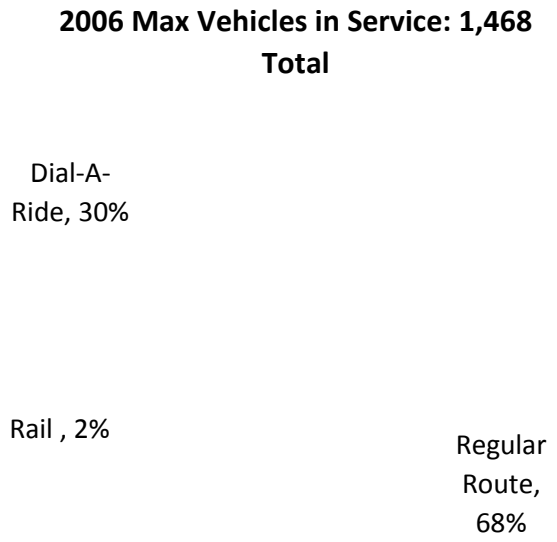
The Contracted regular-route and community programs share some buses and, therefore, are shown together. Significant increases in recent years can be attributed to the use of volunteer vehicles and fleet expansion opportunities.



The Metro Mobility peak vehicle operation has remained relatively stable over the years.



Two out of every three vehicles are used on regular-route transit, whether bus or rail. The remaining vehicles are used for dial-a-ride service such as Metro Mobility or community programs.



Over the last five years, the dial-a-ride vehicle requirement at maximum service increased 7%. The vehicle requirements for regular-route service increased 4% from 2002 to 2006.

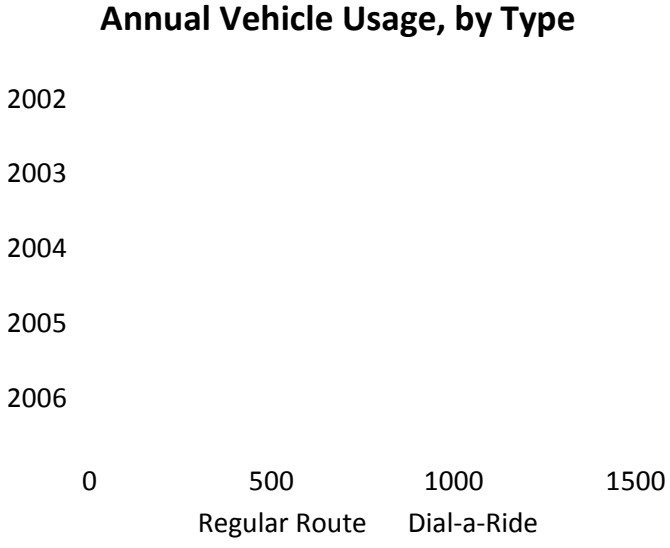


Table 8-1. Maximum Vehicle Requirement, by Year and Provider

Max In-Service Vehicles	2002 RegRt.	2002 DAR	2002 Total	2003 RegRt	2003 DAR	2003 Total	2004 RegRt	2004 DAR	2004 Total	2005 RegRt	2005 DAR	2005 Total	2006 RegRt	2006 DAR	2006 Total
Metropolitan Council															
Metro Transit Bus	841	0	841	774	0	774	772	0	772	709	0	709	702	0	702
Metro Transit Rail	0	0	0	0	0	0	22	0	22	23	0	23	24	0	24
MTS Community[15]	0	157	157	0	155	155	0	185	185	0	177	177	0	166	166
MTS Contracted	61	0	61	62	0	62	74	0	74	80	0	80	88	0	88
Metro Mobility	0	244	244	0	229	229	0	245	245	0	257	257	0	264	264
Council Subtotal	902	401	1,303	836	384	1,220	868	430	1,298	812	434	1,246	814	430	1,244
Suburban Transit Association Providers															
MVTA	67	0	67	71	0	71	84	0	84	83	0	83	86	0	86
SouthWest Transit	23	6	29	31	0	31	38	0	38	45	0	45	58	0	58
Maple Grove	23	3	26	25	1	26	25	3	28	25	4	29	31	4	35
Plymouth	21	7	26	16	7	23	16	8	24	15	8	23	15	8	23
Shakopee	3	0	3	2	3	5	3	4	7	3	3	6	6	3	9
Prior Lake	2	0	2	2	1	3	2	0	2	3	0	3	5	0	5
STAP Subtotal	137	16	153	145	14	159	168	15	183	174	15	189	201	15	216
Metro Transit/STAP[16]	*62*	*0*	*62*	*45*	*0*	*45*	*38*	*0*	*38*	*36*	*0*	*36*	*18*	*0*	*18*
Other Providers															
U of Minnesota	0	0	0	0	0	0	18	2	20	17	2	19	18	2	20
Northstar	6	0	6	6	0	6	6	0	6	6	0	6	6	0	6
Total	985	417	1,400	944	396	1,340	1,022	447	1,469	973	451	1,424	1,021	447	1,468

[15] Some community-based programs also provide concurrent ADA service under contract with Metro Mobility. These vehicles are reflected in the Metro Mobility figure.

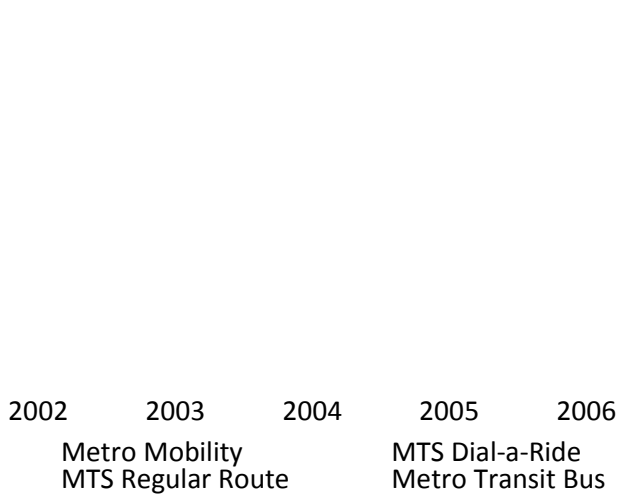
[16] Metro Transit provides service under contract to the some Suburban Transit Association Providers. These numbers are reflected in the Metro Transit total but not the STAP total.

A standard, 40-foot transit bus has an average life of 12 years. A typical dial-a-ride bus has an average life of 5 years, including Metro Mobility buses.

In 2006, Metro Transit's active, non-State Fair fleet had an average age of 6.44 years, the highest in five years. MTS's regular-route fleet, comprising mostly large 40-foot and coach buses, had an average fleet age of 4.30 years. This fleet also includes the STAP buses.

The dial-a-ride and Metro Mobility fleets were also at their highest average age in five years. Average fleet age varies from year to year because bus replacement happens in large portions at a time.

Average Fleet Age by Provider



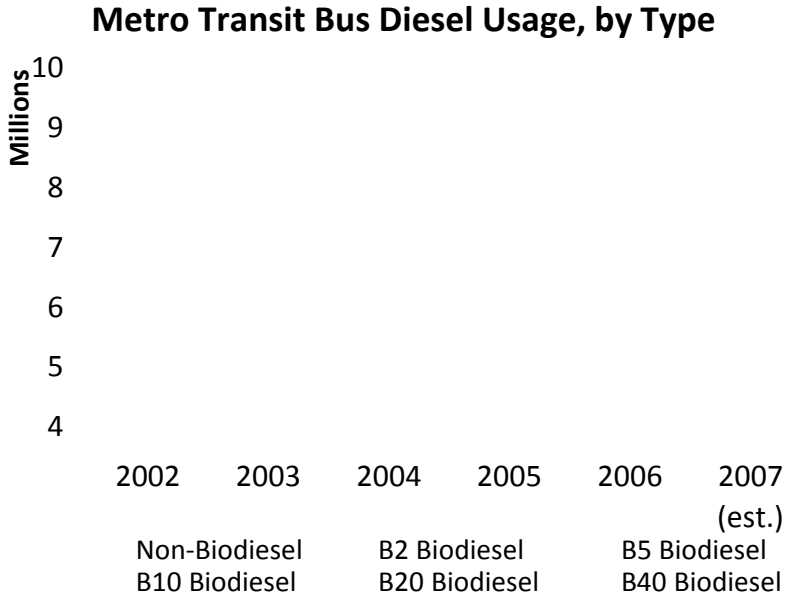
Go Greener Campaign

In August 2006, Metro Transit initiated the "Go Greener" campaign in conjunction with the Governor's office. The effort will include several steps, including adding 150 hybrid-electric buses by 2012, replacing 164 buses with more fuel-efficient models that reduce emissions, incorporating biodiesel into all buses and gradually increasing the biodiesel mixture if possible, and participating in marketing campaigns that put the focus on environmentally-friendly transit service. The environmental benefits of hybrid buses include:

- 90% fewer emissions than the buses they'll replace
- 22% better fuel economy
- A significant drop in noise levels

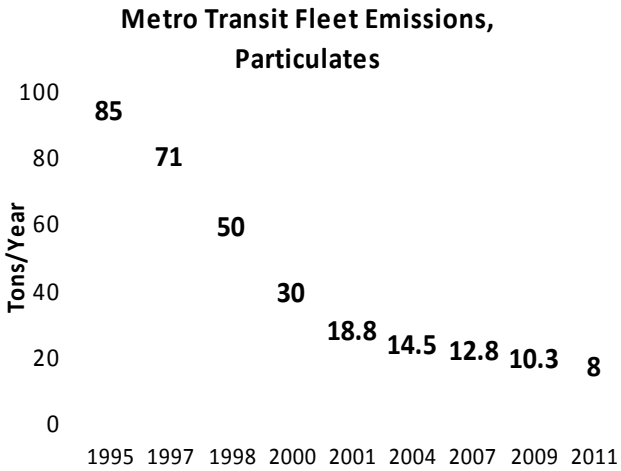
BIODIESEL INITIATIVE

In July 2005, Metro Transit began using an ultra-low sulfur diesel fuel on all buses in an effort to reduce emissions. The following year, Metro Transit increased their biodiesel content to 5% in all fuel for Metro Transit buses. In 2007, Metro Transit increased biodiesel content to 10% for all buses and began testing biodiesel contents of 20% and 40%.

