



2020 Transit Report: A Guide to Greater Minnesota's Public Transit Systems



2020 Transit Report: A Guide to Greater Minnesota's Public Transit Systems

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Prepared by the Minnesota Department of Transportation

in compliance with Minnesota Statutes 174.247

Minnesota Department of Transportation

Office of Transit and Active Transportation

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This report is available online at the [Office of Transit and Active Transportation webpage](#).

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

ADArequest.dot@state.mn.us.

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LEGISLATIVE REQUEST

This report is issued to comply with [Minnesota Statutes 174.247](#). The cost of preparing this report is approximately \$12,000. The following table details where specific items requested in legislation are found in the report.

Legislative specifications	Report section	Page
By February 15 annually, the commissioner shall submit a report to the legislature on transit services outside the metropolitan area. The Metropolitan Council and any public transit system receiving assistance under section 174.24 shall provide assistance in creating the report, as requested by the commissioner. The report must include, at a minimum, the following:		
(1) a descriptive overview of public transit in Minnesota;	State of the Industry	5
(2) a descriptive summary of funding sources and assistance programs;	State of the Industry	5
(3) a summary of each public transit system receiving assistance under section 174.24;	Transit Fact Sheets	17
(4) financial data that identifies for each public transit system and for each transit system classification under section 174.24, subdivision 3b:		
(i) the operating and capital costs;	Financial Statistics	64
(ii) each of the funding sources used to provide financial assistance; and	Financial Statistics	64
(iii) for federal funds, the amount from each specific federal program under which funding is provided;	State of the Industry Financial Statistics	5, 64
(5) a summary of the differences in program implementation requirements and aid recipient eligibility between federal aid and state sources of funds;	State of the Industry	5
(6) in each odd-numbered year, an analysis of public transit system needs and operating expenditures on an annual basis, which must include a methodology for identifying monetary needs, and calculations of:		
(i) the total monetary needs for all public transit systems, for the year of the report and the ensuing five years;	State of the Industry	5
(ii) the total expenditures from local sources for each transit system classification;	Financial Statistics	64
(iii) the comprehensive transit assistance percentage for each transit system classification, which equals the expenditures identified under clause (7), item (ii), for a transit system classification, divided by the amounts identified under subitem (A), plus the sum of state sources of funds plus federal funds provided to all transit systems in that classification; and	Financial Statistics	64
(iv) the amount of surplus or insufficient funds available for paying capital and operating costs to fully implement the greater Minnesota transit investment plan under section 174.24, subdivision 1a.	State of the Industry	5

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State of the Industry

Purpose of the Transit Report

The Transit Report is published annually to give residents and elected officials an overview of public transit services in Greater Minnesota. The report includes fact sheets that describe each of these state-supported public transit systems, aggregated information about the previous calendar year (2019) expenditures, and next calendar year (2020) operating budgets.

This report meets the requirements in [Minn. Stat. 174.247](#) that MnDOT annually compiles and publishes financial information for federal and state-supported transit systems.

About Greater Minnesota Transit

In 2019, Minnesota had 37 public transit systems and several intercity bus providers offering scheduled transportation service in 80 counties. These public transit systems provide transportation options that allow residents to participate in the state's communities and economy. This report highlights information for the public transit and intercity bus systems in Greater Minnesota. Transit services offered in the seven-county Twin Cities metropolitan area are not included.

Minnesota has specific statutory goals directly related to transit.

Minn. Stat. 174.01 has the following goals:

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

The purpose of MnDOT's Public Transit Participation Program is laid out in [Minn. Stat. 174.21](#):

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



**Minn. Stat. 174.247
governs the Transit
Report**

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

Other Transit Opportunities

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

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

Federal and State Funding for Transit

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

Federal Funding Programs for Public Transit

Urbanized areas, defined by the U.S. Census Bureau as places with populations greater than 50,000 are eligible to receive Federal Transit Administration (Section 5307 Urbanized Area Formula Program) grant funds. The Section 5307 program allows areas with populations greater than 50,000, but less than 200,000, to spend funds on transit capital, planning and operations. Each of Minnesota's eight eligible metropolitan areas receives these funds.

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

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

Rural and small urban areas, defined by the U.S. Census Bureau as places with populations less than 50,000, are eligible for Section 5311 Rural Area Formula Program grant funds. These funds can be used for transit capital and operating assistance. Program funds are typically awarded to states, or registered tribes, and states administer funds to local governments, non-profit organizations or operators of public transportation or intercity bus service. In 2019, MnDOT made 30 awards to sub-recipients of the Section 5311 funds.

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

Federal Programs Support Local Transit Operating and Capital Projects

Federal programs constitute the majority of transit formula funding in Minnesota and provide operating and capital funds through grants to large urban, small urban and rural areas. In total, MnDOT provided \$8.26 million in Section 5311 fiscal year funding toward public transportation assistance in Greater Minnesota (Table 1). Additionally, Congress passed the CARES Act, which provided \$17.3 million in emergency funding for COVID-19 impact. The CARES Act Funding did not require any local match. Federal Section 5307 and tribal funds are directly appropriated and managed by the large urban systems and the tribal nations.

Table 1 depicts the approximate amounts of Sections 5311 Greater Minnesota Transit assistance and CARES Act funding for fiscal year 2020.

Table 1: FY 2020 Section 5311 Federal Funding for Minnesota Transit and CARES Act Federal Funding

PROGRAM	DESCRIPTION	2020 TOTAL
5311	Non-Urbanized Area Formula Program:	\$8,261,920
	• Capital and operating funding for small urban and rural areas;	
	• Intercity bus transportation	
CARES ACT	• Rural Transit Assistance Program: Research, training and technical assistance for transit operators in non-urbanized areas	\$17,303,310
	• Greater Minnesota COVID-19 Emergency Transit Funding	
Grand total		\$25,565,230

State Programs Support Public Transit

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

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

MnDOT disburses funds for Greater Minnesota transit through the Public Transit Participation Program. Greater Minnesota public transit providers apply annually for operating, capital and planning activities. Eligibility is determined by Minn. Stat. 174.24, and in subd. 2 it states, “Any legislatively established public transit commission or authority, any county or statutory or home rule charter city providing financial assistance to or operating public transit, any private operator of public transit, or any combination thereof is eligible to receive financial assistance through the Public Transit Participation program.”

State law governs local share participation in funding public transit services in Greater Minnesota. The percentage of total contracted operating cost paid by any recipient from local sources will not exceed the following percent for that recipient’s classification:

- Elderly and disabled system - 15 percent

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

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

State Public Transit Assistance

The following table lists state transit funding for the last year of the 2019-2020 biennium and the first year of the 2020-2021 biennium. The biennium state fiscal year amounts (i.e. 2019 and 2020) are assigned and programmed to calendar years 2019 and 2020.

Table 2: State Transit Funding for 2019-2020

SOURCE	2019	2020	TOTAL
Public transit assistance (general fund)	\$17,249,000	\$17,249,000	\$34,498,000
Greater MN transit account (MVST daily receipts and one-time MVST leased revenues)	\$69,610,000	\$60,412,061	\$130,022,061
Greater Minnesota total	\$86,859,000	\$77,661,061	\$164,520,061

2020 Major Accomplishments

Transitioning to a Multi-Year Program for Greater Minnesota Transit

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

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

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

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

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

The multi-year programming strategy is intended to:

- Improve the transparency of investment decisions and articulate impact of these decisions on Greater Minnesota Transit service and asset condition over time.
- Establish multi-year funding certainty for transit providers
- Allow for a more collaborative decision making process and include transit service providers in establishing funding priorities based on discussion about trade-offs over four years.
- Align investments with Five-Year Plans (5311), transit development plans (5307), and the Greater Minnesota Transit Investment Plan.

Minnesota Council on Transportation Access, Regional Transportation Coordinating Councils, and Transit Coordination Assistance Projects

Transportation services come in many different forms and are administered by a wide range of organizations across the state of Minnesota which can be challenging to understand both the availability and accessibility of transportation services.

Minnesota Council on Transportation Access, a 13-member state agency organization as mandated in Minn. Stat. 174.285 is working with local governments and organizations statewide to create and support in Greater Minnesota Regional Transportation Coordinating Councils and the Metro Area Transit Coordination Assistance Projects.

MCOTA members include staff from the Minnesota departments of Transportation and Human Services, in collaboration with the Office of the Governor, Minnesota Council on Disability, Minnesota Public Transit Association, Minnesota Department of Health, Minnesota Department of Commerce, Minnesota Department of Education, Minnesota Management and Budget, Minnesota Department of Veterans Affairs, Metropolitan Council, Minnesota Board on Aging, and Minnesota Department of Employment and Economic Development

MCOTA's purpose is to coordinate among transportation providers, service agents, and the private sector to achieve three outcomes:

1. Identify and reduce transportation gaps
2. Streamline access to transportation
3. Provide more transportation options

The Regional Transportation Coordinating Councils in Greater Minnesota and Transit Coordination Assistance Projects in the Metro Area consist of stakeholders and public members interested in improving mobility for those who have limited transportation options such as older adults, people with disabilities, individuals with low income and veterans.

With each RTCC and TCAP there is a formal coordination plan among providers and service agencies implementing an efficient transportation system. The intention is to include representatives from a wide range of agencies and interests with diverse RTCCs and TCAPs' board membership representing:

- County Departments of Social Services
- Minnesota Area Agencies on Aging
- Workforce Development
- Transportation Providers
- Human Services Non-Profit Organizations
- Transportation and Human Services Advocates
- Veteran Service Organizations
- Managed Care Providers
- Centers for Independent Living
- Other Funders for Transportation Services

RTCC Status as of July 1, 2020

Currently, there are 12 RTCCs involved in planning or implementation phases:

- **Phase 1: Organizational Plan** involves tasks that include identifying an entity to carry out the implementation of the Regional Transportation Coordinating Councils. Four RTCCs are in Phase 1.
- **Phase 2: Operational Implementation Plan** for applicants who are working on the tasks outlined in Greater Minnesota regions. During this phase RTCCs formally establish councils, proceeding with gaps analysis and creating a transportation providers' inventory. Seven RTCCs have completed Phase 2 and are starting Phase 3.
- **Phase 3: Implementation of Comprehensive Work Plan.** Seven RTCCs are in Phase 3.

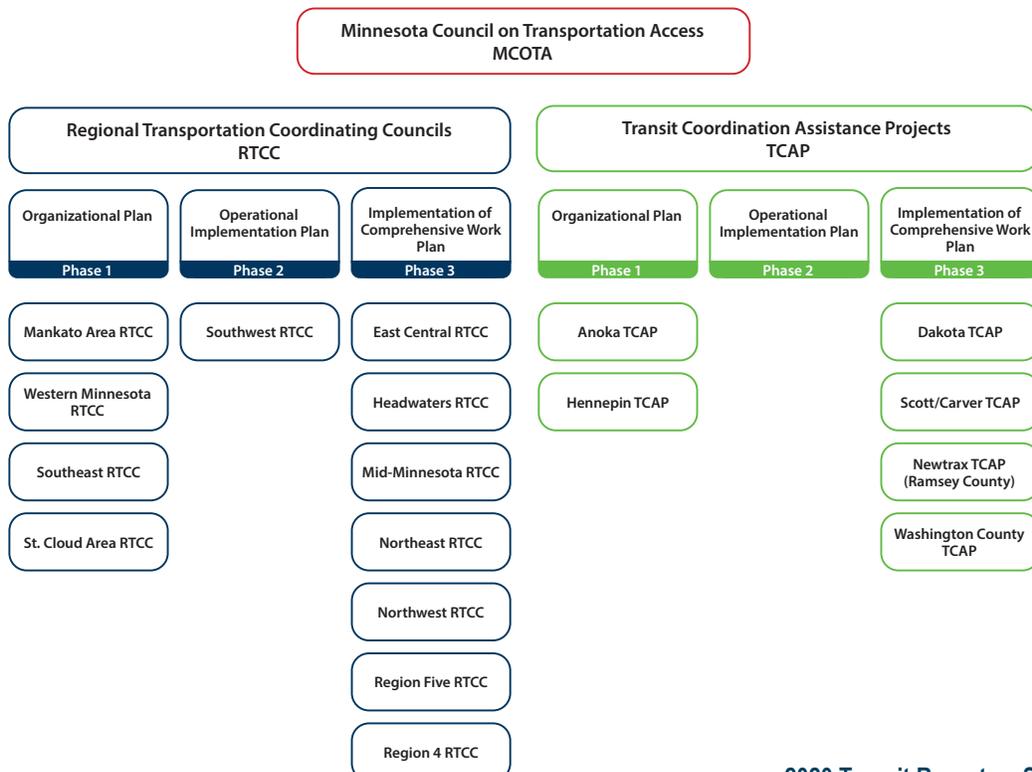
TCAP Status as of July 1, 2020

Currently there are six TCAPs involved in planning or implementation phases:

- **Phase 1: Organizational Plan** involves tasks that include identifying an entity to carry out the implementation of Transit Coordination Assistance Projects through the planning process. Two TCAPs (Anoka County and Hennepin County) are in Phase 1.
- **Phase 2: Operational Implementation Plan** for applicants who are working on the tasks in the Metro Area. During this phase TCAPs formally establish councils, proceeding with gaps analysis and creating a transportation providers' inventory. All four remaining TCAPs have completed Phase 2.
- **Phase 3: Implementation of Comprehensive Work Plan.** Four TCAPs are in Phase 3, Washington County, Dakota County, Carver/Scott Counties, Ramsey County (NewTrax).

