



# 2021 Transit Report: A Guide to Greater Minnesota's Public Transit Systems





# 2021 Transit Report: A Guide to Greater Minnesota's Public Transit Systems

February 2022

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](#).

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[ADArequest.dot@state.mn.us](mailto: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	6
(2) a descriptive summary of funding sources and assistance programs;	State of the Industry	7
(3) a summary of each public transit system receiving assistance under section 174.24;	Transit Fact Sheets	19
(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	66
(ii) each of the funding sources used to provide financial assistance; and	Financial Statistics	68
(iii) for federal funds, the amount from each specific federal program under which funding is provided;	State of the Industry Financial Statistics	9, 68
(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	7
(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	14
(ii) the total expenditures from local sources for each transit system classification;	Financial Statistics	68
(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; (due to funding complexity, no percentages have been calculated) and	Financial Statistics	
(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	16

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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 calendar year (2020) expenditures, and calendar year (2021) operating budgets. 2021 expenditures are not included because the report is developed in fall 2021. This report meets the requirements in [Minn. Stat. 174.247](#) that MnDOT annually compiles and publishes financial information for federal and state-supported transit systems. The chart on page 3 itemizes specific statutory guidelines for the report and indicates which sections meet the requirements.

## About Greater Minnesota Transit

At the beginning of 2020, Greater Minnesota had 36 public transit systems offering scheduled transit service in 79 counties. Then in the spring, one of the smaller systems merged with a larger system, resulting in 35 systems for the remainder of 2020. Public transit systems provide transportation options that allow residents to participate in the state's communities and economy. In accordance with Minn. Stat. 174.247, this report highlights information for the public transit and intercity bus systems in Greater Minnesota. Transit services offered in the seven-county Twin Cities metropolitan area are not included.

Minnesota has specific statutory goals directly related to transit under [Minn. Stat. 174.01](#) and [174.21](#). Minnesota Statutes, Section 174.01 has the following goals:

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

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

- (1) Provide access to transit for persons who have no alternative mode of transportation available
- (2) Increase the efficiency and productivity of public transit systems
- (3) Alleviate problems of automobile congestion and energy consumption, and provide desirable land use where such activities are cost-effective
- (4) Maintain a state commitment to public transportation



- (5) Meet the needs of individual transit systems to the extent they are consistent with the other objectives stated above

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

## Other Transit Opportunities

MnDOT provides federal section 5311 funding allocation in addition to the direct FTA funding for transit services offered by tribal nations in Minnesota. In recent years, MnDOT's support of tribal nations included sections 5311 and 5310 funds. All tribes are eligible for Rural Transit Assistance Program funding for transportation education and training. The federal funding allocation to tribal nations provides much needed transit services. The Enhanced Mobility for Seniors and Individuals with Disabilities program (Section 5310), a federal program administered by MnDOT, improves mobility 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, supports the 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 planning, capital 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 (i.e. smaller cities), 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. Additionally, there is a relatively new federal law that created a capital formula program for buses and bus facilities (Section 5339 Bus and Bus Facilities Program).

In 2020, because of the COVID-19 pandemic and the impact on the transit industry, Congress approved two emergency relief funding bills that included funding for public transportation. In April 2020, shortly after the start of the COVID-19 pandemic, Congress approved \$25 billion in Coronavirus Aid, Relief, and Economic Security Act funding for public transportation. Additionally, in December 2020, the Coronavirus Response and Relief Supplemental Appropriations Act was signed into law and provides an additional \$14 billion to support the transit industry during the COVID-19 public health emergency.

## **Federal Programs Support Local Transit Operating and Capital Projects**

Federal programs constitute the majority of transit formula funding in Minnesota. They provide operating and capital funds through grants to large urban, small urban and rural areas. In total, MnDOT provided \$7.06 million in Section 5311 and \$22.3 million in CARES Act funding toward public transportation assistance in Greater Minnesota (Table 1). Federal Section 5307 and tribal funds are directly appropriated and managed by the large urban systems and the tribal nations. Table 1 depicts the amounts of Section 5311 and CARES Act funding provided for Greater Minnesota Transit assistance for fiscal year 2021.