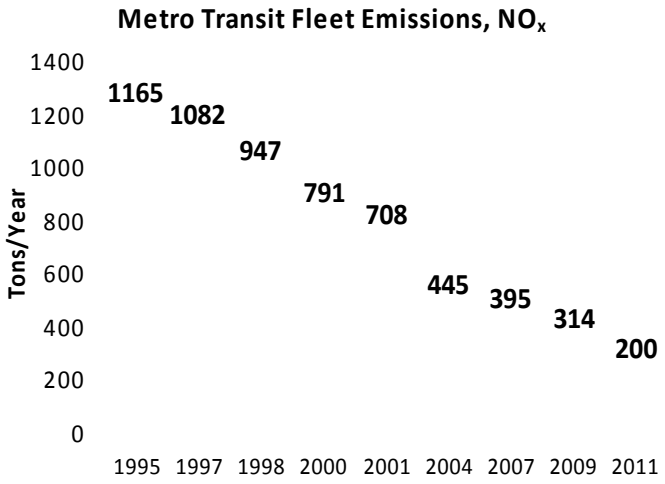


EMISSIONS REDUCTIONS

The use of biodiesel fuel and hybrid-electric buses will reduce the amount of pollutants from the transit system. Metro Transit has been reducing emissions for over a decade and recent measures, including the "Go Greener" campaign, will further this initiative. Two of the primary pollutants measured by Metro Transit are nitrogen oxide and particulates. The burning of fuel is the primary contributor of nitrogen oxide into the environment. Particulates come from many sources and are made up of a number components. Both pollutants can be



reduced significantly by using biodiesel fuels and hybrid-electric buses. With the "Go Greener" effort, Metro Transit expects to cut their emissions by 168 tons each year and replace 1.23 million gallons a year of non-renewable fossil fuel with soy-based fuel consumption and hybrid technology. In addition, the switch is expected to save $650,000 in fuel costs annually.



Marketing Campaign

Metro Transit began integrating environmental concerns into their advertising campaign in an effort to increase awareness about alternatives and the commitments the agency has made to being more environmentally friendly. In 2007, Metro Transit began airing TV ads that incorporate the environmental benefits of transit.

In the spring of 2007, Metro Transit also purchased enough Xcel Energy Windsource credits to run the Hiawatha light rail line on wind power for all of Earth Day, essentially. Metro Transit also continues to operate three hybrid-electric buses advertising the "Go Greener" campaign and the benefits of hybrid-electric buses.

Metro Commuter Services, a division of Metro Transit, continues to encourage alternative transportation modes including an annual "Commuter Challenge" program, which gathers pledges from regular drivers to encourage them to try alternative modes.

Automatic Vehicle Location (AVL) Technology

Siemens TransitMaster (i.e., SMARTCoM) is the AVL technology of choice for Metro Transit that allows the location of vehicles to be tracked using global positioning systems (GPS). The system was initially installed at Metro Transit in spring 2002. Full fleet installation was achieved in fall 2003 and final acceptance of the SMARTCoM system occurred in November 2005.

As of late 2007, there were 971 buses, 25 district supervisor vehicles, and 18 transit police vehicles installed with the SMARTCoM system.

The SMARTCoM system is designed to be a base system upon which other applications/features can be added, expanded, or integrated. Some examples include:

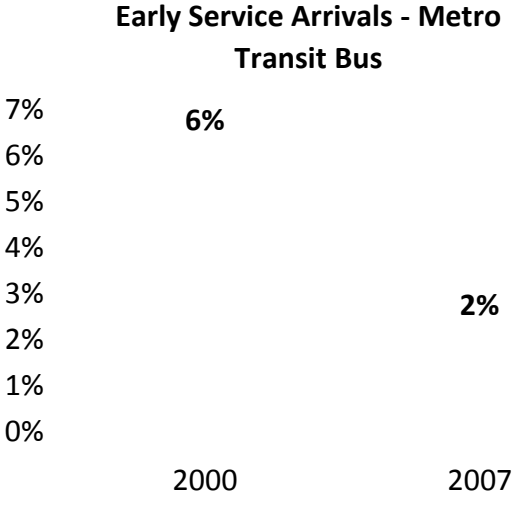
- GoTo Card Reader Interface
- Automatic Passenger Counters (APCs) currently on 100 buses
- Real-Time Next Arrival Signs – currently installed at 3 locations
- WebWatch (real-time next arrival via webpage) – project currently in testing phase
- TransitLine Interactive Voice Response (IVR) (real-time next arrival via phone) – project just beginning
- Transit Signal Priority – future priority

The introduction of AVL into the Metro Transit system has resulted in improved efficiency in service, customer satisfaction, and data reporting.

On-time performance and monitoring has improved dramatically since the introduction of AVL.

Early service arrivals have dropped significantly, creating more confidence in on-time performance among transit riders. The Metro Transit Control Center is able to monitor and intervene more effectively in buses operating ahead of schedule and improvements can be made to schedules that more accurately reflect running times and ridership loads.

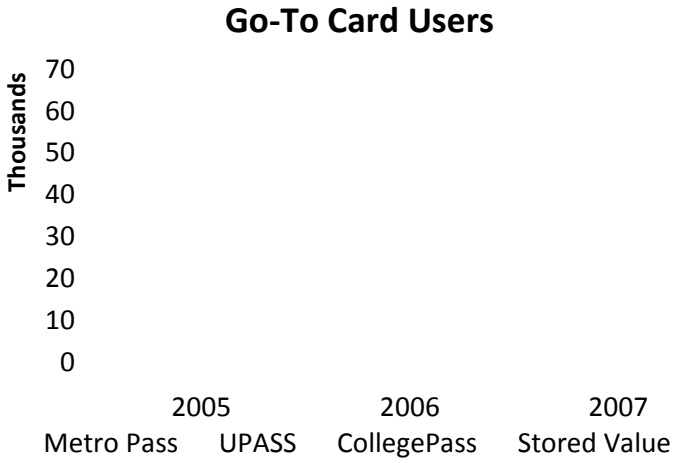
Twelve agency departments currently use SMARTCoM to identify issues and improve department efficiency.



Customer complaints for early, late, and no-show service can be checked against AVL reports to determine their legitimacy and decrease follow-up investigations. Street operations can investigate more incidents and respond quicker. Transit Police can respond to vehicle locations without direct communication to driver. Garage operations can track the times when buses pullout. The inclusion of AVL technology is allowing customer service to become more automated and increasing the on-time performance of the system. Service Development has a wealth of data to use to determine more accurate schedules.

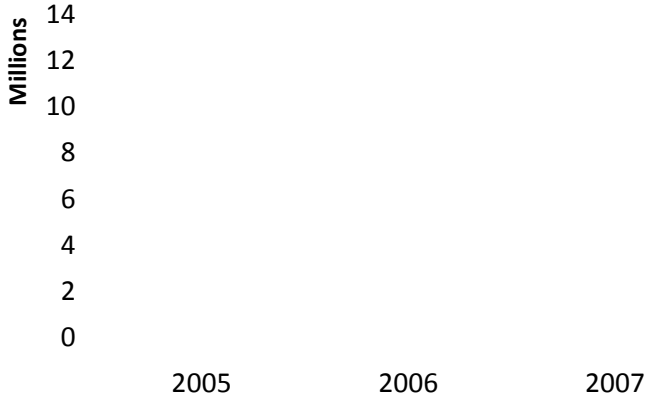
Fare Collection Technology

Implementation of the Go-To Card has been phased in over several years and several different payment options.



In November 2001, Metro Transit entered into an agreement with Cubic Transportation Systems, Inc. to design, manufacture, fabricate, furnish, assemble, test, inspect and install a regional transit fare collection system for use in its seven-county metropolitan area bus and light rail transit operations. The new fare collection system provides a faster easier way to pay fares using a Go-To Card. The Go-To Card is a durable plastic card that tracks 31-Day Passes, stored value and stored rides on a microchip. There are three types of Go-To Cards: Full Fare, Reduced Fare, and Mobility. The existing and future benefits of the Go-To Card are rechargeable convenience, automatic recharging, faster boarding time, regional acceptance, and improved security.

Go-To Card results in faster boarding time for users.

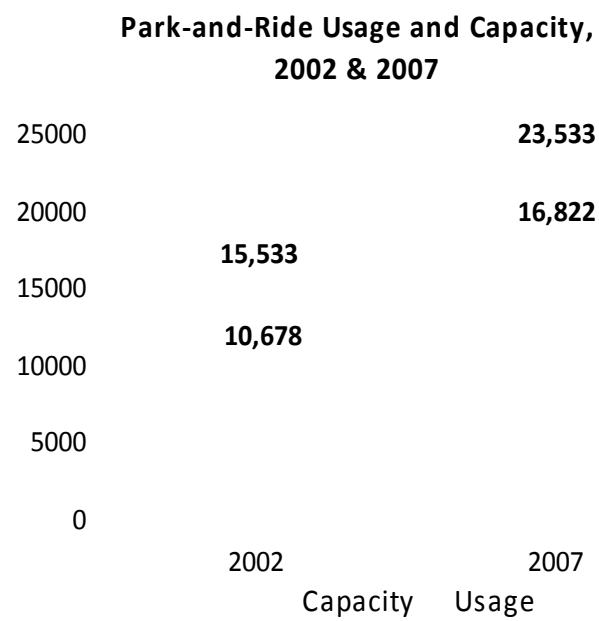


A recent study of bus boardings between UPass Go-To Users and regular Magnetic users show that Metro Transit can board 16 customers in about 36 seconds with the Go-To Card versus 2 minutes for the same number of customers using the old magnetic technology. Metro Transit estimates that 15% of year-to-date 2007 rides are taken using Go-To Card.

Park-and-Ride Facilities

The Twin Cities area had 104 active park-and-ride lots as of fall 2007, with a total capacity of 23,533 spaces. This is up from a capacity of 15,533 spaces in fall 2002, a growth of 52% over five years.