Regional Transportation Coordinating Councils and Transit Coordination Assistance Projects

Phase Status as of July 1, 2020



RTCC and TCAP Accomplishments

The accomplishments and ongoing activities reflect the efforts generated in Phase 1, Organizational Plan and Phase 2, Operational Implementation Plan which are continuing in the next implementation phase.

Examples:

- Organizing an upcoming Volunteer Driver Forum Series. Seven presentations will be conducted from November 2020 to May 2021, offered via webinars to maximize statewide participation.
- Responding to nutrition access during COVID-19 providing food shelf deliveries to 1,463 individuals from mid-April to mid-June.
- Creating and updating regional providers' inventory.
- Providing technical assistance to facilitate human service program vehicle sharing.
- Using a cost accounting system to accurately reflect the full costs of providing transportation services.
- Overseeing volunteer driver programs and coordinating volunteer programs.
- Increasing efficiencies and improving use of resources thereby reducing duplication of services and vehicles.
- Coordinating and collaborating to provide transportation that contributes to livable communities and a vital economy.
- Developing coordinated approaches to provide public transit and human services transportation.
- Creating a travel training program to help residents learn how to use the existing available transportation options in the county.
- Piloting subsidized ride-hailing services.
- Developing a one-stop approach for transportation information.
- Using mobility management, connecting people to transportation options that meets their needs.

Five-Year Transit System Plans

Beginning in 2018 all Greater Minnesota small urban and rural transit providers (Section 5311) engaged in a five-year planning process assisted by consultant teams with significant experience in long range transit planning. The goal of the five-year planning process was for each transit system to understand its strengths and weaknesses, identify unmet needs, and plan for future transit service changes. Each five-year plan established a vision and details on service improvements, allowing transit systems to develop better year-to-year budgets along with pursuing long terms goals of increasing ridership and improving coordination between systems.

The individual system specific five-year transit plans were submitted in fall 2019; completed plans were then adopted by individual transit systems and their respective boards of governance. While MnDOT provided funding assistance to create the plans, they are considered “living plans” owned by each system and designed with opportunities to be updated annually to adjust as conditions change.

The five-year plans help MnDOT understand the needs of transit and to explain those needs to the legislature. Systematic analysis of needs across the Greater Minnesota transit systems, revealed by the individual plans, has been the catalyst for two initiatives MnDOT launched in 2020.

Greater Minnesota Rural Transit Marketing Pilot

In 2020, seven rural transit providers in southwest Minnesota collaborated with an experienced marketing and advertising contractor. The marketing pilot had three stages to be executed in sequence over a nine month contract:

1. The contractor conducted interviews with each transit system and its crucial stakeholders to assess individual marketing needs at the outset of the project..
2. Based upon discovery during the interview process, each system worked with the contractor to create individualized marketing plans.
3. During the final stage, the contractor coordinated with participating systems to implement marketing strategies.

Greater Minnesota Public Transit Technology Plan

The purpose of this project is to work with rural, tribal and small urban transit providers throughout Greater Minnesota, to jointly develop a Greater Minnesota Public Transit Technology Plan between August 2020 and April 2021.

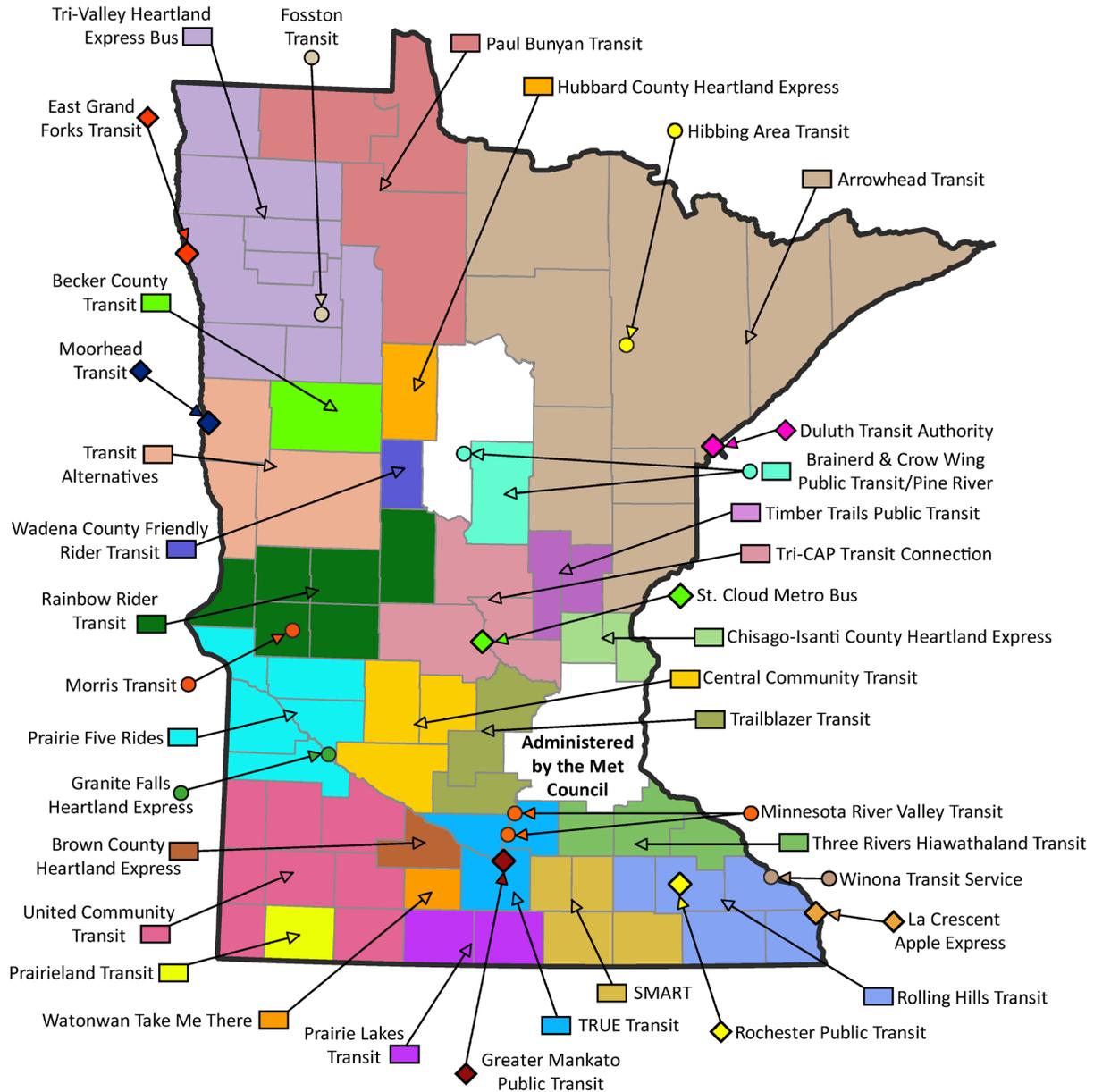
Key project components include:

- Assess and evaluate completed transit technology planning activities
- Work with key stakeholders to define a statewide transit technology vision
- Collaboratively identify technology goals and objectives
- Research other systems and trends to build an understanding of options for technology investments
- Produce a Greater Minnesota Public Transit Technology Plan

Conclusion

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

2020 Transit System Fact Pages



<ul style="list-style-type: none"> Urbanized Area Funding Program (pop 50,000+), includes ADA Paratransit Services 	<ul style="list-style-type: none"> Rural County Systems 	<ul style="list-style-type: none"> Rural Community Systems
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Arrowhead Transit



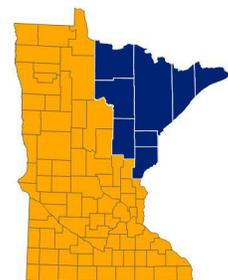
INFORMATION	ARROWHEAD TRANSIT
Transit Director	Jack Larson
Street	702 3rd Avenue South
City/State/Zip	Virginia, MN 55792
Telephone	800-862-0175
Website	www.arrowheadtransit.com

SYSTEM HIGHLIGHTS

- Expanded Dial-A-Ride Service in Lake County showing an increase in ridership of 31 percent for 2019.
- Hermantown Dial-A-Ride experienced a 27 percent increase in ridership and began providing additional service on Saturdays.
- The Mountain Iron expansion has continued its growth with an 8 percent increase in ridership in 2019.

SYSTEM CHARACTERISTICS

INFORMATION	ARROWHEAD TRANSIT
Vehicle Fleet	39 Class 400 Buses, 71 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.75
Area Served	Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine and St. Louis counties
State/Fed District	03A, 03B, 05B, 07A, 10B, 11A, 11B/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$9,055,058	\$1,506,505	\$0	\$1,535,498	\$5,350,387	\$662,666	7.3%
2019 Capital Expenditures	\$2,557,212	\$0	\$0	\$2,045,769	\$0	\$511,442	20.0%
2020 Operating Budget	\$18,441,000	\$2,531,156	\$5,393,682	\$0	\$8,640,711.75	\$1,383,075	7.5%

Becker County Transit



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

SYSTEM HIGHLIGHTS

- Ridership for 2019 was up 9 percent.
- Renamed system “Lakes Transit” to replace Becker County Transit.
- Added new graphics to the buses as part of the agency rebranding.

SYSTEM CHARACTERISTICS

INFORMATION	BECKER COUNTY TRANSIT
Vehicle Fleet	6 Class 400 Buses, 1 Class 300 Bus
Service Type	Dial-a-Ride
Base Fare	\$1.50
Area Served	Becker County
State/Fed District	02B, 04B/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$506,686	\$106,470	\$0	\$85,123	\$289,758	\$25,334	5.0%
2019 Capital Expenditures	\$84,031	\$0	\$0	\$67,224	\$0	\$16,806	20.0%
2020 Operating Budget	\$1,106,000	\$154,280	\$348,867	\$0	\$498,903	\$82,950	7.5%

Brainerd & Crow Wing Public Transit



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

SYSTEM HIGHLIGHTS

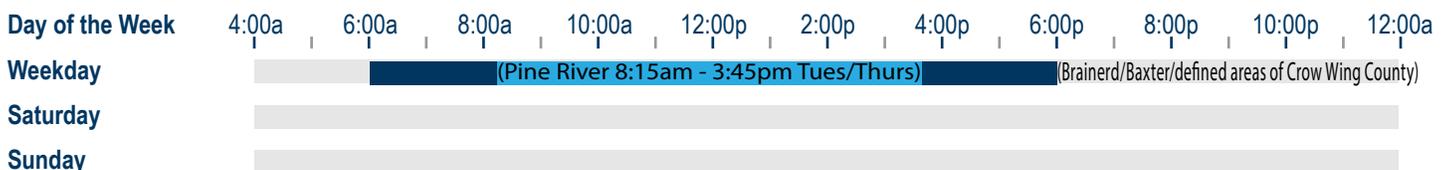
- Received Brainerd City Council approval of the completed five year transit plan.
- Hired additional staff, a Transit Operations Specialist.
- City of Brainerd had its first fare increase in years of \$0.25.