Table 1: FY 2021 Section 5311 & CARES Federal Funding for Greater Minnesota Transit

PROGRAM	DESCRIPTION	2020 TOTAL
5311	Non-urbanized Area Formula Program:	
	• Operating funding	\$7,055,679
	• Intercity bus transportation	
	• Rural Transit Assistance Program	
CARES ACT	COVID-19 Emergency Relief Funding	\$22,335,532
<b>Grand total</b>		<b>\$29,391,211</b>

## State Programs Support Public Transit

The amount of service that Minnesota transit systems can provide is closely tied to the amount of funding provided by the state. The Minnesota State Legislature decides on the funding levels for the state’s public transit system every two years. A portion of the State General Fund is typically approved and dedicated for transit in Greater Minnesota.

Additionally, 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 Motor Vehicle Lease Sales Tax 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 subd. 2 states, “Any legislatively established public transit commission or authority, any county or statutory or home rule charter city providing financial assistance to or operating public transit, any private operator of public transit, or any combination thereof is eligible to receive financial assistance through the public transit participation program.”

State law requires local participation in funding public transit services in Greater Minnesota. The percentage of total contracted operating costs paid by any recipient from local sources may 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

Other State, local, 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 Greater Minnesota state transit funding for 2020-2021.

Table 2: State Transit Funding for 2020-2021

SOURCE	2020	2021	TOTAL
Public transit assistance (general fund)	\$17,249,000	\$17,249,000	\$34,498,000
Greater MN transit account (MVLST daily receipts and one-time MVST leased revenues)	\$60,412,061	\$69,177,993	\$129,590,054
<b>Greater Minnesota total</b>	<b>\$77,661,061</b>	<b>\$86,426,993</b>	<b>\$164,088,054</b>

## 2020-2021 Major Accomplishments

The impact the COVID-19 pandemic had on the transit industry was great, but progress was still made on many fronts – from planning and research to programming to innovations.

### Transit Provider Pandemic Services – Food Delivery + COVID-19 Service Access

Throughout the pandemic, transit systems served their neighbors by supporting food security and access to COVID-19 testing and vaccination sites. Food security was supported by delivering groceries and meals, and providing free rides to shop for groceries. Between March 2020 and December 2021, 645,663 meals were provided. Additionally, the majority of systems continue to support food access as part of their “new normal” day-to-day operations.

COVID-19 service access was supported primarily through free or reduced fares for rides to testing or vaccination sites and increasing rider confidence that public transit is a safe and effective way to access these services. Safety and cleaning protocol enhancements such as driver barriers, adherence to the federal mask mandate, making masks and hand sanitizer available for riders, and intensive bus cleaning between trips increased the confidence of Minnesota residents while they used public transit to access services. More than 50 percent of transit systems have supported access to

COVID-19 services, and all systems have employed some combination of safety enhancements to increase rider confidence in the safety of public transit during the pandemic.

### **Partnering to Reduce Transportation Gaps during COVID-19**

During the pandemic, some Minnesotans tested positive for COVID-19, yet still needed transportation to life-saving medical treatments, such as dialysis. Some suspected they had COVID-19 but couldn't reach a testing site. Hospitalized for COVID-19, others lacked transportation to return home when released. Some Minnesotans called for ambulance transport during a peak time for emergencies in non-emergency situations.

In searching for a solution, the COVID community coordinators from the Minnesota Department of Health collaborated with MCOTA and MnDOT to launch the Non-Emergency COVID-19 Positive Client Transportation project. The COVID community coordinators focused their efforts on helping hard-to-reach and disadvantaged communities with needs that arose from COVID-19. They identified transportation challenges in Greater Minnesota and turned to MCOTA and MnDOT for a solution. MnDOT moved quickly after receiving a \$750,000 a Federal Coronavirus Relief grant and awarded a contract to Semcac Transportation in early Oct. 2020.