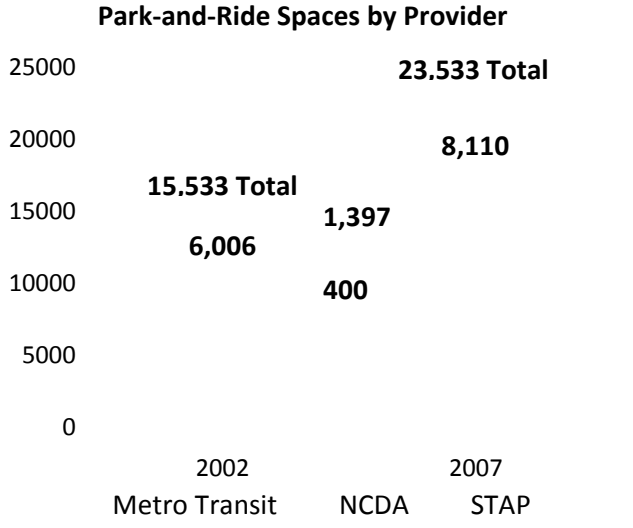
Usage over this time has grown from 10,678 in 2002 to 16,822 in 2007, an increase of 58%. In 2002, 69% of all spaces were used. In 2007, 72% of all spaces were used.



Even though there are 104 lots, 54% of spaces are concentrated in the 20 largest lots. The three largest, the Burnsville Transit Station, Foley Park and Ride, and I-35W and 95th Ave have over 15% of the region's total park-and-ride capacity.

Spaces are provided through three types of arrangements. Some park-and-rides are owned by transit agencies like Metro Transit or STAP organizations. Others are owned by Mn/DOT, typically on excess highway right-of-way and used under agreement between Mn/DOT and the transit agency. Third, some are joint use with private entities like theaters, shopping centers, or churches.

Park-and-rides are served by Metro Transit and the region's suburban transit agencies. Metro Transit accounts for about 60% of park-and-ride spaces. MVTA, the STAP with the most park-and-ride spaces, accounted for 22% of all spaces in 2002 and 17% in 2007.



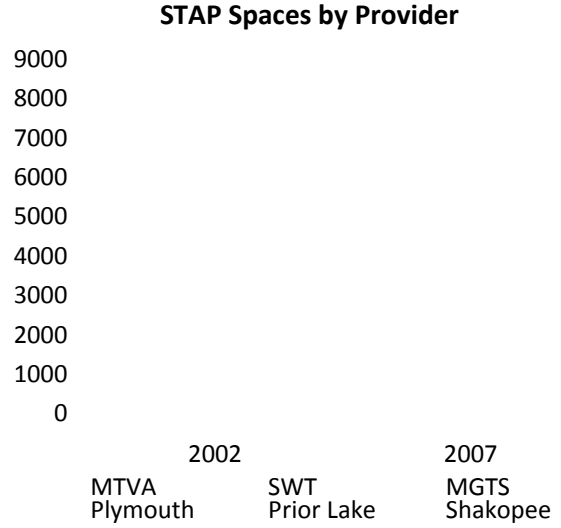


Table 8.2 – Annual Park-and-Ride Capacity and Usage by Provider

Provider	2002		2003		2004		2005		2006		2007	
	Capacity / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*
Met. Council	9,127	66.3%	8,665	71.5%	11,150	62.8%	11,763	71.7.3%	11,337	72.1%	14,026	70.4%
	6,055		6,195		6,999		8,435		8,901		9,880	
MVTA	3,447	75.7%	3,293	84.5%	3,463	74.7%	3,645	87.8%	3,645	85.6%	4,025	79.6%
	2,608		2,782		2,720		3,199		3,119		3,202	
SouthWest Transit	1,197	75.0%	1,122	73.4%	1,402	71.1%	1,383	89.9%	1,403	91.7%	1,382	97.7%
	898		824		997		1,243		1,287		1,450	
Maple Grove	869	76.4%	1,120	55.4%	1,120	60.2%	1,120	70.9%	1,120	85.7%	1,511	80.5%
	664		620		674		794		960		1,216	
Plymouth	273	80.6%	273	85.7%	273	93.0%	304	88.5%	374	86.1%	484	65.5%
	220		234		254		269		322		317	
Shakopee	105	0%	85	0%	85	5.9%	85	9.4%	85	12.9%	597	30.5%
	0		0		5		8		11		182	
Prior Lake	115	38.3%	90	54.4%	90	54.4%	90	60.0%	176	61.4%	111	42.3%
	44		49		49		54		108		47	
NCDA	400	47.3%	715	63.2%	715	72.2%	774	75.5%	794	77.8%	1397	45.0%
	189		452		516		584		618		628	
Total	15,533	68.7%	15,363	72.6%	18,478	66.1%	19,164	76.1%	19,914	77.0%	23,533	71.5%
	10,678		11,156		12,214		14,586		15,326		16,822	

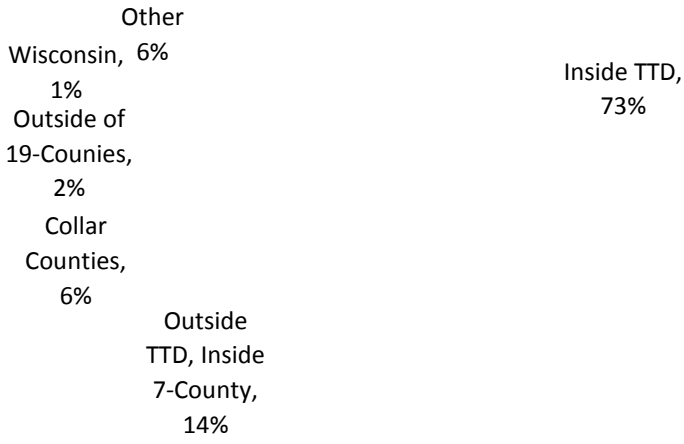
Park and Ride User Survey

The Metropolitan Council, in collaboration with Metro Transit and other regional transit providers, conducts annual park-and-ride surveys to analyze capacity issues, usage statistics, and origins of transit park-and-rider users throughout the system. The last survey was completed in October 2007.

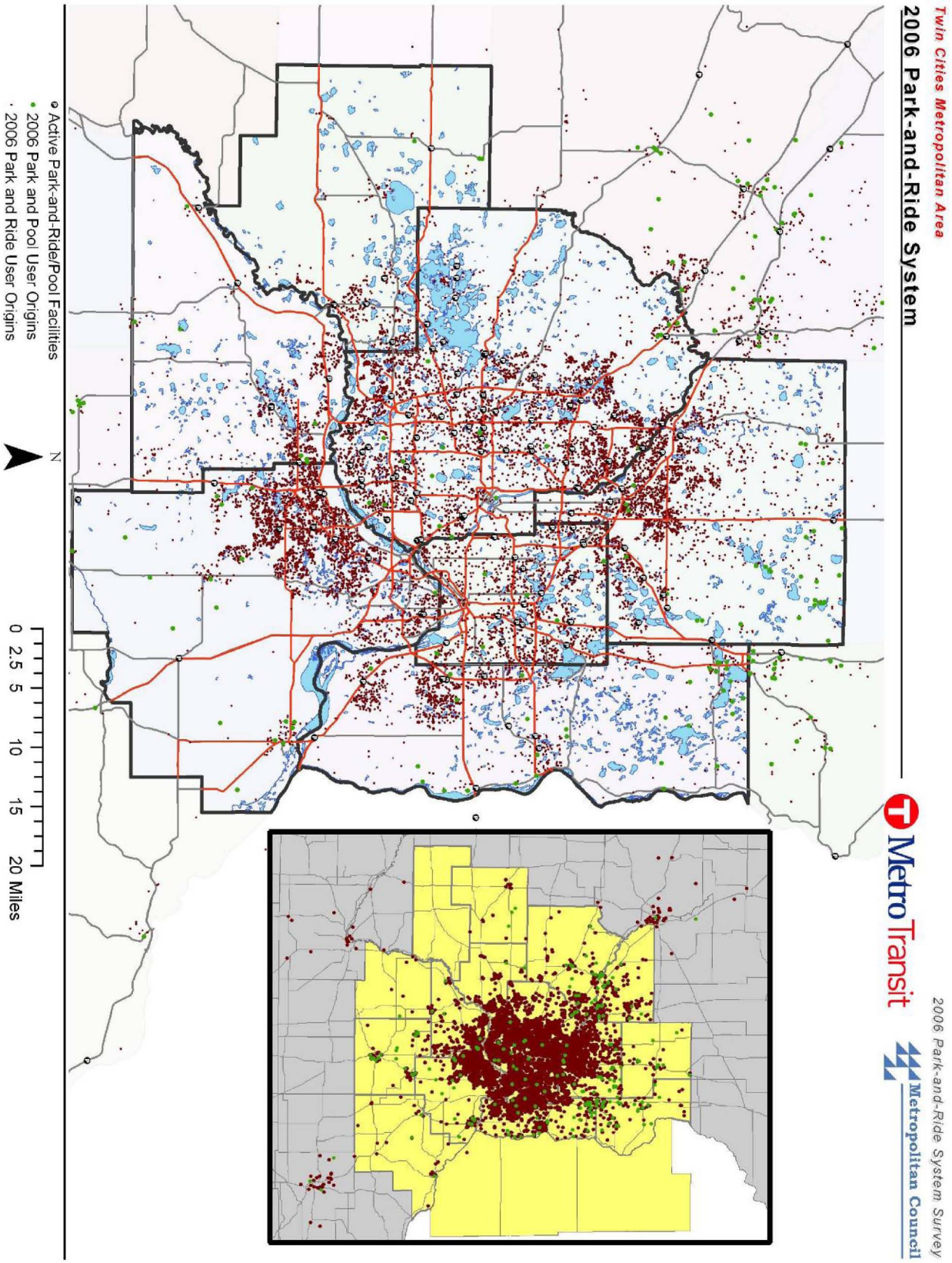
The survey indicates these key points about park-and-ride users in the region:

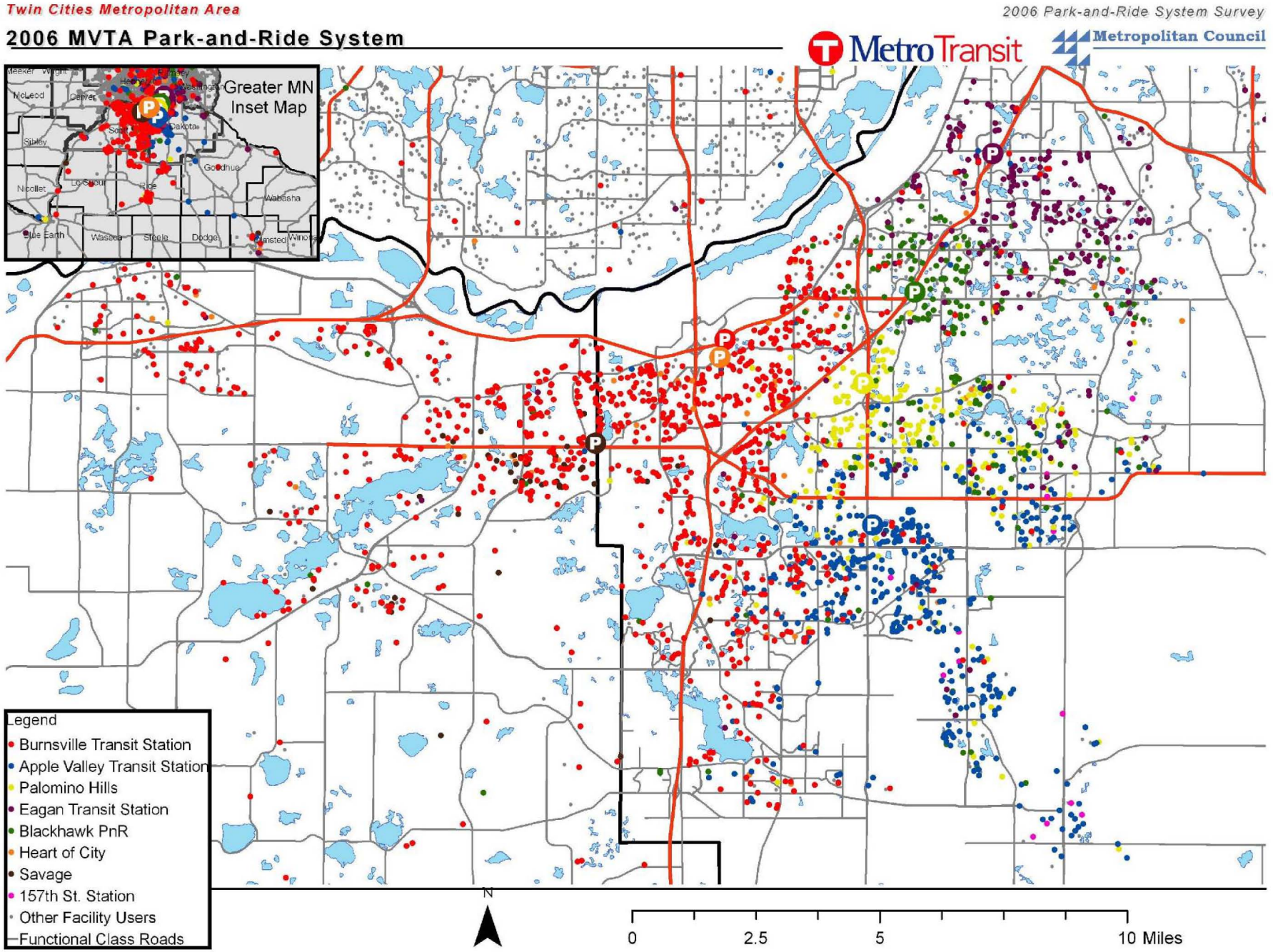
- Park-and-ride usage is increasing throughout the region, up 11% in 2007 and 58% since 2002
- Capacity and consistent service are the major driving forces behind park-and-ride usage. Capacity is up 52% since 2002
- Park-and-ride users are coming from beyond the transit taxing district (TTD), only 72.5% from inside the TTD and 86.5% from inside the seven-county metro area