SYSTEM CHARACTERISTICS

INFORMATION	BRAINERD & CROW WING PUBLIC TRANSIT
Vehicle Fleet	9 Class 400 Buses, 1 Class 500 Bus
Service Type	Dial-a-Ride, Route Deviation
Base Fare	Brainerd: \$1.25, Baxter: \$2.00, County: \$3.50
Area Served	Cities of Brainerd, Baxter and Pine River, and portions of Crow Wing County
State/Fed District	10, 10A/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$1,132,105	\$230,790	\$0	\$178,390	\$646,270	\$76,655	6.7%
2019 Capital Expenditures	\$84,632	\$0	\$0	\$67,705	\$0	\$16,926	20.0%
2020 Operating Budget	\$2,475,000	\$345,426	\$782,534	\$0	\$1,115,039	\$185,625	7.5%

Brown County Heartland Express



INFORMATION	BROWN COUNTY HEARTLAND EXPRESS
Transit Director	Patrick LaCourse
Street	1900 North Franklin Avenue
City/State/Zip	New Ulm, MN 56073
Telephone	507-359-2717 or 800-707-2717
Website	www.co.brown.mn.us/heartland-express-transit

SYSTEM HIGHLIGHTS

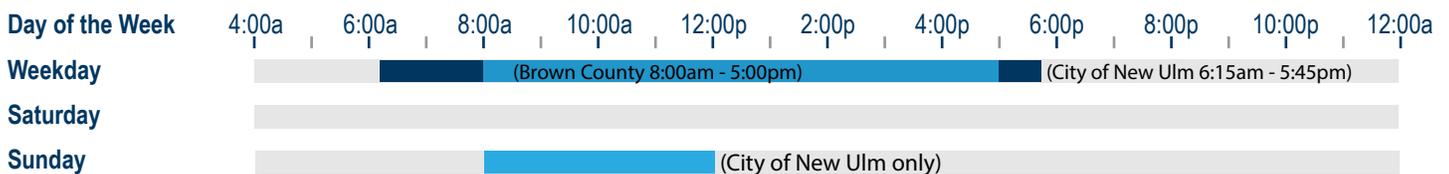
- Provided numerous fishing trips for the county's nursing homes, ADS and assisted living facilities to Sleepy Eye Lake.
- Increased ridership by 6 percent in 2019.
- Staff has remained consistent throughout 2019.

SYSTEM CHARACTERISTICS

INFORMATION	BROWN COUNTY HEARTLAND EXPRESS
Vehicle Fleet	5 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.50 in New Ulm, \$3.00 outside of New Ulm
Area Served	Brown county
State/Fed District	16B/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$750,286	\$155,970	\$0	\$124,745	\$432,057	\$37,514	5.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$1,638,000	\$229,027	\$522,185	\$0	\$734,687	\$122,850	7.5%

Central Community Transit



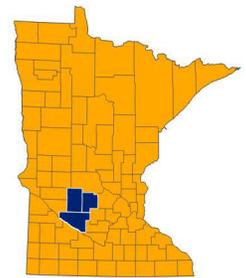
INFORMATION	CENTRAL COMMUNITY TRANSIT
Transit Director	Tiffany Collins
Street	1320 Southwest 22nd Street, P.O. Box 186
City/State/Zip	Willmar, MN 56201
Telephone	320-214-7433
Website	www.cctbus.org

SYSTEM HIGHLIGHTS

- Adopted a five-year Transit System Plan.
- Planned for, and added, more routes to Hutchinson, Redwood Falls, and Willmar.
- Successfully implemented a system wide fare equalization project in 2019. This project took three different fare structures and made them equal throughout the three-county service area.

SYSTEM CHARACTERISTICS

INFORMATION	CENTRAL COMMUNITY TRANSIT
Vehicle Fleet	29 Class 400 Buses, 3 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$2 city limits, \$3 0-13 miles, \$4 14-22 miles, \$5 23-35 miles, \$6 36+ miles
Area Served	Meeker, Kandiyohi and Renville counties
State/Fed District	13A, 13B, 17, 18A, 18B/7



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$3,041,679	\$589,795	\$0	\$560,613	\$1,739,186	\$152,084	5.0%
2019 Capital Expenditures	\$619,014	\$0	\$0	\$495,211	\$0	\$123,802	20.0%
2020 Operating Budget	\$7,807,000	\$1,091,088	\$2,483,727	\$0	\$3,505,534	\$585,525	7.5%

Chisago-Isanti County Heartland Express



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

SYSTEM HIGHLIGHTS

- Increased previous year ridership by 17 percent.
- Improved communication with the community with increased social media efforts as well as print and radio advertising.

SYSTEM CHARACTERISTICS

INFORMATION	CHISAGO-ISANTI COUNTY HEARTLAND EXPRESS
Vehicle Fleet	18 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$.75 (65+ in town only), \$1.50 in town, \$2.00 city to city, \$3.50 transfer
Area Served	Chisago and Isanti counties
State/Fed District	31,32, 31A, 32A, 39A, 39B/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$1,670,487	\$363,697	\$0	\$282,931	\$940,334	\$83,524	5.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$4,508,000	\$640,283	\$1,539,405	\$0	\$1,944,086	\$338,100	7.5%

Community Transit

(United Community Action Partnership)

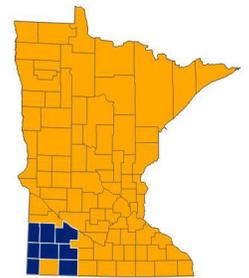


INFORMATION	COMMUNITY TRANSIT
Transit Director	Cathleen Amick
Street	1400 South Saratoga Street
City/State/Zip	Marshall, MN 56258
Telephone	507-537-1416
Website	www.communitytransitswmn.org

SYSTEM HIGHLIGHTS

- Created deviated route between the cities of Tracy, Balaton and Marshall.
- Renewed partnership with Southwest Minnesota State University for student services.
- Hosted the annual Minnesota Statewide Bus Rodeo.

SYSTEM CHARACTERISTICS



INFORMATION	COMMUNITY TRANSIT
Vehicle Fleet	2 Class 300 Buses, 40 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.00 Routes \$2.00 Dial-a-Ride, Rural Service varies by mileage
Area Served	Cottonwood, Jackson, Lincoln, Lyon, Murray, Pipestone, Redwood and Rock counties
State/Fed District	16,22,23,16A, 22A, 23A, 16B, 22B/1,7

SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$3,660,925	\$730,835	\$0	\$563,378	\$2,041,236	\$325,475	8.8%
2019 Capital Expenditures	\$622,692	\$0	\$0	\$498,153	\$0	\$124,538	20.0%
2020 Operating Budget	\$7,658,000	\$1,068,976	\$2,423,103	\$0	\$3,448,695	\$574,350	7.5%

East Grand Forks Transit: Fixed Route



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

SYSTEM HIGHLIGHTS

- Cities Area Transit has built a new transit facility to better serve clients and employees.
- Increased service during the day to every half hour and operating night service in East Grand Forks to NCTC and commercial district downtown has helped increase ridership.
- New CAT Prowler App and online fare purchases has made service easier and more efficient for riders.



SYSTEM CHARACTERISTICS

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

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$518,239	\$85,000	\$0	\$68,350	\$249,850	\$115,039	22.2%
2019 Capital Expenditures	\$220,000	\$0	\$0	\$176,000	\$0	\$44,000	20.0%
2020 Operating Budget	\$1,214,000	\$271,666	\$0	\$174,883	\$524,650	\$242,800	20.0%

Hibbing Area Transit



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

SYSTEM HIGHLIGHTS

- ENSE grant ended June 30, 2019, yet we were still able to continue extended routes on the weekends for riders.
- Received five-year plan from consultants AECOM and have shown support in using it to better serve riders.
- Ridership has remained stable with over 54,000 trips in both 2018 and 2019 with continuing efforts to increase ridership with marketing.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$397,151	\$81,667	\$0	\$65,031	\$210,738	\$39,715	10.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$927,000	\$129,630	\$295,682	\$0	\$392,488	\$92,700	10.0%

Jefferson Lines



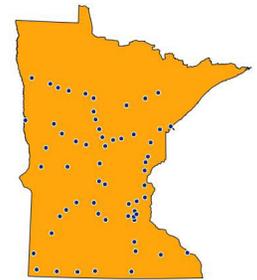
INFORMATION	JEFFERSON LINES
Transit Director	Steve Woelfel
Street	2100 East 26th Street
City/State/Zip	Minneapolis, MN 55404
Telephone	612-359-3408
Website	www.jeffersonlines.com

SYSTEM HIGHLIGHTS

- Improved website.
- Improved exterior wrap on the buses to promote the Highway 169 Connection and the Southern Minnesota Connection.
- Implemented community awareness program on Highway 169.
- Developed public transit outreach.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$4,219,468	\$1,587,967	\$0	\$0	\$1,587,967	\$1,043,532	24.7%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$4,732,000	\$272,191	\$3,310,459	\$0	\$912,750	\$0	0.0%

La Crescent Apple Express



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

SYSTEM HIGHLIGHTS

- 2019 was the third consecutive year with no crashes.
- Use of the Saturday Service that was added in 2017 for the citizens of La Crescent continues to increase.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$354,919	\$52,000	\$0	\$58,800	\$208,627	\$35,491	10.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$746,000	\$111,132	\$0	\$121,417	\$364,251	\$149,200	20.0%

Land to Air Express (Blue Earth Blue Sky)



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

SYSTEM HIGHLIGHTS

- Improved website.
- Improved exterior wrap on the buses to promote the Highway 169 Connection and the Southern Minnesota Connection.
- Implemented community awareness program on Highway 169.
- Developed public transit outreach.

SYSTEM CHARACTERISTICS

INFORMATION	LAND TO AIR EXPRESS
Vehicle Fleet	15 Class 700 Buses
Service Type	Intercity bus
Base Fare	varies by community, see website
Area Served	17+ communities in Minnesota
State/Fed District	N/A



SPAN OF SERVICE

Day of the Week	4:00a	6:00a	8:00a	10:00a	12:00p	2:00p	4:00p	6:00p	8:00p	10:00p	12:00a
Weekday	[Service hours indicated by a dark blue bar]										
Saturday	[Service hours indicated by a dark blue bar]										
Sunday	[Service hours indicated by a dark blue bar]										

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$989,467	\$397,765	\$0	\$0	\$397,765	\$193,937	19.6%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$1,350,000	\$76,389	\$927,611	\$0	\$278,500	\$0	0.0%

Mankato: Fixed Route



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

SYSTEM HIGHLIGHTS

- Upgraded fare collection software, Gen Fare, to the most current version. This provides for increased accuracy in reporting ridership, tracking trends, and tracking boardings by time and location.
- Developed an on-time tracking process to assure reliability for passengers.
- Installed Gen Fare fareboxes in all buses for flexibility in the scheduling of buses to routes.