Semcac Transportation served as the transportation coordinator, soliciting the transportation providers who delivered the service throughout 80 Greater Minnesota counties. Semcac started with six providers and within two weeks there were 15 providers involved. Seventeen providers were ultimately involved. Semcac established a toll free number for Minnesotans to request rides, and the MDH COVID community coordinators and MnDOT helped spread the word about the free transportation service to communities. The project ran for 78 days, ending on Dec. 30, 2020, after 910 trip requests throughout Greater Minnesota.

### **FTA Innovation and Research Grants**

MnDOT applied for and received two research and innovation grants from the Federal Transit Administration in 2020 to test the impact of technology on transit ridership.

The first grant was for \$785,000 (\$628,000 federal and \$157,000 state) under the FTA's Accelerating Innovative Mobility research fund to develop and deploy a regional Mobility-as-a-Service platform in southern Minnesota. MaaS is a software platform that brings together public transit and private shared mobility services into a single place where residents and visitors can see all their transportation options, plan and book trips, and track their progress while traveling. The proposed MaaS project will build an open software interchange system and make use of existing and developing data standards to achieve maximum interoperability between providers. MnDOT will work with seven Greater Minnesota public transit agencies in Southern Minnesota,

two small urban (5311) and five rural systems (5311), as well as other shared mobility services like intercity bus and rail, carshare, taxis and ride hail, and micromobility.

The second grant was for \$900,000 (\$450,000 federal and \$450,000 state and local) under the FTA's COVID-19 Research and Demonstration Project program to research the impacts of contactless payment systems on rider and driver safety, overall system operations, and ridership in rural public transit systems in western Minnesota. The project deploys the two leading contactless payment solutions, farecard based and mobile app based, with eight rural public transit systems to compare the COVID-19 safety, operation efficiency, and customer experience benefits and challenges of each technology. In a later phase, the project tests how the trip planning application developed for the AIM project affects rider satisfaction and safety in western Minnesota.

Both projects are scheduled to launch in 2022 and are partnered with University of Minnesota research teams to gauge the impact of technologies being tested. Each is funded for a two-year development period and field testing with the goal of determining which technologies might be scaled to the rest of Greater Minnesota in the future.

### **System Mergers**

In spring of 2020, the city of Granite Falls Heartland Express public transit agency merged into Prairie Five Rides. Granite Falls Heartland Express was a small, single-city system that served their community for many years but needs increased for services outside of Granite Falls. Prairie Five Rides, a five-county regional bus and transportation system that serves west-central Minnesota, was a good fit for taking over the Granite Falls Heartland Express service. Because Prairie Five Rides provides a regional transportation system, Granite Falls residents gain more access to services outside of their community.

In June 2020, Isanti County contacted MnDOT about the future of the Chisago/Isanti Heartland Express Transit program. In July 2020, the Chisago and Isanti County Board of Commissioners unanimously passed resolutions to allow MnDOT to solicit bids for providing transportation services in Isanti and Chisago Counties. Arrowhead Transit submitted an application, was awarded the service contract, and began providing public transit in the two counties in early 2021.

### **Professional Marketing Support**

MnDOT provided professional marketing support through a contract to seven public transit systems in the southwest corner of the state. The project did the following:

- Reduced the workload for multi-functional transit managers
- Committed physical and financial resources for transit systems to use toward marketing their systems

- Provided an expert resource to guide and complete marketing work
- Provided each system with a unique marketing plan for them to use going forward
- Provided learning opportunities for MnDOT to use moving forward with a statewide marketing project

When these projects finished, each of the transit systems received a customized marketing plan including customized marketing projects to help advance independent marketing goals and objectives. Aside from the challenges of the COVID-19 pandemic, most of the participating systems benefitted significantly from this effort and increased customer impressions and passenger rides and/or interactions. A great deal was learned from this pilot project that will be incorporated into a future statewide marketing project aimed at benefitting all of our current 5311 recipients during the 2022 calendar year.

### **Volunteer Drivers**

MnDOT and MCOTA sponsored Minnesota's Road to Volunteer Drivers Virtual Forum Series coordinated by Regional Transportation Coordinating Councils in partnership with the Minnesota Volunteer Driver Coalition. The goal of the series was to understand the importance of volunteer drivers providing transportation services in Minnesota and offered best practices in establishing volunteer driver programs.