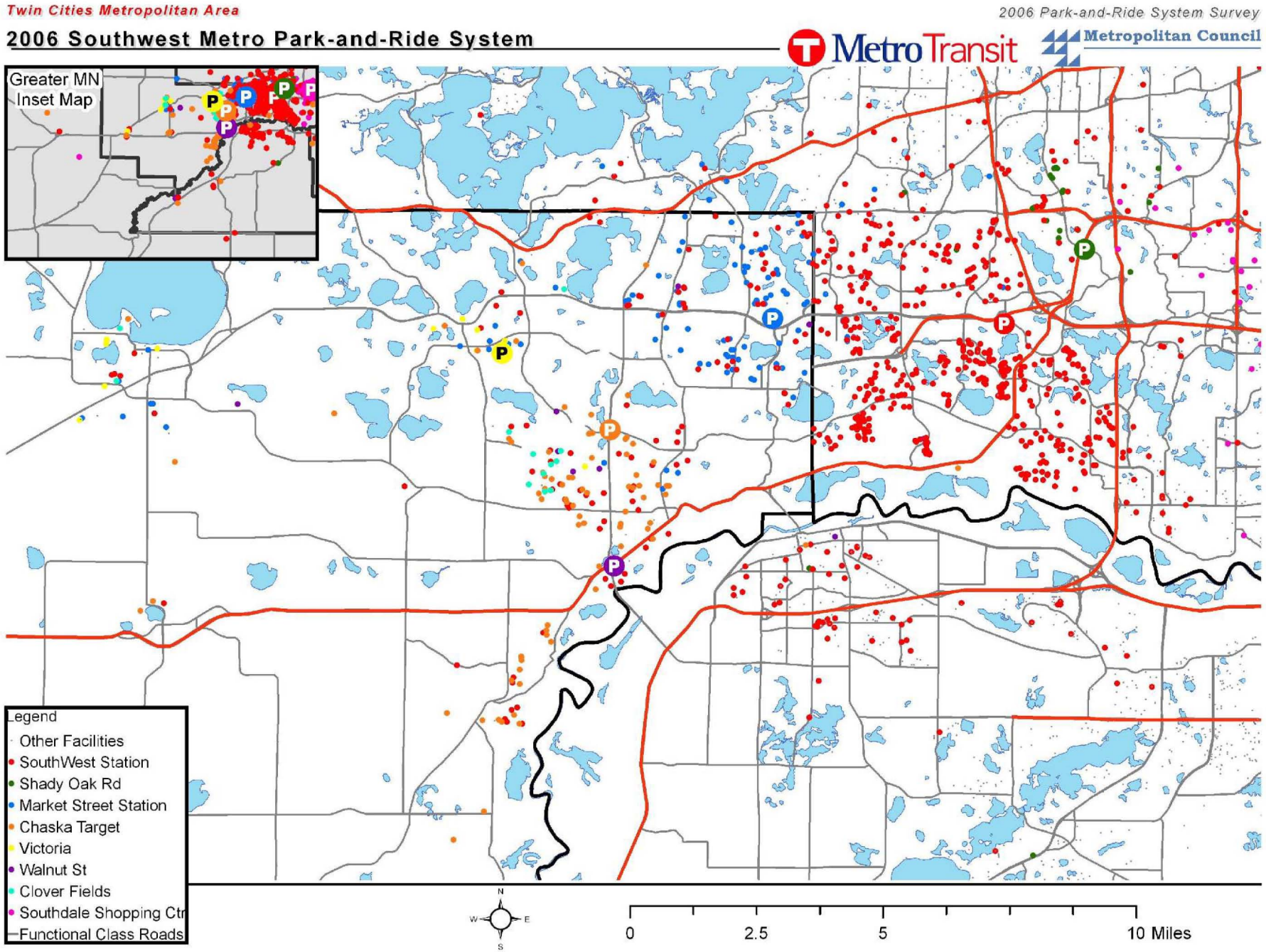
Park-and-Ride User Origins

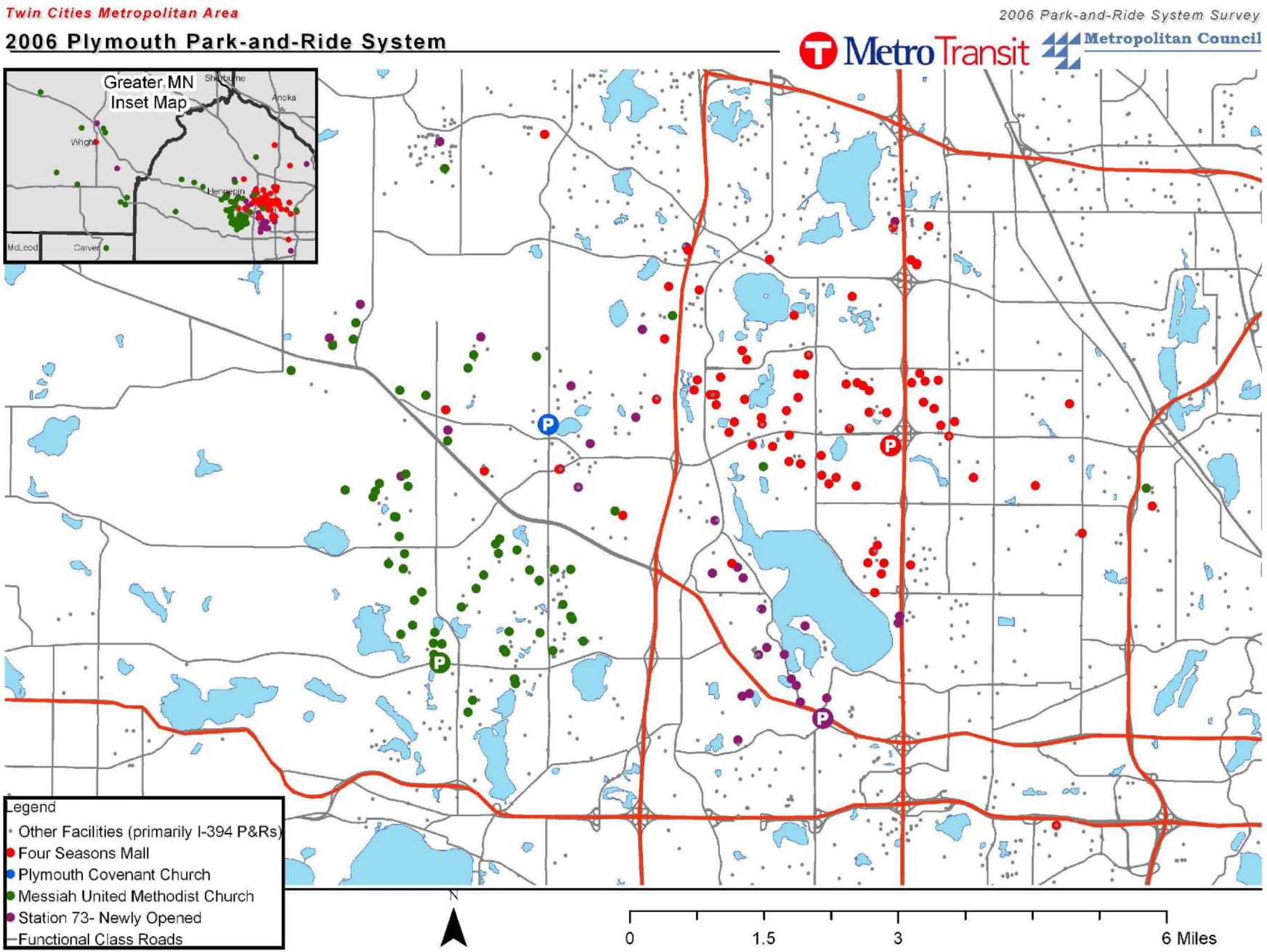


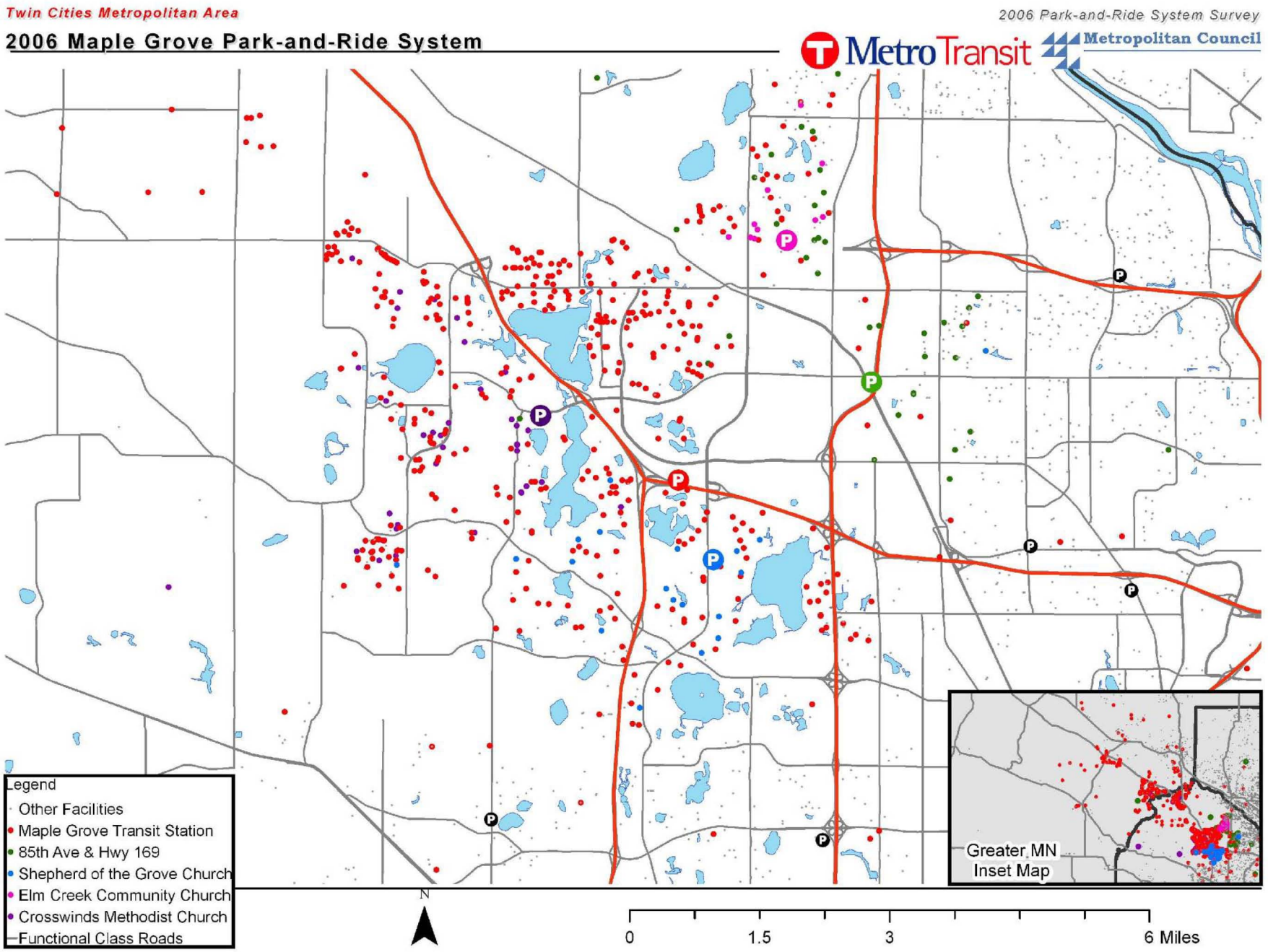
The following maps depict the home origins, based on license plate survey information, for various transit provider market areas throughout the region.

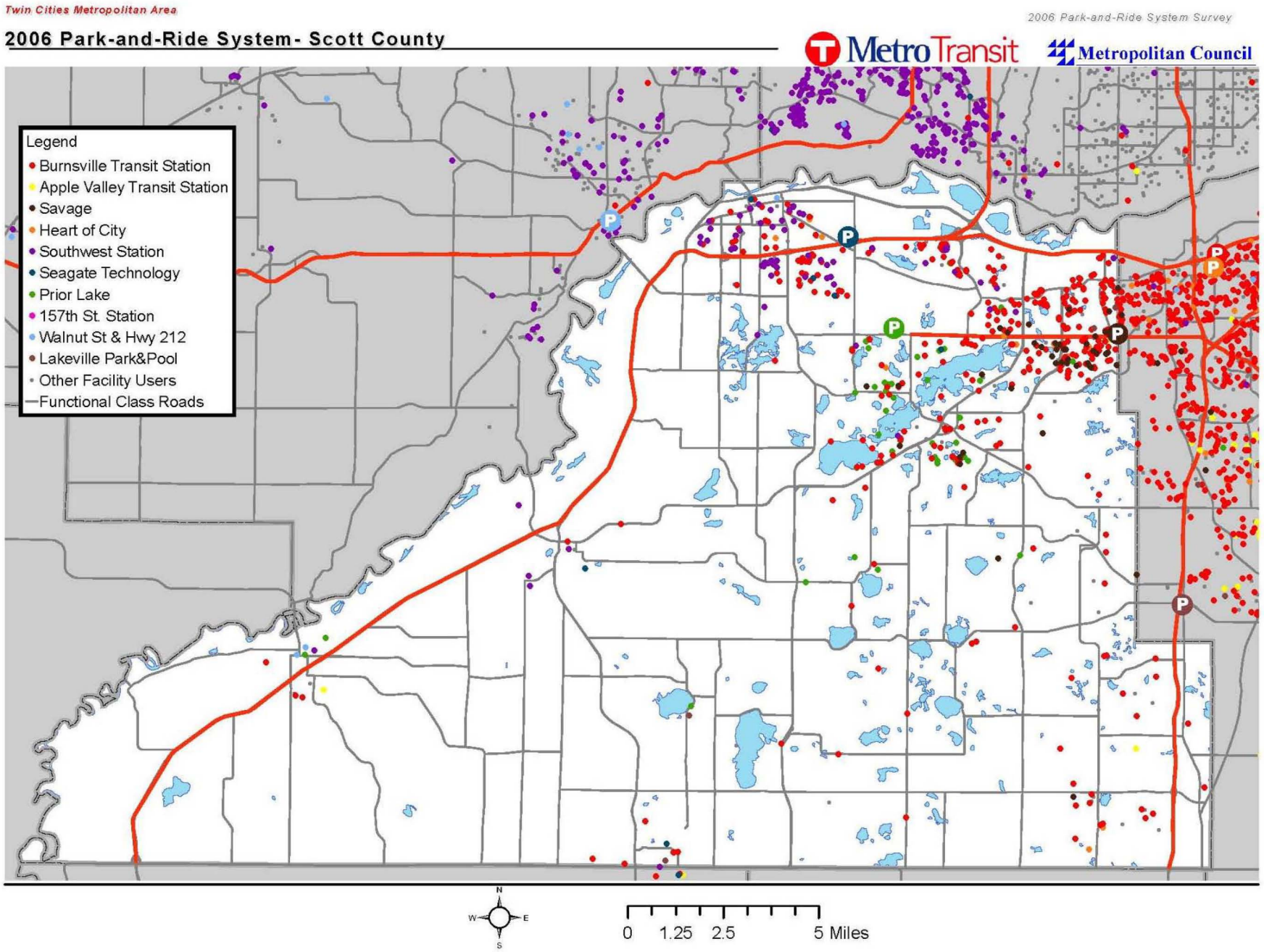



Twin Cities Metropolitan Area
2006 Park-and-Ride System Survey
2006 MVTA Park-and-Ride System
MetroTransit
Metropolitan Council
Greater MN Inset Map
Legend
Burnsville Transit Station
Apple Valley Transit Station
Palomino Hills
Eagan Transit Station
Blackhawk PnR
Heart of City
Savage
157th St. Station
Other Facility Users
Functional Class Roads
N
0
2.5
5
10 Miles