SYSTEM CHARACTERISTICS

INFORMATION	MANKATO: FIXED ROUTE
Vehicle Fleet	15 Class 400 Buses, 11 Class 700 Buses
Service Type	Fixed Route
Base Fare	\$1.50
Area Served	Mankato, North Mankato, and Eagle Lake
State/Fed District	19B, 19/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$2,535,061	\$567,000	\$0	\$368,250	\$1,346,305	\$253,506	10.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$5,953,000	\$945,110	\$0	\$954,322	\$2,862,967	\$1,190,600	20.0%

Mankato: Dial-a-Ride



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

SYSTEM HIGHLIGHTS

- Upgraded fare collection software, Gen Fare, to the most current version. This provides increased accuracy in reporting ridership, tracking trends, and tracking boardings by time and location.
- Developed an on-time tracking process to assure reliability for passengers.
- Installed Gen Fare fareboxes in all buses for flexibility in the scheduling of buses to routes.

SYSTEM CHARACTERISTICS

INFORMATION	MANKATO: DIAL-A-RIDE
Vehicle Fleet	15 Class 400 Buses, 11 Class 700 Buses
Service Type	Dial-a-Ride
Base Fare	\$1.50
Area Served	Mankato, North Mankato, and Eagle Lake
State/Fed District	19B, 19/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$619,023	\$0	\$0	\$142,375	\$445,697	\$30,951	5.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$1,634,000	\$0	\$0	\$347,225	\$1,041,675	\$245,100	15.0%

Minnesota River Valley Transit



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

SYSTEM HIGHLIGHTS

- Deployed Route Match scheduling software in July 2019.
- Increased ridership on Gustavus Adolphus College route by 14 percent.

SYSTEM CHARACTERISTICS

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



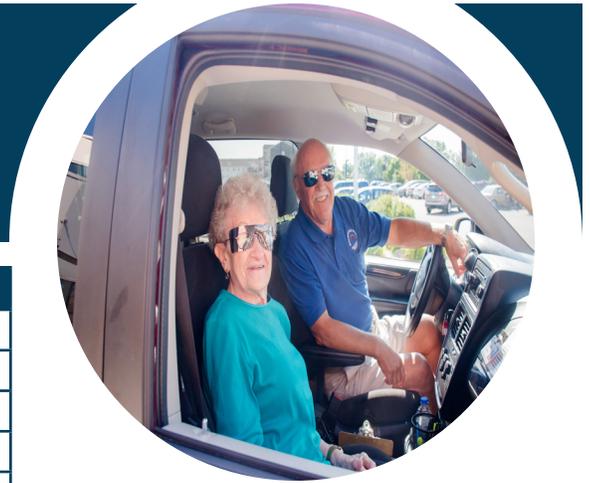
SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$817,263	\$155,748	\$0	\$123,746	\$453,538	\$84,230	10.3%
2019 Capital Expenditures	\$81,633	\$0	\$0	\$65,306	\$0	\$16,326	20.0%
2020 Operating Budget	\$1,778,000	\$245,303	\$532,971	\$0	\$778,800	\$177,800	10.0%

Moorhead Metro Area Transit: Dial-a-Ride



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

SYSTEM HIGHLIGHTS

- Introduced application for booking rides through web portal.
- Purchased three replacement vans for Metro Senior Ride and one paratransit Bus
- Began issuing new MATBUS Rider ID cards with passenger photos.

SYSTEM CHARACTERISTICS

INFORMATION	MOORHEAD METRO AREA TRANSIT: DIAL-A-RIDE
Vehicle Fleet	5 Class 400 Buses, 4 Class 200 Buses
Service Type	Dial-a-Ride
Base Fare	\$3.00
Area Served	Cities of Dilworth and Moorhead
State/Fed District	04A, 04B/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$457,951	\$0	\$0	\$106,462	\$328,591	\$22,897	5.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$1,090,000	\$0	\$0	\$231,625	\$694,875	\$163,500	15.0%

Morris Transit



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

SYSTEM HIGHLIGHTS

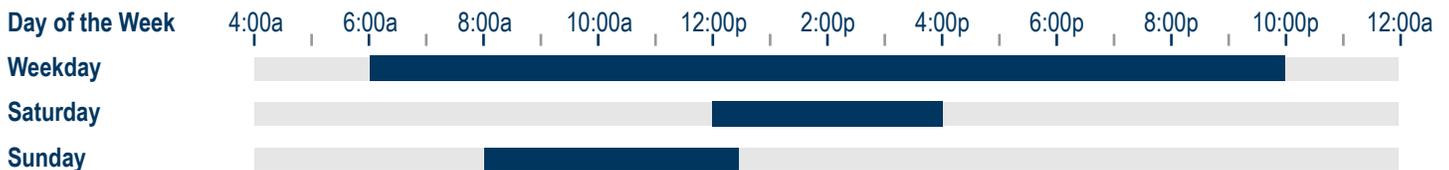
- Worked with MnDOT and a non-profit organization to complete a grant to obtain two electric buses.
- Worked diligently with consultants to establish a five-year transit system plan that included a vision and mission statement for the system.
- Participated in the Parade of Lights in the community to help promote Public Transportation.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$452,547	\$90,657	\$0	\$70,586	\$246,048	\$45,254	10.0%
2019 Capital Expenditures	\$76,507	\$0	\$0	\$61,205	\$0	\$15,301	20.0%
2020 Operating Budget	\$994,000	\$137,605	\$302,748	\$0	\$431,747	\$99,400	10.0%

Paul Bunyan Transit



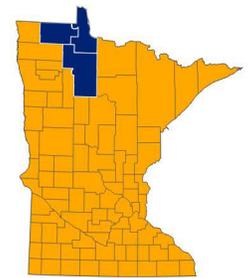
INFORMATION	PAUL BUNYAN TRANSIT
Transit Director	Lezlie L. Grubich
Street	706 Railroad St SE
City/State/Zip	Bemidji, MN 56601
Telephone	218-751-8765
Website	www.paulbunyantransit.com

SYSTEM HIGHLIGHTS

- Increased ridership 3 percent from 2018 to 2019
- Updated technology from automatic vehicle locators to tablets for dispatching communication to and from the buses.
- Increased fare collection 9.5 percent 2018 to 2019.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE

DAY OF WEEK	HOURS OF OPERATION
Weekday	Bemidji: 7:00am - 6:00pm, Roseau: 7:00am - 5:00pm, Warroad: 7:00am - 5:00pm, Baudette: 7:30am - 4:00pm
Saturday	Bemidji: 8:00am - 5:00pm
Sunday	No Service

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$1,656,018	\$332,329	\$0	\$305,713	\$935,174	\$82,800	5.0%
2019 Capital Expenditures	\$199,696	\$0	\$0	\$159,756	\$0	\$39,939	20.0%
2020 Operating Budget	\$4,114,000	\$573,728	\$1,296,165	\$0	\$1,856,931	\$308,550	7.5%

Prairie Lakes Transit (Faribault-Martin County)



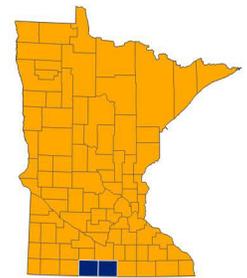
INFORMATION	PRAIRIE LAKES TRANSIT
Transit Director	Jeremy Monahan
Street	201 Lake Avenue #104
City/State/Zip	Fairmont, MN 56031
Telephone	507-238-3128
Website	www.PLTransit.com

SYSTEM HIGHLIGHTS

- Achieved monthly record ridership numbers on all Faribault County Routes.
- Plans for evening expansion in population center of Fairmont in Martin County.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$1,175,028	\$244,510	\$0	\$189,622	\$682,144	\$58,751	5.0%
2019 Capital Expenditures	\$434,108	\$0	\$0	\$347,286	\$0	\$86,821	20.0%
2020 Operating Budget	\$2,598,000	\$362,645	\$821,958	\$0	\$1,170,047	\$194,850	7.5%

PrairieLand Transit (Southwestern Minnesota Opportunity Council)



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

SYSTEM HIGHLIGHTS

- The new Worthington City Bus routes began operation.
- Nobles County Route passenger numbers continue to increase.
- Worthington Taxi Service third-party contract remains a successful public/private partnership.

SYSTEM CHARACTERISTICS

INFORMATION	PRAIRIELAND TRANSIT (SMOC)
Vehicle Fleet	3 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$2.50
Area Served	Nobles County
State/Fed District	22B, 22/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$385,548	\$81,041	\$0	\$75,022	\$210,206	\$19,277	5.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$965,000	\$133,762	\$295,682	\$0	\$441,930	\$72,375	7.5%

Rainbow Rider Transit



INFORMATION	RAINBOW RIDER TRANSIT
Transit Director	Brenda Brittin
Street	249 Poplar Avenue
City/State/Zip	Lowry, MN 56349
Telephone	800-450-7770
Website	www.rainbowriderbus.com

SYSTEM HIGHLIGHTS

- Bought two Class 300 buses to replace mini-vans.
- Dispatch department was fully remodeled! The space is enclosed, less noisy and each dispatcher has their own work space.

SYSTEM CHARACTERISTICS

INFORMATION	RAINBOW RIDER TRANSIT
Vehicle Fleet	1 Class 500 Bus, 35 Class 400 Buses, 2 Class 300 Buses, 2 Support Vehicles
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$2.00 per every 5 miles up to 20 miles then \$2.00 additional per every 10 miles
Area Served	Douglas, Grant, Pope, Traverse and Stevens, southern portion of Todd county
State/Fed District	8B, 9A, 9B, 12A, 12B/7



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$2,869,272	\$560,796	\$0	\$473,637	\$1,691,374	\$143,463	5.0%
2019 Capital Expenditures	\$985,577	\$0	\$0	\$788,462	\$0	\$197,115	20.0%
2020 Operating Budget	\$7,400,000	\$1,031,820	\$2,329,749	\$0	\$3,341,431	\$555,000	7.5%

Rochester Public Transit: Fixed Route



INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Transit Director	Ia Xiong
Street	201 4 St SE
City/State/Zip	Rochester, MN 55904
Telephone	507-328-2458
Website	www.RPTride.com

SYSTEM HIGHLIGHTS

- Ridership exceeded 2 million boardings for the second year in a row.
- Completed a 30,000 square foot addition to the transit bus garage.

SYSTEM CHARACTERISTICS

INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Vehicle Fleet	5 Class 500 Buses, 66 Class 700 Buses
Service Type	Fixed Route
Base Fare	\$2.00
Area Served	City of Rochester and four surrounding townships
State/Fed District	25, 26/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$8,988,990	\$1,140,000	\$0	\$1,846,000	\$5,104,091	\$898,899	10.0%
2019 Capital Expenditures	\$9,082,810	\$1,680,000	\$0	\$3,430,248	\$0	\$3,972,562	43.7%
2020 Operating Budget	\$26,337,000	\$2,489,780	\$0	\$6,967,432	\$11,612,387	\$5,267,400	20.0%

Rolling Hills Transit (Semcac Transportation)



INFORMATION	ROLLING HILLS TRANSIT (SEMCAAC)
Transit Director	Jim Wolter
Street	400 Commerce Dr. SE
City/State/Zip	Kasson, MN 55944
Telephone	800-528-7622
Website	www.semcac.org

SYSTEM HIGHLIGHTS

- Completed construction and moved into new transportation facility. Consolidating management, dispatching, garage and wash services into central location.
- Increased preschool ridership by 22 percent over previous year.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMATA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$1,190,491	\$252,694	\$0	\$204,973	\$673,299	\$59,524	5.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$3,019,000	\$424,487	\$986,722	\$0	\$1,335,615	\$226,425	7.5%

Saint Cloud Metro Bus: Fixed Route



METRO BUS
the people picker-uppers

INFORMATION	ST. CLOUD METRO BUS: FIXED ROUTE
Transit Director	Ryan I. Daniel
Street	665 Franklin Avenue Northeast
City/State/Zip	St. Cloud, MN 56304
Telephone	320-251-1499
Website	www.ridemetrobus.com

SYSTEM HIGHLIGHTS

- Celebrated 50 years of Fixed Route service with free fares for passengers, an employee event and open houses at our facilities. We also wrapped a bus to share our appreciation with the community for letting us serve them for half a century! (Picture attached)
- Began a trial of on-demand ride service branded as ConneX to better serve the city of Sartell.
- Achieved 99 percent on-time performance.