The 14 forum sessions highlighted the current state of volunteer driver programs, examined key policy issues, explored research on volunteer drivers in Greater Minnesota, and offered volunteer driver recruitment tips and guidance on volunteer driver programs.

### **Regional Transportation Coordinating Councils Greater Minnesota Transit Geographic Information System (GIS)**

To better coordinate transportation access, Regional Transportation Coordinating Councils sought baseline data information about current Greater Minnesota public transit services and the possible connection to future private and on demand trip needs. MnDOT teamed up with the RTCCs to work on mapping this information. Throughout the GIS development process, MnDOT hosted transit provider informational meetings about the GIS data collection, mapping processes and the potential use of the data for real-time service reporting.

The project shows a digital graphic representation of current public transit services that helps to identify gaps between individual transit providers and RTCC regions. This project represents a cutting-edge way to better understand the gaps of transportation access across Minnesota.

## Preparing for the Future

MnDOT forecasts operating and capital funding requirements to meet future transit needs

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

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

Table 3 shows the projected operating and capital costs of providing service hours to meet 100 percent of projected need during the next five years based on the refined model. Capital costs are a combination of replacement costs to maintain the current fleet size and the cost of additional vehicles to fully close the gap between current levels of service and new service required to meet 100 percent of estimated needs. Operating costs are based on the hours of service required to meet new levels of service to provide for the expanding population.

Table 3: Cost (In Millions) To Meet 100% Of Projected Transit Need, 2021-2026

CATEGORY	2021	2022	2023	2024	2025	2026
Operating Cost	\$138.2	\$145.8	\$154.1	\$162.4	\$170.9	\$177.8
Capital Cost: Vehicle Replacement	\$19.1	\$19.9	\$21.2	\$22.1	\$22.92	\$23.61
Capital Cost: Additional Vehicles	\$3.8	\$3.9	\$4.0	\$4.2	\$4.3	\$4.43
Facilities	\$4.2	\$4.3	\$4.5	\$4.6	\$4.74	\$4.88
<b>TOTAL</b>	<b>\$165.3</b>	<b>\$173.9</b>	<b>\$183.8</b>	<b>\$193.3</b>	<b>\$202.86</b>	<b>\$210.72</b>

All projections are subject to change. Excludes Corona Virus Aid, Relief and Economic Security Action; Corona Virus Response and Relief Supplemental Appropriations Act; American Rescue Plan Act and Infrastructure Investment and Jobs Act federal funding.



MnDOT projects that transit need will grow from approximately 15 million to 20 million passenger trips per year between 2021 and 2030. To meet this need, Greater Minnesota public transit systems would need to provide approximately 2 million hours of service hours of service in 2030. Table 4 illustrates these figures and the total funds required to provide this additional transit service.

Table 4: Projected Transit Need And Cost (In Millions) To Meet 100% Of Need.

2025-2035

CATEGORY	2025	2030	2035
Total passenger demand (millions of trips)	18.9	20.1	21.3
Millions of service hours to meet demand	1.91	2.03	2.15
Annual operating cost	\$170.9	\$211.3	\$251.7
Average annual capital cost	\$29.6	\$34.6	\$39.6
<b>TOTAL</b>	<b>\$200.5</b>	<b>\$245.9</b>	<b>\$291.3</b>

All projections are subject to change. Excludes Corona Virus Aid, Relief and Economic Security Act; Corona Virus Response and Relief Supplemental Appropriations Act; American Rescue Plan Act and Infrastructure Investment and Jobs Act federal funding.

Without funding increases, Greater Minnesota public transit systems cannot sustain or expand the number of service hours currently provided. Additionally, the need for increased transit service has been evident when developing the transportation components of the State of Minnesota's Olmsted Plan and Heading Home Together: Minnesota's Plan to Prevent and End Homelessness.

Tables 5 through 7 illustrate projected state, federal and local revenues, and projected needs for operations and capital for 2021 to 2026, and the gap between projected revenues and needs for the same period. The identified gap is \$349.9 million for 2021 through 2026 (i.e. year of ATR plus ensuing five years - per MN Statute).