Twin Cities Metropolitan Area
2006 Park-and-Ride System Survey
2006 Southwest Metro Park-and-Ride System
MetroTransit
Metropolitan Council
Greater MN
Inset Map
Legend
Other Facilities
SouthWest Station
Shady Oak Rd
Market Street Station
Chaska Target
Victoria
Walnut St
Clover Fields
Southdale Shopping Ctr
Functional Class Roads
N
W
E
S
0
2.5
5
10 Miles


Twin Cities Metropolitan Area
2006 Park-and-Ride System Survey
2006 Plymouth Park-and-Ride System
MetroTransit
Metropolitan Council
Greater MN
Inset Map
Sherburne
Anoka
Wright
Hennepin
McLeod
Carver
Legend
Other Facilities (primarily I-394 P&Rs)
Four Seasons Mall
Plymouth Covenant Church
Messiah United Methodist Church
Station 73- Newly Opened
Functional Class Roads
N
0
1.5
3
6 Miles


Twin Cities Metropolitan Area
2006 Park-and-Ride System Survey
2006 Maple Grove Park-and-Ride System
Metro Transit
Metropolitan Council
Legend
Other Facilities
Maple Grove Transit Station
85th Ave & Hwy 169
Shepherd of the Grove Church
Elm Creek Community Church
Crosswinds Methodist Church
Functional Class Roads
N
0
1.5
3
6 Miles
Greater MN
Inset Map


Twin Cities Metropolitan Area
2006 Park-and-Ride System- Scott County
2006 Park-and-Ride System Survey
MetroTransit
Metropolitan Council
Legend
Burnsville Transit Station
Apple Valley Transit Station
Savage
Heart of City
Southwest Station
Seagate Technology
Prior Lake
157th St. Station
Walnut St & Hwy 212
Lakeville Park&Pool
Other Facility Users
Functional Class Roads
N
W
E
S
0
1.25
2.5
5 Miles

Transit Advantages

Transit is able to make use of facilities in the transportation system that give it a travel time and flow advantage over regular traffic.

State law allows shoulder lanes on highways to be used by buses to bypass congestion and to improve travel times over automobiles. Most of these bus shoulders are 10 to 12 feet wide, wider than the typical shoulder that was constructed solely for automobile breakdowns and emergency vehicles. These lanes are also signed as being for bus use only. In 1992, the Twin Cities first bus only shoulder was constructed. Since that time, there has been a dramatic growth in the number of bus only shoulders in the Twin Cities. The growth of bus only shoulders continues to be restricted by funding and the decreasing availability of potential bus only shoulder sites, whether though completion of such shoulders or physical constraints.

In addition to bus only shoulders, the region has several other transit facilities that give an advantage to transit vehicles. Those include:

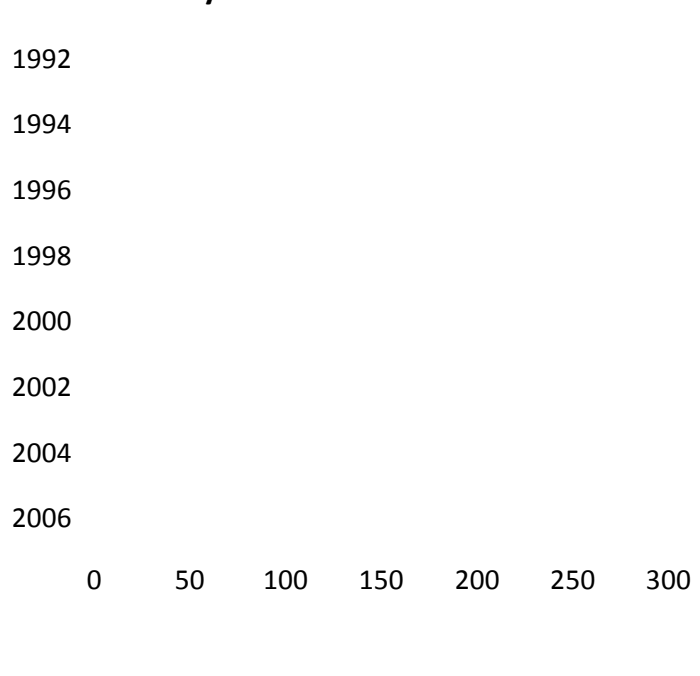
- High-occupancy vehicle (HOV) lanes
- High-occupancy toll (HOT) lanes
- Ramp meter bypass lanes
- Dedicated busways (U of M transitway)
- Dedicated bus lanes, primarily in the downtowns

Table 8.3 – Transit Advantages

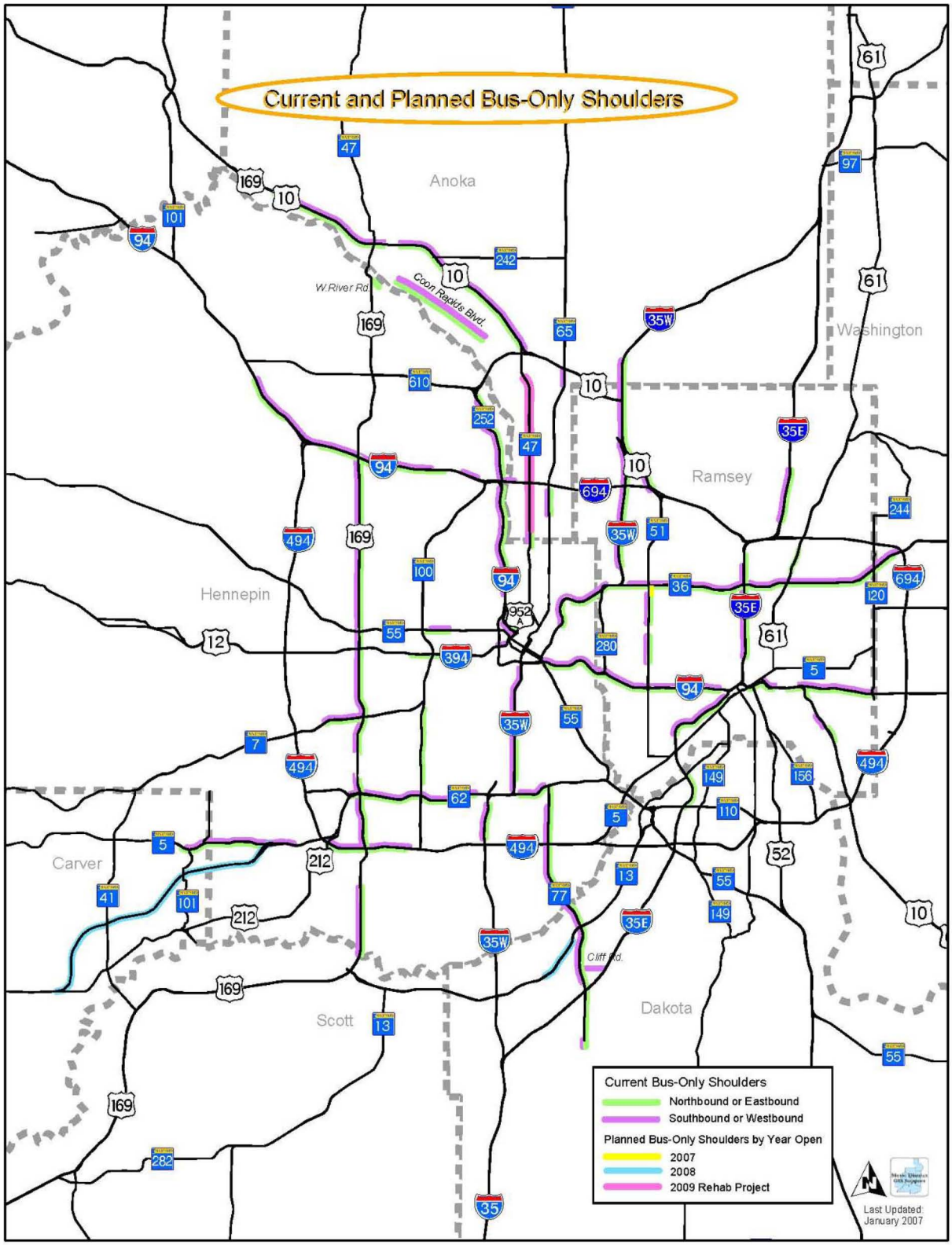
Year	Shoulder Lane Miles	High-Occupancy Lane Miles	Ramp Meter Bypasses	Busway Lane Miles	Bus Lane Miles (Local)
2006	272.75	38.63	88	6.81	15.70

Table 8.4 – Bus Only Shoulder Directional Miles

Year	Total Miles	Miles Added
1992	21.29	21.2
1993	28.52	7.23
1994	43.09	14.57
1995	62.56	19.47
1996	78.18	15.62
1997	94.36	16.18
1998	104.0	9.64
1999	116.54	12.54
2000	144.18	27.64
2001	172.53	28.35
2002	202.03	29.5
2003	218.73	16.7
2004	227.06	8.33
2005	231.44	4.38
2006	272.75	41.31