SYSTEM CHARACTERISTICS



INFORMATION	ST. CLOUD METRO BUS: FIXED ROUTE
Vehicle Fleet	38 Class 700 Buses, 4 Class 400 Buses, 1 Trolley Bus
Service Type	Fixed Route
Base Fare	\$1.25
Area Served	Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park
State/Fed District	13B, 14A, 14B, 15B, 30A/6

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$8,914,787	\$1,198,000	\$0	\$1,512,300	\$5,313,009	\$891,478	10.0%
2019 Capital Expenditures	\$1,890,000	\$1,320,000	\$0	\$192,000	\$0	\$378,000	20.0%
2020 Operating Budget	\$17,918,000	\$2,609,172	\$0	\$2,931,307	\$8,793,921	\$3,583,600	20.0%

Saint Cloud Metro Bus: Dial-a-Ride



INFORMATION	ST. CLOUD METRO BUS: DIAL-A-RIDE
Transit Director	Ryan I. Daniel
Street	665 Franklin Avenue Northeast
City/State/Zip	St. Cloud, MN 56304
Telephone	320-251-1499
Website	www.ridemetrobus.com

SYSTEM HIGHLIGHTS

- Provided over 11,000 more rides in 2019 than in 2018 while also increasing efficiency to over three rides per hour.
- Increased the percentage of the Dial-a-Ride fleet operated by clean natural gas (CNG) to 55 percent and continued the process of converting the entire fleet to CNG with the procurement of five additional CNG buses.
- Achieved 95 percent on-time performance.

SYSTEM CHARACTERISTICS

INFORMATION	ST. CLOUD METRO BUS: DIAL-A-RIDE
Vehicle Fleet	32 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$2.50
Area Served	Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park
State/Fed District	13B, 14A, 14B, 15B, 30A/6



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$4,525,025	\$0	\$0	\$980,687	\$3,318,086	\$226,251	5.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$9,337,000	\$0	\$0	\$0	\$7,936,450	\$1,400,550	15.0%

Saint Cloud Northstar Link



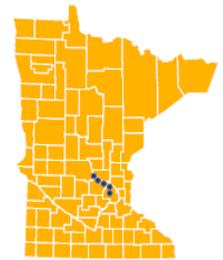
INFORMATION	SAINT CLOUD NORTHSTAR LINK
Contact	Ryan I. Daniel
Street	665 Franklin Avenue Northeast
City/State/Zip	Saint Cloud, MN 56304
Telephone	877-546-5010
Website	www.catchthelink.com

SYSTEM HIGHLIGHTS

- Passed the milestone of 10 years of service.
- Increased weekday efficiency to 7.84 passengers per hour while total weekday ridership remained steady at almost 99 percent of 2018 weekday ridership.

SYSTEM HIGHLIGHTS

INFORMATION	SAINT CLOUD NORTHSTAR LINK
Vehicle Fleet	5 Class 700 Buses
Service Type	Intercity Bus
Base Fare	\$1.00 station-to-station, \$2.00 St. Cloud to Big Lake, \$5.50 to Minneapolis (Fridays only)
Area Served	Cities of Anoka, Big Lake, Becker, Coon Rapids, Elk River, Minneapolis, Ramsey and St. Cloud
State/Fed District	13B, 14A, 14B, 15B, 30A/6



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$914,398	\$0	\$0	\$182,600	\$639,100	\$92,698	10.1%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$1,832,000	\$0	\$0	\$0	\$1,099,200	\$366,400	20.0%

SMART Transit (Cedar Valley Services)



INFORMATION	SMART TRANSIT (CEDAR VALLEY SERVICES)
Transit Director	Kirk Kuchera
Street	2111 4th Street Northwest
City/State/Zip	Austin, MN 55912
Telephone	507-433-2379
Website	www.smartbusmn.org

SYSTEM HIGHLIGHTS

- Created additional service in Owatonna to assist with manufacturing sector.
- Secured local grant to assist with expanded preschool service in Austin.

SYSTEM CHARACTERISTICS

INFORMATION	SMART TRANSIT (CEDAR VALLEY SERVICES)
Vehicle Fleet	32 Class 400 Buses, 1 Class 500 Bus, 1 Van
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$2.00 Deviated Route, Dial-a-Ride \$2.50 in town, \$3.00 rural, \$3.50 shuttle
Area Served	Freeborn, Mower, Steele, and Waseca counties
State/Fed District	24, 24A, 27, 27A, 27B/1



SPAN OF SERVICE

DAY OF WEEK	FREEBORN	MOWER AND STEELE	WASECA
Weekday	5am-9pm	Mower: 5am - 2am, Steele: 5am - 9pm	6am - 6pm
Saturday	9am - 1pm	Mower: 9am - 3pm, Steele: 9am - 3pm	9am - 1pm
Sunday	8am - 12pm	Mower: 1pm - 5pm, Steele: 7:30am - 1pm	8am - 12pm

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$2,779,685	\$562,326	\$0	\$539,125	\$1,539,249	\$138,984	5.0%
2019 Capital Expenditures	\$218,349	\$0	\$0	\$174,679	\$0	\$43,669	20.0%
2020 Operating Budget	\$7,241,000	\$1,006,118	\$2,243,462	\$0	\$3,297,219	\$543,075	7.5%

Three Rivers Hiawathaland Transit



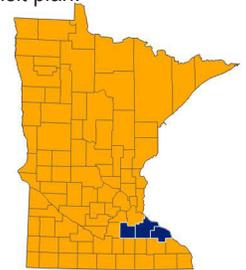
INFORMATION	THREE RIVERS HIAWATHALAND TRANSIT
Transit Director	Robert Cooper
Street	55049 241st Avenue
City/State/Zip	Plainview, MN 55964
Telephone	866-623-7505
Website	www.threeriverscap.org/transportation/hiawathaland-transit

SYSTEM HIGHLIGHTS

- Completed the construction of new Transit Operations Building in Plainview that houses a regional dispatch center, a training center and offices for management.
- Transitioned early a.m. route service to a demand response to allow for transporting more riders during that time frame.
- Received over 700 responses to survey seeking to identify unmet needs, which were implemented in the five- year transit plan.

SYSTEM CHARACTERISTICS

INFORMATION	THREE RIVERS HIAWATHALAND TRANSIT
Vehicle Fleet	24 Class 400 Buses, 6 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.25 Routes, \$1.75 Dial-a-Ride
Area Served	Wabasha, Goodhue, and Rice counties
State/Fed District	20B, 21A, 21B, 24B, 58B/1,2



SPAN OF SERVICE

DAY OF WEEK	REDWING	NORTHFIELD	FARIBAULT	RURAL DAR
Weekday	4:30am - 9:00pm	6:00am - 11:00pm	6:00am - 6:00pm	7:00am - 5:00pm
Saturday	7:00am - 5:00pm	7:00am - 5:00pm	12:00pm - 5:00pm	7:30am - 4:30pm
Sunday	No Service	No Service	No Service	No Service

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$3,328,363	\$608,580	\$0	\$515,530	\$1,860,790	\$343,463	10.3%
2019 Capital Expenditures	\$324,000	\$0	\$0	\$259,200	\$0	\$64,800	20.0%
2020 Operating Budget	\$8,371,000	\$1,178,415	\$2,750,399	\$0	\$3,692,361	\$627,825	7.5%

Trailblazer Transit



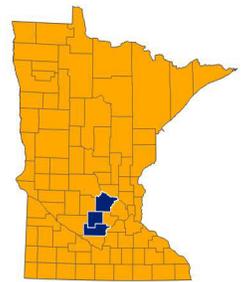
INFORMATION	TRAILBLAZER TRANSIT
Transit Director	Gary Ludwig
Street	207 West 11th Street
City/State/Zip	Glencoe, MN 55336
Telephone	320-864-1000
Website	www.trailblazertransit.com

SYSTEM HIGHLIGHTS

- Increased efficiency from 4.47 to 4.71 rides per hour.
- Added management, human resource, and marketing staff to accommodate growth.
- Conducted open house to celebrate Wright County formally joining the organization.
- Celebrated 20th anniversary on June 8, 2019 (nearly 3 million rides provided).

SYSTEM CHARACTERISTICS

INFORMATION	TRAILBLAZER TRANSIT
Vehicle Fleet	42 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$4.00
Area Served	Sibley, McLeod, and Wright counties
State/Fed District	15B, 18A, 18B, 29A, 29B, 30A, 30B/ 6,7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$5,277,690	\$1,070,128	\$0	\$922,435	\$3,021,242	\$263,884	5.0%
2019 Capital Expenditures	\$678,225	\$0	\$0	\$542,580	\$0	\$135,645	20.0%
2020 Operating Budget	\$13,855,000	\$1,933,503	\$4,378,694	\$0	\$6,243,429	\$1,039,125	7.5%

Transit Alternatives (Productive Alternatives)



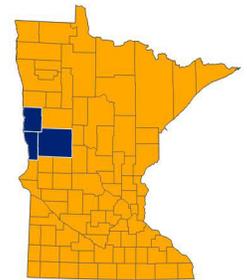
INFORMATION	TRANSIT ALTERNATIVES
Transit Director	Daryn Toso
Street	1225 N Tower Road
City/State/Zip	Fergus Falls, MN 56537
Telephone	218-998-3002
Website	www.otterexpress.com

SYSTEM HIGHLIGHTS

- Had a driver place 3rd at the State ROADEO and participate at the National ROADEO.
- Expanded to have three full-time Buses in Perham.
- Upgraded entire IT system for all office staff.

SYSTEM CHARACTERISTICS

INFORMATION	TRANSIT ALTERNATIVES
Vehicle Fleet	2 Class 300 Buses, 17 Class 400 Buses, 5 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.00 - \$5.00
Area Served	Clay, Otter Tail and Wilkin counties
State/Fed District	2B, 4A, 4B, 8A, 8B, 12A/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$1,816,478	\$398,370	\$0	\$305,645	\$1,021,639	\$90,823	5.0%
2019 Capital Expenditures	\$229,442	\$0	\$0	\$183,553	\$0	\$45,888	20.0%
2020 Operating Budget	\$3,875,000	\$551,362	\$1,333,358	\$0	\$1,663,404	\$290,625	7.5%

Tri-Valley Heartland Express



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

SYSTEM HIGHLIGHTS

- Improved relationships with faith-based organizations increasing the number of rides to and from these organizations on Wednesdays, Saturdays, and Sundays.
- Provided free rides for kids in Crookston and Thief River Falls to Eat United Program (a free lunch program), throughout the summer months.
- Collaborated with the TRF Food Shelf to deliver 29 food shelf boxes to families in the TRF area. The food shelf and Tri-Valley transit in TRF did this monthly.
- Increased previous year ridership by 10 percent systemwide.