It's also important to know that the motor vehicle lease sales tax revenue cannot be spent until the fiscal year after it is collected. Therefore, even though table 5 shows \$256.615 in projected state MVLST revenues, the \$46 million estimated to be distributed to the Greater Minnesota transit account in SFY 2026 cannot be spent until SFY 2027.

This process holds true to each SFY: \$41 million received in SFY 2022 cannot be spent until SFY 2023; \$42 million received in SFY 2023 cannot be spent until SFY 2024; \$43.5 million received in SFY 2024 cannot be spent until SFY 2025; and, \$44.7 million received in SFY 2025 cannot be spent until SFY 2026.

Table 5: Projected State, Federal, & Local Revenues (in millions) for Greater Minnesota Transit - 2021 to 2026 (Year of ATR plus ensuing five years - per MN Statute)

REVENUES	AMOUNT
Projected State Revenues	
State General Fund	\$99.871
State MVST	\$224.325
State MVLST	\$256.615
Total Projected State	\$580.811
Projected Federal Revenues	
Section 5307	\$56.292
Section 5311	\$75.756
Section 5339	\$14.628
STPBG	\$48.000
Total Projected Federal	\$194.676
Projected Local Revenues	
Local Operating/Capital Match	\$166.946
Total Projected State, Federal & Local	\$942.433

Source: 2017 Greater Minnesota Transit Investment Plan

Table 6: Projected Operating & Capital Needs (in millions) for Greater Minnesota Transit - 2021 to 2026 (Year of ATR plus ensuing five years - per MN Statute)

NEED COSTS	AMOUNT
Operating (including match)	\$1,111.620
Capital (including match)	\$180.680
Total Operating & Capital Needs	\$1,292.300

Source: 2017 Greater Minnesota Transit Investment Plan

Table 7: Projected Operating & Capital Needs vs. Projected Revenues (in millions) for Greater Minnesota Transit - 2021 to 2026 (Year of ATR plus ensuing five years - per MN Statute)

NEED COSTS VS. REVENUES	AMOUNT
Projected Revenues	\$942,433
Projected Needs	\$1,292,300
Projected Gap	(\$349,867)

All projections are subject to change. Excludes CORONA VIRUS Aid, Relief and Economic Security Action (CARES Act); CORONA VIRUS Response and Relief (CRRSAA); American Rescue Plan Act (ARPA) and Infrastructure Investment and Jobs Act (IIJA) Federal Funding.

Federal Surface Transportation Program and Section 5399 Bus and Bus Facilities Program funds can only be used for capital. Federal Section 5307 Urban Formula Program funds are split equally between capital and operations. Federal Section 5311 Non-Urban Area Formula funds and all state funding sources can be used on capital or operations.