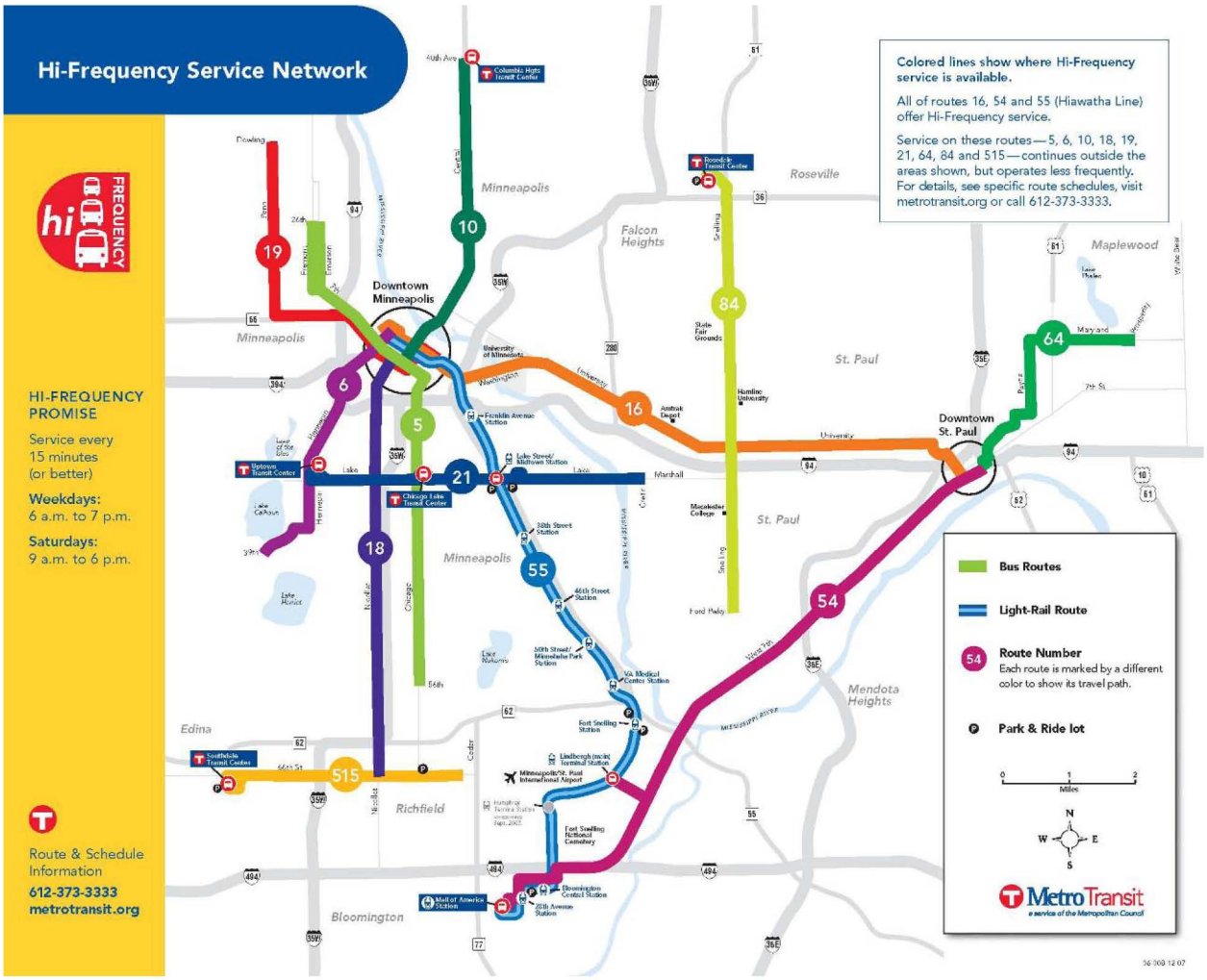
Current and Planned Bus-Only Shoulders, Jan. 2007



Arterial Transit Corridors

Arterial corridors are major local streets where high-frequency bus transit operates. These corridors act as collectors for other routes and are on major local thoroughfares like University Avenue, Lake Street, Central Avenue, Snelling Avenue, and West 7th Street. Much of the system ridership is concentrated on these routes. These routes are being developed for amenities like limited-stop routes, signal prioritization, and real-time information systems. Metro Transit recently implemented the Hi-Frequency network, which signifies routes with service every 15 minutes throughout most of the day on weekdays and Saturday.

Metro Transit Hi-Frequency Network

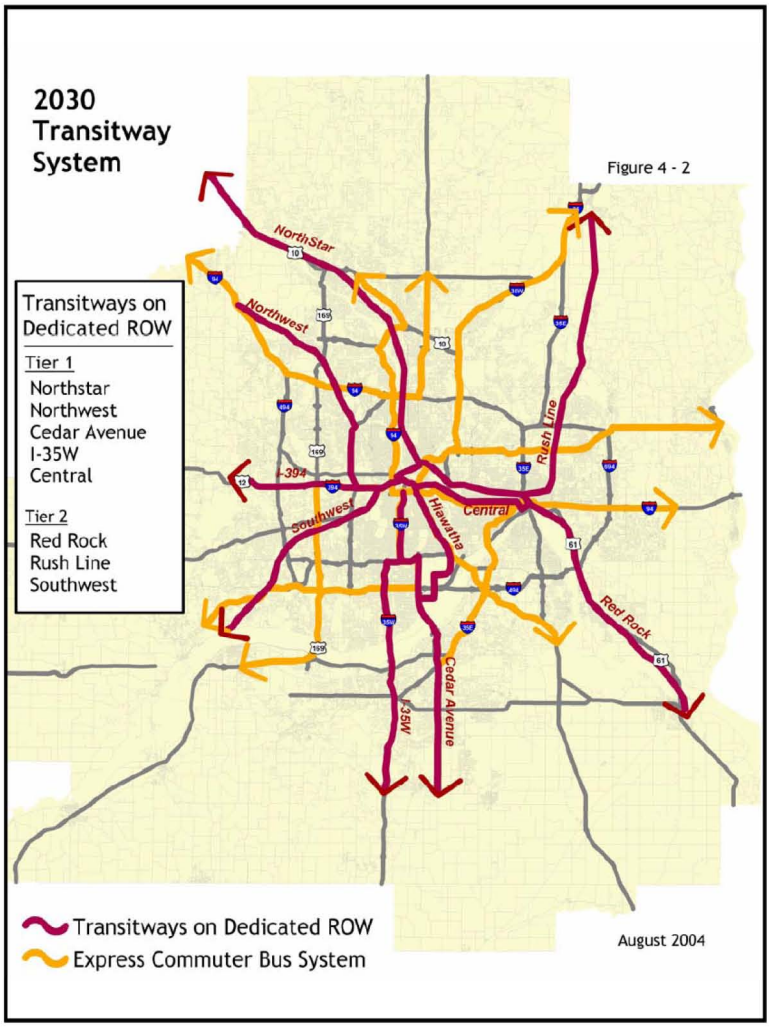


Dedicated Transit Corridors

In the *2030 Transportation Policy Plan*, the Metropolitan Council adopted a plan to develop a network of transitways throughout the Twin Cities. This plan identified eight corridors for further study. As of August 2007, the status of the following corridors is:

Northstar: Northstar received Federal Transit Administration (FTA) approval to enter final design in September 2006. Northstar executed agreements with BNSF Railway to purchase permanent easements to operate passenger service in perpetuity in spring 2007. Northstar expects FTA to execute the Full Funding Grant Agreement (FFGA) in late 2007. This will allow construction to continue in 2008 and 2009 with revenue service set to begin in late 2009. A capital cost estimate identified expenses of $320.0 million in year of expenditure dollars, assuming construction occurs from mid-2007 through mid-2009.

Bottineau (Northwest): A park-and-ride facility in Brooklyn Park opened in March 2007 with modest express-bus service to downtown Minneapolis. Busway development is on hold pending completion of a feasibility study considering light rail and other modes of transit. A capital cost estimate for bus rapid transit (BRT) identified expenses of $61 million in 2004 dollars. The estimate is to be revised upon completion of the feasibility study referenced above.



Cedar Avenue: The Cedar BRT project is implementing Phase 1 of the Implementation Plan scheduled to be complete in 2009. Elements include preliminary engineering (PE) and environmental documentation for shoulder widening in the County State Aid Highway (CSAH) 23 segment of the corridor with a completion date of December 2007. Design engineering is underway for expansion of the Apple Valley transit station and supporting infrastructure. Design engineering is also underway for the Cedar Grove transit station. A site and location study is programmed for the Lakeville station in the vicinity of 185th Street. All are expected to be constructed by 2009. Total capital cost of the Cedar BRT project is $135.4 million in 2006 dollars.

I-35W: Part of Phase I construction includes the Highway 62/I-35W interchange scheduled to begin construction in the summer of 2007. This work includes the 46th Street on-line transit station. The Urban Partnership Agreement (UPA) has provided funding for the park-and-rides such that construction is to be completed by September 2009. The capital cost estimate of the transitway is $68.7 million.

Central Corridor: An Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) was released for public comment in April 2006. Light rail transit (LRT) along University Avenue was selected as the locally preferred alternative in June 2006. The FTA gave approval in December 2006 to begin PE. PE will take two years; final design one year; and construction four years; with operations starting in 2014. Capital costs in year of expenditure dollars based on a 2014 opening are estimated at $932 million for the DEIS alternative, which serves Union Depot and has a tunnel at the University of Minnesota.

Southwest: The Hennepin County Regional Rail Authority (HCRRA), in partnership with the cities of Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis, recently completed a federally compliant Alternatives Analysis (AA) Study for the proposed Southwest Transitway. The purpose of the AA study is to compare the benefits, costs, and impacts of a range of transit alternatives in order to select a preferred alternative. The AA study began in January 2005 and was completed in December of 2006. The Southwest AA study recommended three LRT alternatives for continued evaluation in a DEIS. The three LRT alternatives recommended for continued study are estimated to cost between $865 million to $1.4 billion in year 2015.

Rush Line: Phase I interim improvements, including park-and-pool and park-and-ride facilities, are being implemented. Phase II is a busway. The corridor is also being preserved for commuter rail in the longer-term. A busway would cost $240 million in 2006 dollars (cost projected from 2001 study).

Red Rock: A commuter rail feasibility study was completed in 2001. In July of 2004, the AA was begun for the Red Rock Corridor. The AA determined a need for transit improvements in the corridor, the opportunity to provide choices for travelers congestion avoidance, and the opportunity to reduce travel time; particularly during peak hours of travel to/from employment centers within the corridor. The AA identified and analyzed commuter rail, bus rapid transit, and express bus as transit modes that could meet the purpose and need for the corridor. Capital cost estimates range from $18 to $350 million ($2007), depending on transit mode.