SYSTEM CHARACTERISTICS

INFORMATION	TRI-VALLEY HEARTLAND EXPRESS
Vehicle Fleet	1 Class 300 Bus, 23 Class 400 Buses, 3 Class 500 Buses
Service Type	Dial-a-Ride
Base Fare	\$2.00
Area Served	Clearwater, Kittson, Mahnomens, Marshall, Norman, Pennington, Polk and Red Lake counties
State/Fed District	1A,1B,2A,2B,4B/7

SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$2,624,164	\$537,378	\$0	\$450,953	\$1,504,624	\$131,208	5.0%
2019 Capital Expenditures	\$357,421	\$0	\$0	\$285,937	\$0	\$71,484	20.0%
2020 Operating Budget	\$6,515,000	\$910,310	\$2,070,516	\$0	\$2,927,049	\$488,625	7.5%

TRUE Transit (VINE Faith in Action)



INFORMATION	TRUE TRANSIT
Transit Director	Ron Decker
Street	421 East Hickory Street
City/State/Zip	Mankato, MN 56001
Telephone	507-388-8783
Website	www.truetransit.org

SYSTEM HIGHLIGHTS

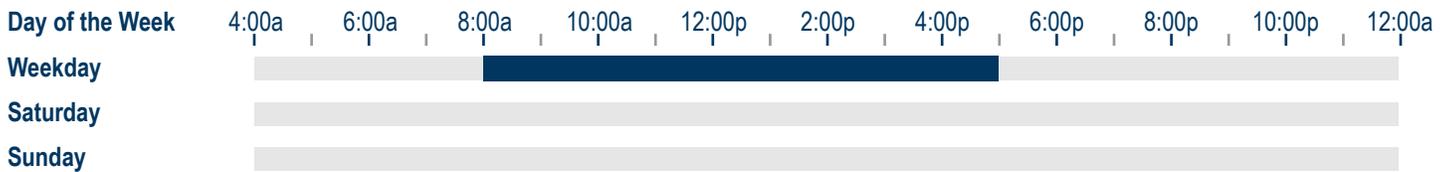
- 2019 was the third year of service.
- Increased ridership 51 percent.
- Implemented dial-a-ride service throughout the three counties served.

SYSTEM CHARACTERISTICS

INFORMATION	TRUE TRANSIT
Vehicle Fleet	1 Class 300 Bus, 4 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$3.00
Area Served	Rural Blue Earth, Nicollet, and Le Sueur counties
State/Fed District	19,23/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$587,366	\$139,147	\$0	\$123,018	\$295,832	\$29,368	5.0%
2019 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0	0.0%
2020 Operating Budget	\$1,651,000	\$237,183	\$591,364	\$0	\$691,002	\$123,825	7.5%

Wadena County Friendly Rider Transit



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

SYSTEM HIGHLIGHTS

- 93.5 percent success rate for volunteer driving dispatching.
- Conducted Community Outreach/Meeting Location with area CEO High School Classes.
- Annual ridership of over 61,000.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$832,877	\$164,052	\$0	\$147,700	\$479,481	\$41,643	5.0%
2019 Capital Expenditures	\$84,012	\$0	\$0	\$67,209	\$0	\$16,802	20.0%
2020 Operating Budget	\$1,870,000	\$259,840	\$579,462	\$0	\$851,448	\$140,250	7.5%

Watonwan Take Me There



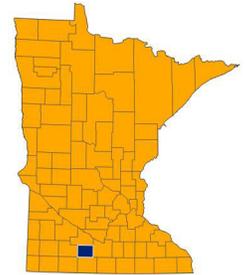
INFORMATION	WATONWAN TAKE ME THERE
Transit Director	Allison Karau
Street	1304 7th Avenue South
City/State/Zip	Saint James, MN 56081
Telephone	507-375-7835
Website	www.co.watonwan.mn.us

SYSTEM HIGHLIGHTS

- Upgraded scheduling system from three appointment books to computer scheduling via Google Docs.
- Created a Facebook page: @TMTtransportation.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$406,886	\$74,970	\$0	\$67,532	\$243,197	\$21,186	5.2%
2019 Capital Expenditures	\$80,611	\$0	\$0	\$64,488	\$0	\$16,122	20.0%
2020 Operating Budget	\$1,027,000	\$143,658	\$328,039	\$0	\$460,152	\$77,025	7.5%

Winona Transit Service



WINONA
TRANSIT SERVICE

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

SYSTEM HIGHLIGHTS

- Ridership on Route Deviation service decreased by 4 percent; however passenger revenues remained the same as 2018.
- Continued providing subscription services to Winona State University and St. Mary's University.
- Completed a rider survey.
- Began work on a route redesign; implementation was delayed until 2020.
- Transit Advisory Committee met quarterly.



SYSTEM CHARACTERISTICS

INFORMATION	WINONA TRANSIT SERVICE
Vehicle Fleet	1 Class 400 Bus, 8 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.00 for Route Deviation, \$1.30 for Dial-a-Ride
Area Served	Cities of Winona and Goodview
State/Fed District	28/1

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2019 Operating Expenditures	\$758,704	\$125,017	\$0	\$126,501	\$431,315	\$75,870	10.0%
2019 Capital Expenditures	\$242,200	\$0	\$0	\$193,760	\$0	\$48,440	20.0%
2020 Operating Budget	\$1,906,000	\$255,308	\$492,803	\$0	\$894,663	\$190,600	10.0%



Financial Statistics

Minnesota Public Transit Systems – 2019 Operating Expenditures

Note: Totals may not add up due to rounding

GREATER MINNESOTA CATEGORY	EXPENDITURES
Urbanized	\$38,947,507
Elderly and Disabled	\$7,683,160
Small Urban	\$1,757,317
Rural	\$51,940,470
Other Transit Service	\$914,398
Total	\$101,242,854

Greater Minnesota Transit Systems – 2019 Operating Expenditures

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

Note: Totals may not add up due to rounding

Table A-1: Greater Minnesota transit system operating expenditures

SYSTEM CATEGORY	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Urbanized	\$38,947,507	\$4,419,000	\$4,601,600	\$25,395,130	\$4,531,777	11.6%
Elderly & Disabled	\$7,683,160	\$0	\$1,656,437	\$5,549,095	\$477,627	6.2%
Small Urban	\$1,757,317	\$325,026	\$283,797	\$967,438	\$181,055	10.3%
Rural	\$51,940,470	\$10,162,796	\$8,794,853	\$29,658,220	\$3,324,599	6.4%
Other Transit Services	\$914,398	\$0	\$182,600	\$639,100	\$92,698	10.1%
Total	\$101,242,854	\$14,906,823	\$15,519,288	\$62,208,984	\$8,607,758	

Table A-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Blue Earth Blue Sky LLC	\$989,467	\$397,765	\$0	\$397,765	\$193,937	19.6%
Jefferson Lines	\$4,219,468	\$1,587,967	\$0	\$1,587,967	\$1,043,532	24.7%
Intercity Bus Total	\$5,208,935	\$1,985,732	\$0	\$1,985,732	\$1,237,470	

Table A-3: Other GM Funded Service operating expenditures

OTHER GM FUNDED SERVICE	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Metropolitan Council Northstar Commuter Rail	\$17,489,336	\$0	\$0	\$1,407,891	\$16,081,444	91.6%
Metropolitan Council Transit Link	\$1,547,040	\$670,961	\$0	\$0	\$876,078	56.6%
Other GM Funded Service Total	\$19,036,376	\$670,961	\$0	\$1,407,891	\$16,957,523	

Table A-4: Urbanized system operating expenditures

URBANIZED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority	\$15,287,567	\$991,000	\$350,000	\$11,844,000	\$2,102,567	13.8%
East Grand Forks Transit	\$518,239	\$85,000	\$68,350	\$249,850	\$115,039	22.2%
La Crescent Apple Express	\$354,919	\$52,000	\$58,800	\$208,627	\$35,491	10.0%
Mankato Transit System	\$2,535,061	\$567,000	\$368,250	\$1,346,305	\$253,506	10.0%
Moorhead Metro Area Transit	\$2,347,941	\$386,000	\$397,900	\$1,329,246	\$234,794	10.0%
Rochester Public Transit	\$8,988,990	\$1,140,000	\$1,846,000	\$5,104,091	\$898,899	10.0%
St. Cloud Metro Bus	\$8,914,787	\$1,198,000	\$1,512,300	\$5,313,009	\$891,478	10.0%
Total	\$38,947,507	\$4,419,000	\$4,601,600	\$25,395,130	\$4,531,777	

Table A-5: Elderly & Disabled system operating expenditures

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority-STRIDE	\$976,908	\$0	\$191,037	\$663,012	\$122,858	12.6%
East Grand Forks Transit Dial-A-Ride	\$97,480	\$0	\$16,362	\$56,787	\$24,330	24.5%
Mankato Dial-A-Ride	\$619,023	\$0	\$142,375	\$445,697	\$30,951	5.0%
Moorhead Metro Area Transit Dial-A-Ride	\$457,951	\$0	\$106,462	\$328,591	\$22,897	5.0%
Rochester Dial-A-Ride	\$1,006,770	\$0	\$219,512	\$736,919	\$50,338	5.0%
St. Cloud Metro Bus Dial-A-Ride	\$4,525,025	\$0	\$980,687	\$3,318,086	\$226,251	5.0%
Total	\$7,683,160	\$0	\$1,656,437	\$5,549,095	\$477,627	

Table A-6: Small urban system operating expenditures

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Granite Falls Heartland Express	\$148,914	\$27,685	\$21,678	\$79,336	\$20,214	13.6%
Hibbing Area Transit	\$397,151	\$81,667	\$65,031	\$210,738	\$39,715	10.0%
Morris Transit	\$452,547	\$90,657	\$70,586	\$246,048	\$45,254	10.0%
Winona Transit Service	\$758,704	\$125,017	\$126,501	\$431,315	\$75,870	10.0%
Total	\$1,757,317	\$325,026	\$283,797	\$967,438	\$181,055	

Table A-7: Rural system operating expenditures

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Arrowhead Transit	\$9,055,058	\$1,506,505	\$1,535,498	\$5,350,387	\$662,666	7.3%
Becker County Transit	\$506,686	\$106,470	\$85,123	\$289,758	\$25,334	5.0%
Brainerd and Crow Wing Public Transit	\$1,132,105	\$230,790	\$178,390	\$646,270	\$76,655	6.8%
Brown County Heartland Express	\$750,286	\$155,970	\$124,745	\$432,057	\$37,514	5.0%
Central Community Transit	\$3,041,679	\$589,795	\$560,613	\$1,739,186	\$152,084	5.0%
Chisago-Isanti County Heartland Express	\$1,670,487	\$363,697	\$282,931	\$940,334	\$83,524	5.0%
Faribault/Martin County (Prairie Lakes Transit)	\$1,175,028	\$244,510	\$189,622	\$682,144	\$58,751	5.0%
Fosston Transit	\$89,775	\$18,375	\$13,256	\$48,168	\$9,975	11.1%
Hubbard County Heartland Express	\$484,218	\$82,075	\$68,731	\$248,193	\$85,218	17.6%
Minnesota River Valley Transit	\$817,263	\$155,748	\$123,746	\$453,538	\$84,230	10.3%
Paul Bunyan Transit	\$1,656,018	\$332,329	\$305,713	\$935,174	\$82,800	5.0%
Prairie Five Rides	\$2,435,091	\$508,516	\$383,190	\$1,390,770	\$152,614	6.3%
Prairieland Transit (SMOC)	\$385,548	\$81,041	\$75,022	\$210,206	\$19,277	5.0%
Rainbow Rider Transit	\$2,869,272	\$560,796	\$473,637	\$1,691,374	\$143,463	5.0%
Rolling Hills Transit (SEMCAAC)	\$1,190,491	\$252,694	\$204,973	\$673,299	\$59,524	5.0%
SMART Transit (Cedar Valley Services)	\$2,779,685	\$562,326	\$539,125	\$1,539,249	\$138,984	5.0%
Three Rivers Hiawathaland Transit	\$3,328,363	\$608,580	\$515,530	\$1,860,790	\$343,463	10.3%
Timber Trails Public Transit (Kanabec County)	\$642,066	\$122,814	\$97,143	\$353,431	\$68,676	10.8%
Trailblazer Transit	\$5,277,690	\$1,070,128	\$922,435	\$3,021,242	\$263,884	5.0%
Transit Alternatives (Productive Alternatives)	\$1,816,478	\$398,370	\$305,645	\$1,021,639	\$90,823	5.0%
Transit Connection (Tri-CAP)	\$2,724,952	\$564,878	\$457,195	\$1,566,631	\$136,247	5.0%
Tri-Valley Heartland Express	\$2,624,164	\$537,378	\$450,953	\$1,504,624	\$131,208	5.0%

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Community Transit (UCAP)	\$3,660,925	\$730,835	\$563,378	\$2,041,236	\$325,475	8.9%
VINE Faith in Action, Inc. (TRUE Transit)	\$587,366	\$139,147	\$123,018	\$295,832	\$29,368	5.0%
Wadena County Friendly Rider Transit	\$832,877	\$164,052	\$147,700	\$479,481	\$41,643	5.0%
Watonwan Take Me There	\$406,886	\$74,970	\$67,532	\$243,197	\$21,186	5.2%
Total	\$51,940,470	\$10,162,796	\$8,794,853	\$29,658,220	\$3,324,599	

Table A-8: Other transit service operating expenditures

OTHER TRANSIT SERVICE	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
St. Cloud Northstar Link	\$914,398	\$0	\$182,600	\$639,100	\$92,698	10.1%
Total	\$914,398	\$0	\$182,600	\$639,100	\$92,698	

Greater Minnesota Transit Systems – 2019 Capital Expenditures

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

Note - Totals may not add up due to rounding.