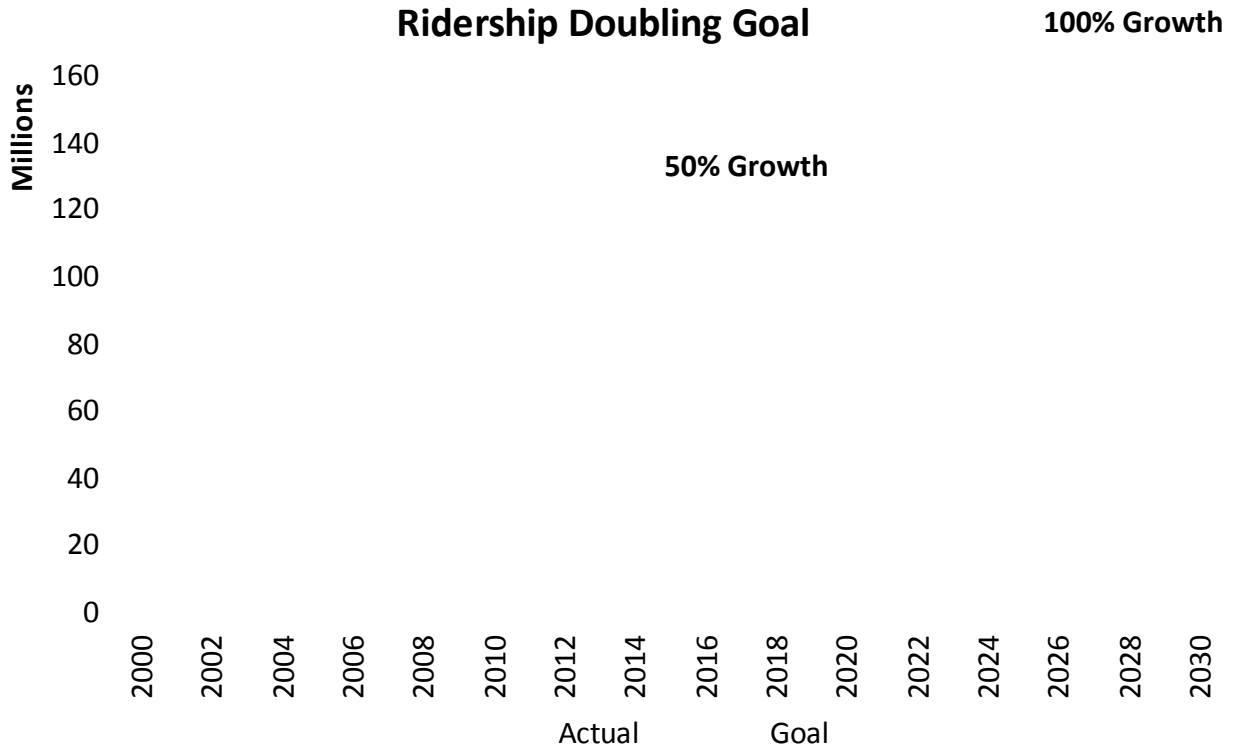
An additional corridor under study after adoption of the TPP:

Robert Street: The Dakota County Regional Rail Authority (DCRRA) is conducting a transit feasibility study, in partnership with cities along the corridor. The feasibility study began in early 2007 and is expected to be complete by April 2008. Depending on the outcome of the study, the next phases may include an AA and a DEIS.

Chapter 9. Progress toward Doubling Ridership

The Metropolitan Council's *Transportation Policy Plan*, released in 2004, set the goal of increasing regional ridership by 50% by 2020 and doubling regional ridership by 2030. The goal uses a baseline ridership number from 2003. It assumes no growth for the first four years (through 2006) and 3% annual growth after that. This chapter looks at the progress towards meeting this goal.

Ridership trends have seen a dramatic turnaround since early in the decade. Regional ridership declined steadily from 2001 to 2003, a 7.1% decrease in total. A 44-day transit driver strike in 2004 significantly impacted ridership, as Metro Transit buses did not operate over that period. In 2005, ridership increased significantly. That trend continued in 2006 and regional ridership has seen 16.6% growth since 2003.

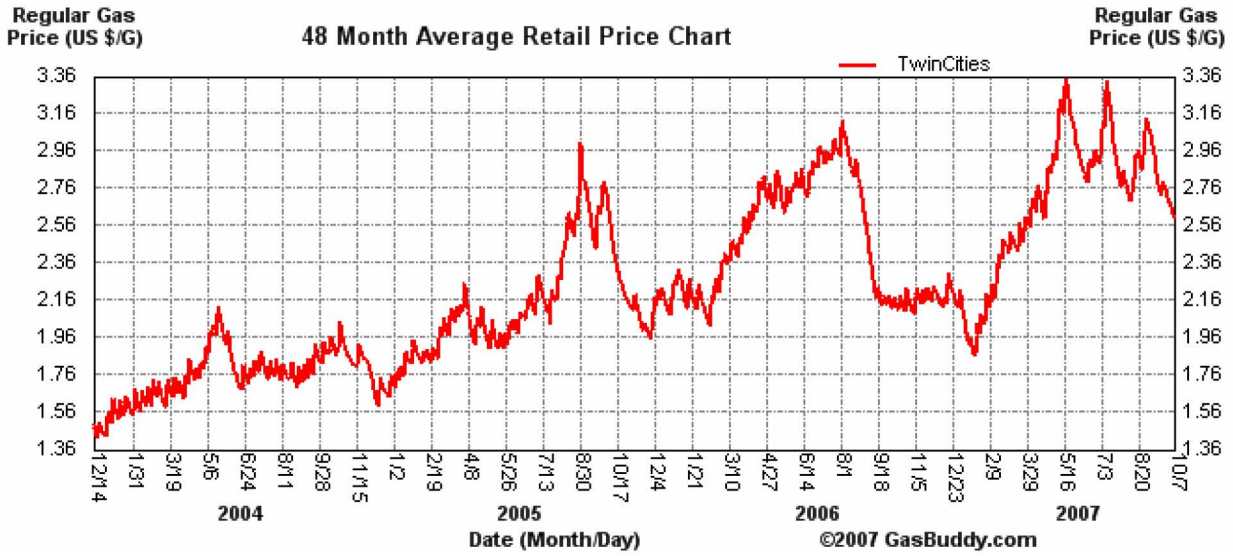


- Actual ridership includes University of Minnesota and Hiawatha light rail services beginning in 2004.
- 2004 ridership affected by 44-day transit driver strike.

By 2006, this put ridership about 12.2 million rides ahead of the goal established in 2004. The region was 16.6% ahead of the goal in 2006 and ridership numbers were above the trend line figure for 2011.

Several factors have contributed to the recent ridership increases:

- Economic recovery has occurred after significant downturns following the September 11, 2001, terrorist attacks. Downtown Minneapolis employment has increased 5.3% from 2003 to 2006. Overall employment in the region has grown approximately 3% in that same period[17].
- The region has added new public transit services since 2003, including the University of Minnesota service and Hiawatha light-rail service. The suburban transit association providers have opened several large park-and-ride facilities in recent years.
- The cost of gas has increased dramatically since 2003. At the end of 2003, gas was approximately $1.50/gallon in the Twin Cities. By August 2006, gas was over $3.00/gallon, a 100% increase in less than 3 years. The cost of gas historically has not had a dramatic effect on transit ridership, but such a drastic increase undoubtedly has contributed to higher ridership.



Future ridership growth will depend on funding levels, the economy, employment levels, development patterns, service improvements, and highway congestion levels.

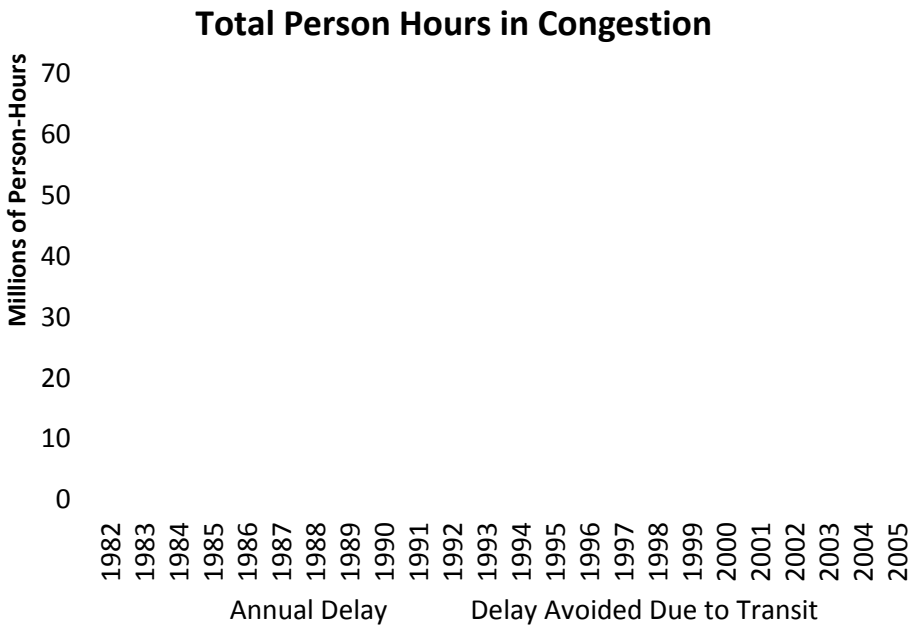
[17] Minnesota DEED, Quarterly Census of Employment and Wages (QCEW)

Chapter 10. Transit's Impact on Highways

The Texas Transportation Institute's 2005 Urban Mobility Report estimated that 61% of the region's peak vehicle miles traveled (VMT) were done so in congestion in 2005. This translated to 59.7 million person-hours spent in congestion in the region. They also estimated that this cost the region $1.099 billion dollars in fuel and lost time.

Transit has the ability to increase the number of persons who can travel on a congested roadway by putting people in higher occupancy vehicles. The Texas Transportation Institute estimated that an additional delay of approximately 5.33 million person-hours was saved due to the positive impacts of transit on the region's highway system in 2005.

Also, as congestion is increasing over time, the positive benefits of transit on travel time are also increasing.



2005 TTI Urban Mobility Report

Corridor Specific Relief

Appendix A will provide a summary of transit's impact on highways in the most congested highway corridors in the region. The information will be compiled and added to this report at a later time, tentatively set for March 2008. Please refer to the Metropolitan Council website for the most up to date version of this report at www.metrocouncil.org; or call the Metropolitan Council Data Center at (651)602-1140.