Table B-1: Total Greater Minnesota capital expenditures

TRANSIT SYSTEM	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Urbanized	\$14,579,310	\$3,000,000	\$6,507,448	\$5,071,862
Small Urban	\$318,707	\$0	\$254,965	\$63,741
Rural	\$10,387,042	\$0	\$8,309,634	\$2,077,408
Total	\$25,285,059	\$3,000,000	\$15,072,047	\$7,213,011

Table B-2: Urbanized system capital expenditures

URBANIZED SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Duluth Transit Authority	Facility, bus stop upgrades & trolley buses	\$3,068,500	\$0	\$2,454,800	\$613,700
East Grand Forks Transit	Fare collection equip.	\$220,000	\$0	\$176,000	\$44,000
Moorhead MAT	Fare collection equip.	\$318,000	\$0	\$254,400	\$63,600
Rochester Public Transit	Facility & buses	\$9,082,810	\$1,680,000	\$3,430,248	\$3,972,562
St Cloud Metro Bus	Buses	\$1,890,000	\$1,320,000	\$192,000	\$378,000
Total Urban		\$14,579,310	\$3,000,000	\$6,507,448	\$5,071,862

Table B-3: Small Urban system capital expenditures

URBANIZED SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Minnesota River Valley Transit	Bus	\$81,633	\$0	\$65,306	\$16,326
Morris Transit	Bus	\$76,507	\$0	\$61,205	\$15,301
Winona Transit Service	Facility	\$242,200	\$0	\$193,760	\$48,440
Total Small Urban		\$318,707	\$0	\$254,965	\$63,741

Table B-4: Rural system capital expenditures

RURAL SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Arrowhead Transit	Buses, facility & support vehicles	\$2,557,212	\$0	\$2,045,769	\$511,442
Becker County Transit	Bus	\$84,031	\$0	\$67,224	\$16,806
Brainerd and Crow Wing County Transit	Bus	\$84,632	\$0	\$67,705	\$16,926
Central Community Transit	Buses & van	\$619,014	\$0	\$495,211	\$123,802
Faribault Martin County Transit Board	Buses & renovation	\$434,108	\$0	\$347,286	\$86,821
City of Fosston	Bus	\$83,721	\$0	\$66,976	\$16,744
Hubbard County	Bus	\$84,806	\$0	\$67,844	\$16,961
Paul Bunyan Transit	Bus, service vehicle & support vehicle	\$199,696	\$0	\$159,756	\$39,939
Prairie Five Rides	Buses & support vehicle	\$364,858	\$0	\$291,886	\$72,971
Rainbow Rider Transit	Buses, radio, parking lot, service truck & support veh.	\$985,577	\$0	\$788,462	\$197,115
SMART Transit (Cedar Valley Services)	Buses, support vehicle, lobby & garage doors	\$218,349	\$0	\$174,679	\$43,669
Three Rivers Hiawathaland Transit	Buses	\$324,000	\$0	\$259,200	\$64,800
Trailblazer Transit	Buses	\$678,225	\$0	\$542,580	\$135,645
Transit Alternatives (Productive Alternatives)	Buses	\$229,442	\$0	\$183,553	\$45,888
Transit Connection (Tri-CAP)	Buses & facility	\$2,213,000	\$0	\$1,770,400	\$442,600
Tri-Valley Heartland Express	Buses & facility	\$357,421	\$0	\$285,937	\$71,484
United Community Action, Inc. (WESTERN)	Buses & support vehicle	\$622,692	\$0	\$498,153	\$124,538
Wadena County Friendly Rider Transit	Bus	\$84,012	\$0	\$67,209	\$16,802
Watsonwan County	Bus	\$80,611	\$0	\$64,488	\$16,122
Total Rural		\$10,387,042	\$0	\$8,309,634	\$2,077,408

Greater Minnesota Transit Systems – 2020 & 2021 Operating Budget

Figures represent contracted amounts.

Note: Totals may not add up due to rounding

Table C-1: Greater Minnesota transit system operating budget

SYSTEM CATEGORY	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Urbanized	\$92,797,000	\$9,478,632	\$0	\$21,702,232	\$43,056,735	\$18,559,400	20.0%
Elderly & Disabled	\$16,547,000	\$0	\$0	\$1,532,125	\$12,532,825	\$2,482,050	15.0%
Small Urban	\$3,973,000	\$556,183	\$1,091,233	\$20,790	\$1,781,268	\$411,900	20.0%
Rural	\$122,028,000	\$17,023,398	\$38,547,608	\$0	\$54,947,818	\$9,196,550	15.0%
Other Transit Services	\$1,832,000	\$0	\$0	\$0	\$1,099,200	\$366,400	20.0%
Total	\$237,177,000	\$27,058,214	\$39,638,841	\$23,255,147	\$113,417,847	\$31,016,300	

Table C-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Blue Earth Blue Sky LLC	\$1,350,000	\$76,389	\$927,611	\$0	\$278,500	\$67,500	5.0%
Jefferson Lines	\$4,732,000	\$272,191	\$3,310,459	\$0	\$912,750	\$236,000	5.0%
Intercity Bus Total	\$6,082,000	\$348,580	\$4,238,070	\$0	\$1,191,250	\$0	

Note: ICB local match percentages has historically been 15% but decreased because of the addition of 100% federal CARES Act funds in 2020.

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

OTHER GM FUNDED SERVICES	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Metropolitan Council Northstar Commuter Rail	\$42,240,000	\$0	\$0	\$0	\$2,956,845	\$39,283,154	92.0%
Metropolitan Council Transit Link	\$3,577,000	\$1,148,235	\$1,183,030	\$0	\$0	\$1,212,585	33.9%
Total	\$45,817,000	\$1,148,235	\$1,183,030	\$0	\$2,956,845	\$40,495,739	

Table C-4: Urbanized system operating budget

URBANIZED SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority	\$34,638,000	\$2,190,296	\$0	\$9,570,039	\$15,950,065	\$6,927,600	20.0%
East Grand Forks Transit	\$1,214,000	\$271,666	\$0	\$174,883	\$524,650	\$242,800	20.0%
La Crescent Apple Express	\$746,000	\$111,132	\$0	\$121,417	\$364,251	\$149,200	20.0%
Mankato Transit System	\$5,953,000	\$945,110	\$0	\$954,322	\$2,862,967	\$1,190,600	20.0%
Moorhead Metro Area Transit	\$5,991,000	\$861,476	\$0	\$982,831	\$2,948,493	\$1,198,200	20.0%
Rochester Public Transit	\$26,337,000	\$2,489,780	\$0	\$6,967,432	\$11,612,387	\$5,267,400	20.0%
St. Cloud Metro Bus	\$17,918,000	\$2,609,172	\$0	\$2,931,307	\$8,793,921	\$3,583,600	20.0%
Total	\$92,797,000	\$9,478,632	\$0	\$21,702,232	\$43,056,735	\$18,559,400	

Table C-5: Elderly & Disabled system operating budget

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority-STRIDE	\$2,039,000	\$0	\$0	\$433,287	\$1,299,862	\$305,850	15.0%
East Grand Forks Transit Dial-A-Ride	\$225,000	\$0	\$0	\$47,812	\$143,437	\$33,750	15.0%
Mankato Dial-A-Ride	\$1,634,000	\$0	\$0	\$347,225	\$1,041,675	\$245,100	15.0%
Moorhead Metro Area Transit Dial-a-Ride	\$1,090,000	\$0	\$0	\$231,625	\$694,875	\$163,500	15.0%
Rochester Dial-A-Ride	\$2,222,000	\$0	\$0	\$472,175	\$1,416,525	\$333,300	15.0%
St. Cloud Metro Bus Dial-A-Ride	\$9,337,000	\$0	\$0	\$0	\$7,936,450	\$1,400,550	15.0%
Total	\$16,547,000	\$0	\$0	\$1,532,125	\$12,532,825	\$2,482,050	

Table C-6: Small urban system operating budget

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Granite Falls Heartland Express	\$146,000	\$33,640	\$0	\$20,790	\$62,370	\$29,200	20.0%
Hibbing Area Transit	\$927,000	\$129,630	\$295,682	\$0	\$392,488	\$92,700	20.0%
Minnesota River Valley Transit	\$1,778,000	\$245,303	\$532,971	\$0	\$778,800	\$177,800	20.0%
Morris Transit	\$994,000	\$137,605	\$302,748	\$0	\$431,747	\$99,400	20.0%
Winona Transit Service	\$1,906,000	\$255,308	\$492,803	\$0	\$894,663	\$190,600	20.0%
Small Urban Total	\$3,973,000	\$556,183	\$1,091,233	\$20,790	\$1,781,268	\$411,900	

Table C-7: Rural system operating budget

RURAL SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Arrowhead Transit	\$18,441,000	\$2,531,156	\$5,393,682	\$0	\$8,640,711	\$1,383,075	15.0%
Becker County Transit	\$1,106,000	\$154,280	\$348,867	\$0	\$498,903	\$82,950	15.0%
Brainerd and Crow Wing County Transit	\$2,475,000	\$345,426	\$782,534	\$0	\$1,115,039	\$185,625	15.0%
Brown County Heartland Express	\$1,638,000	\$229,027	\$522,185	\$0	\$734,687	\$122,850	15.0%
Central Community Transit	\$7,807,000	\$1,091,088	\$2,483,727	\$0	\$3,505,534	\$585,525	15.0%
Chisago-Isanti Heartland Express	\$4,508,000	\$640,283	\$1,539,405	\$0	\$1,944,086	\$338,100	15.0%
Faribault/Martin County (Prairie Lakes Transit)	\$2,598,000	\$362,645	\$821,958	\$0	\$1,170,047	\$194,850	15.0%
Fosston Transit	\$255,000	\$36,286	\$87,775	\$0	\$109,438	\$19,125	15.0%
Hubbard County Heartland Express	\$907,000	\$123,576	\$255,886	\$0	\$423,137	\$68,025	15.0%
Paul Bunyan Transit	\$4,114,000	\$573,728	\$1,296,165	\$0	\$1,856,931	\$308,550	15.0%
Prairie Five Rides	\$5,704,000	\$802,647	\$1,913,935	\$0	\$2,475,367	\$427,800	15.0%
Prairieland Transit (SMOC)	\$965,000	\$133,762	\$295,682	\$0	\$441,930	\$72,375	15.0%
Rainbow Rider Transit	\$7,400,000	\$1,031,820	\$2,329,749	\$0	\$3,341,431	\$555,000	15.0%
Rolling Hills Transit (SEMCAC)	\$3,019,000	\$424,487	\$986,722	\$0	\$1,335,615	\$226,425	15.0%
SMART (Cedar Valley Services)	\$7,241,000	\$1,006,118	\$2,243,462	\$0	\$3,297,219	\$543,075	15.0%
Three Rivers Hiawathaland Transit	\$8,371,000	\$1,178,415	\$2,750,399	\$0	\$3,692,361	\$627,825	15.0%
Timber Trails Public Transit (Kanabec County)	\$1,291,000	\$177,190	\$377,506	\$0	\$604,979	\$96,825	15.0%
Trailblazer Transit	\$13,855,000	\$1,933,502	\$4,378,694	\$0	\$6,243,428	\$1,039,125	15.0%
Transit Alternatives (Productive Alternatives)	\$3,875,000	\$551,362	\$1,333,358	\$0	\$1,663,404	\$290,625	15.0%
Transit Connection (Tri-CAP)	\$5,959,000	\$831,321	\$1,880,462	\$0	\$2,687,416	\$446,925	15.0%

RURAL SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Tri-Valley Heartland Express	\$6,515,000	\$910,310	\$2,070,516	\$0	\$2,927,049	\$488,625	15.0%
Community Transit (UCAP)	\$7,658,000	\$1,068,976	\$2,423,103	\$0	\$3,448,695	\$574,350	15.0%
VINE Faith in Action, Inc. (TRUE Transit)	\$1,651,000	\$237,183	\$591,364	\$0	\$691,002	\$123,825	15.0%
Wadena County Friendly Rider Transit	\$1,870,000	\$259,840	\$579,462	\$0	\$851,448	\$140,250	15.0%
Watonwan Take Me There	\$1,027,000	\$143,658	\$328,039	\$0	\$460,152	\$77,025	15.0%
Total	\$120,250,000	\$16,778,086	\$38,014,637	\$0	\$54,160,009	\$9,018,750	

Table C-8: Other transit service operating budget

OTHER TRANSIT SERVICE	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
St. Cloud Metropolitan Transit Commission - Northstar Link	\$1,832,000	\$0	\$0	\$0	\$1,099,200	\$366,400	20.0%
Total	\$1,832,000	\$0	\$0	\$0	\$1,099,200	\$366,400	

New Service Expansion Projects

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

Note: Totals may not add up due to rounding

Table D-1: 2018 and 2019 NSE Operating Contracts

SYSTEM	OPERATING PROJECT(S)	STATE SHARE (SFY 2018)	STATE SHARE (SFY 2019)
Arrowhead Transit	10 New Service Segment Projects	\$917,600	\$1,046,000
Becker County Transit	1 New Service Segment Project	\$51,100	\$0
Brown County Heartland Express	1 New Service Segment Project	\$25,400	\$31,566
SMART Transit (Cedar Valley Services)	3 New Service Segment Projects	\$113,800	\$179,000
Central Community Transit	3 New Service Segment Projects	\$106,600	\$123,683
East Grand Forks Transit	2 New Service Segment Projects	\$55,000	\$229,700
Hibbing Area Transit	3 New Service Segment Projects	\$23,200	\$26,624
Mankato Transit	9 New Service Segment Projects	\$497,600	\$1,080,000
Moorhead Metro Area Transit	5 New Service Segment Projects	\$451,300	\$476,710
Rochester Public Transit	4 New Service Segment Projects	\$181,200	\$1,262,609
Winona Transit Service	1 New Service Segment Project	\$119,600	\$150,000
Duluth Transit Authority	9 New Service Segment Projects	\$1,229,400	\$1,790,058
Chisago-Isanti County Heartland Express	9 New Service Segment Projects	\$555,600	\$649,000
Timber Trails Public Transit	2 New Service Segment Projects	\$60,300	\$46,844
Minnesota River Valley Transit	1 New Service Segment Project	\$28,500	\$33,000
Prairie Five Rides	1 New Service Segment Project	\$72,000	\$78,000
Transit Alternatives (Productive Alternatives)	1 New Service Segment Project	\$83,000	\$101,500
St. Cloud Metro Bus	1 New Service Segment Project	\$227,000	\$239,000
Three Rivers Hiawathaland Transit	8 New Service Segment Projects	\$221,700	\$260,000
Transit Connection (Tri-CAP)	5 New Service Segment Projects	\$135,500	\$114,566
Tri Valley Heartland Express	2 New Service Segment Projects	\$106,000	\$107,250
Community Transit (UCAP)	2 New Service Segment Projects	\$63,700	\$60,000
Wadena County Friendly Rider Transit	3 New Service Segment Projects	\$84,300	\$42,900
Total New Service Expansion Operating		\$5,409,400	\$8,128,010

Table D-2: 2018 and 2019 NSE Capital Contracts

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

Glossary

Glossary

This glossary contains technical terms that may appear in the Greater Minnesota Transit Report. Many of these terms have multiple definitions; therefore, terms are defined as they are used in the context of this report.

Accessible vehicle

A public transportation vehicle that does not restrict access, is usable and provides allocated space and/or priority seating for individuals who use wheelchairs.

Americans with Disabilities Act (ADA)

The Americans with Disabilities Act passed in July 1991 and gave direction to local transit agencies to ensure full access to transportation for persons with disabilities.

Base fare

The price charged to one adult for one transit ride. It excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares.

Bus Roadeo

An annual competition in which transit bus drivers demonstrate skills such as emergency stops and maneuvers.

Capital cost

The cost of equipment and facilities required to support transportation systems: vehicles, radios, shelters, etc.

CARES Act Funding

The CARES Act was enacted on March 27, 2020 and provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic and provide emergency appropriations during the COVID-19 pandemic.

Commuter service

Express transit service generally connecting residential areas and activity centers via a high speed, non-stop connection.

Coordination

A cooperative arrangement among transportation providers and/or purchasers aimed at realizing increased benefits through the shared management and/or operation of one or more transportation-related functions.

Dedicated funding source

A funding source that by law, is available for use only to support a specific purpose and cannot be diverted to other uses; e.g., the federal gasoline tax can only be used for highway investments and, since 1983, for transit capital projects\

Demand response/dial-a-ride service

A transportation service characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door or point-to-point transportation at the user's demand.

Fare

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

Fare box

A device that accepts coins, bills, tickets and tokens given by passengers as payment for rides.

Fare box recovery ratio

Total fare revenue divided by the total operating cost.

FAST Act

The first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act authorized \$305 billion over fiscal years 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs.

Federal Transit Administration (FTA)

An operating administration within the United States Department of Transportation that administers federal programs and provides financial assistance to public transit.

Fixed route

Transportation service operated over a set route or network of routes on a regular time schedule.

Flexible fixed route

See route deviation.

Funding classification

Greater Minnesota public transit services are categorized according to the following classifications in [Minn. Stat. 174.22](#):

- Rural – A county or multi-county transit system serving a geographic area primarily with populations under 2,500 or a stand-alone transit system within a city of less than 2,500 people.
- Small Urban – A stand-alone transit system within a city of between 2,500 and 50,000 people.
- Urbanized – A transit system within a metropolitan area with populations greater than 50,000.
- ADA complementary paratransit – Demand response service for persons with disabilities in geographic areas where fixed route services are provided; provision of this service is required by the Americans with Disabilities Act. This is also described in Minnesota State Statutes as “Elderly and Disabled Service.”

Intercity bus service

Transportation between metropolitan areas and rural areas, traveling over long distances, via an over-the-road coach with luggage space.

Light rail transit

An electric railway system characterized by its ability to operate single cars or short trains along exclusive right-of-way at ground level, on aerial structures or in subways.

Motor vehicle sales tax (MVST)

A source of revenue for Minnesota public transit. The percentages of this revenue source designated for metropolitan area and Greater Minnesota transit are defined in Minn. Stat. 297B.09.

Operating expenditures

The recurring costs of providing transit service; e.g., wages, salaries, fuel, oil, taxes, maintenance, depreciation, insurance, marketing, etc.

Operating deficit

Total operating expenditures minus total operating revenue.

Operating revenue

The total revenue earned by a transit agency through its transit operations. It includes passenger fares, advertising and other revenues.

Total operating cost

The total of all operating costs incurred during the transit system calendar year, excluding expenses associated with capital grants.

Paratransit

A flexible form of public transportation service that is not provided over a fixed-route; it is a demand responsive service typically for the disabled community.

Park and ride facility

A common location; e.g., parking lot, for individuals to park their personal vehicle and board a high occupancy travel mode such as a commuter train or bus.

Pass

A means of transit payment, usually a pre-paid card that is displayed to a bus driver in lieu of cash for the fare.

Peak period

The hours when traffic or transit passenger demand is the greatest, typically during morning and afternoon commuting hours.

Public transportation

Transportation service that is available to any person upon payment of the fare either directly, subsidized by public policy, or through some contractual arrangement, and which cannot be reserved for the private or exclusive use of one individual or group. "Public" in this sense refers to the access to the service, not to the ownership of the system that provides the service.

Ridership

The total of all revenue passengers, transfer passengers on second/successive rides and free ride passengers.

Passenger trip

A measure for one person making a one-way trip from origin to destination. One round trip equals two passenger trips.

Revenue hours

The number of transit vehicle hours when passengers are being transported. Calculated by taking the total time when a vehicle is available to the general public and there is an expectation of carrying passengers. Excludes deadhead hours, when buses are moving but not carrying passengers, but includes recovery/layover time.

Route deviation

Transportation service operating on a standard route along a public right of way, from which it may deviate from time to time, in response to a demand for its service or to take a passenger to a destination, after which it returns to its standard route.

Rural Transit Assistance Program (RTAP)

The section of the Federal Transit Act of 1991, as amended, that provides funds for training, technical assistance, research and other support services for rural transit providers.

Section 5307 (Urbanized Area Formula Program)

The section of the Federal Transit Act of 1991, as amended, that authorizes grants to public transit systems in urban areas with populations of more than 50,000 for both capital and operating projects. Based on population and density figures, these funds are distributed directly to the transit agency from the FTA.

Section 5309 (Capital Program)

The section of the Federal Transit Act of 1991, as amended, that authorizes discretionary capital assistance for major capital needs, such as fleet replacement and construction of transit facilities.

Section 5310 (Elderly and Persons with Disabilities Capital Program)

The section of the Federal Transit Act of 1991, as amended, that provides grant funds for the purchase of accessible vehicles and related support equipment for private non-profit organizations to serve elderly and/or disabled people, public bodies that coordinate services for elderly and disabled, or any public body that certifies to the state that non-profits in the area are not readily available to carry out the services.

Section 5311 (Non-urbanized Area Formula Program)

The section of the Federal Transit Act of 1991, as amended, that authorizes grants to public transit systems in non-urbanized areas (fewer than 50,000 population). The funds initially go to the governor of each state. In Minnesota, MnDOT administers these funds.

Section 5339 (Facilities Program)

Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two discretionary components: the Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

Service area

The geographic area that coincides with a transit system's legal operating limits; e.g., city limits, county boundary, etc.

Service hours

See revenue hours.

Service span

The duration of time that service is made available or operated during the course of the service day; e.g., 6 a.m. to 10 p.m.

Subscription service

Transportation service in which routes and schedules are prearranged to meet the needs of riders who sign up for the service in advance.

Transit

Transportation by bus, rail or other conveyance, either publicly or privately owned, that provides general or special service on a regular and continuing basis. The term includes fixed-route and paratransit services as well as ridesharing. Also known as mass transportation, mass transit, or public transit.

Transit dependent

A description for a population or person who does not have immediate access to a private vehicle, or because of age or health reasons cannot drive and must rely on others for transportation.

Vehicle Classification

MnDOT classifies transit vehicles according to the following categories:

- Class 300 – A small-size light-duty transit bus approximately 16-22 feet long with a raised roof and single or dual rear wheels (up to 12,500 lbs. gross vehicle weight rating).
- Class 400 – A medium-size light-duty transit bus approximately 20-30 feet long with a raised roof and dual rear wheels (12,300-16,000 lbs. gross vehicle weight rating).
- Class 500 – A medium-size medium-duty transit bus approximately 25-40 feet long (17,000-24,000 lbs. gross vehicle weight rating).
- Class 600 – A medium-size heavy-duty transit bus approximately 25-40 feet long (21,000-32,000 lbs. gross vehicle weight rating).
- Class 700 – A large-size heavy-duty transit bus/over-the-road bus approximately 30 feet and longer with a rear-mounted engine.