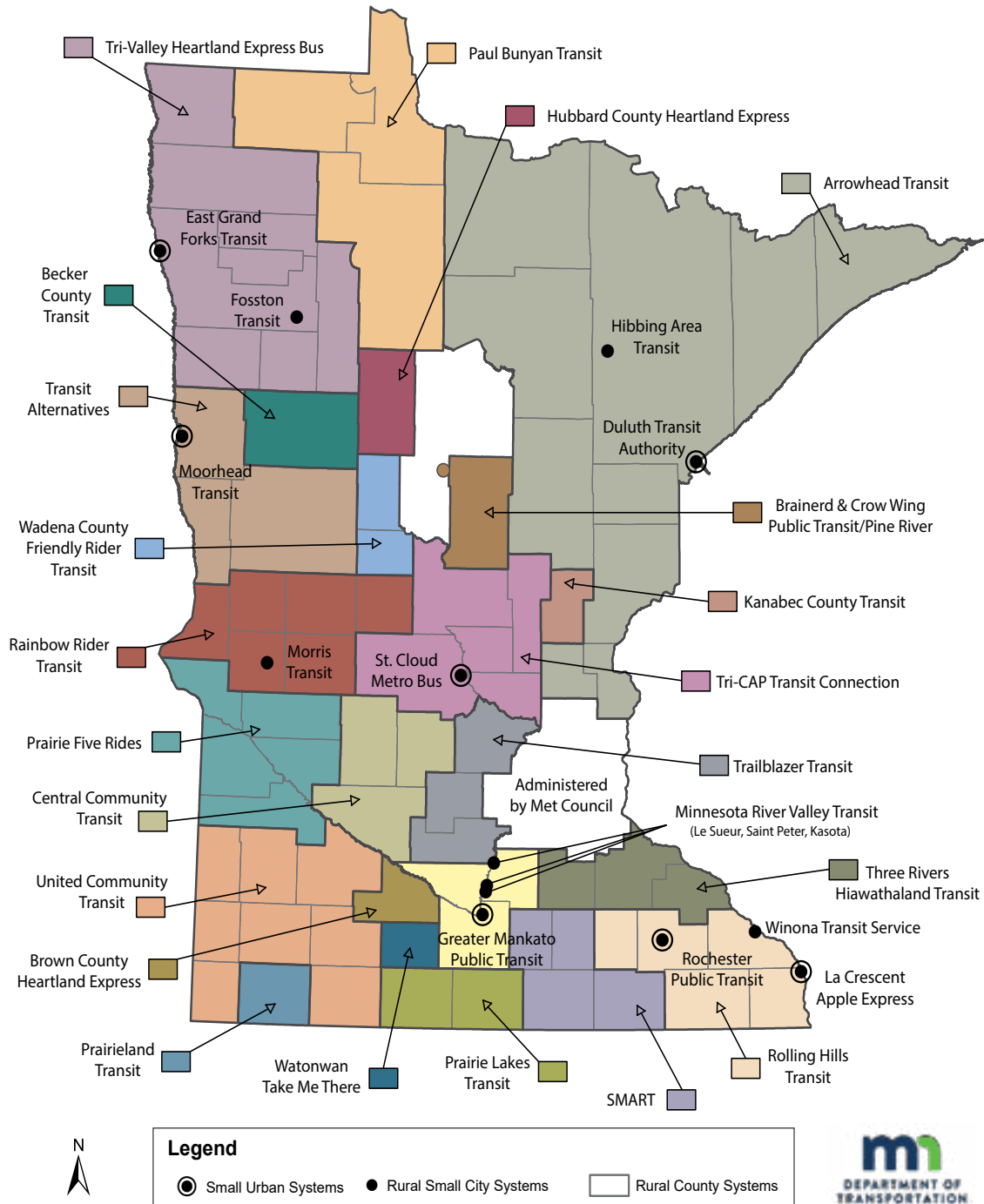
## Conclusion

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

# 2021 Transit System Fact Pages

## Greater Minnesota Public Transit Map

Systems Administered by the Minnesota Department of Transportation  
Current as of February 2021



# 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

- Coordinated with community partners to deliver almost 23,000 fresh produce boxes, school lunches, hot meals, food shelf deliveries, one- and seven-day shelf stable meals, and hygiene products.
- Waived bus fares from March 23, 2020, through Dec. 31, 2020.
- Provided expanded service to and from Covid-19 testing and vaccination sites in coordination with county public health departments and other community partners.

## SYSTEM CHARACTERISTICS

INFORMATION	ARROWHEAD TRANSIT
Vehicle Fleet	55 Class 400 Buses, 68 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.75
Area Served	Aitkin, Carlton, Chisago, Cook, Isanti, Itasca, Koochiching, Lake, Pine and St. Louis counties
State/Fed District	03A, 03B, 05B, 07A, 10B, 11A, 11B/8, 31, 31A, 32, 32A, 32B, 39, 39A



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$8,164,796	\$306,384	\$6,730,822	\$750,112	\$0	\$377,477
2020 Capital	\$664,600	\$220,800	\$0	\$329,280	\$0	\$114,520
2020-21 Operating Budget	\$18,441,000	\$421,859	\$5,393,682	\$1,763,500	\$9,728,759	\$230,512

# 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 or 888-846-1674
Website	www.co.becker.mn.us/dept/transit

## SYSTEM HIGHLIGHTS

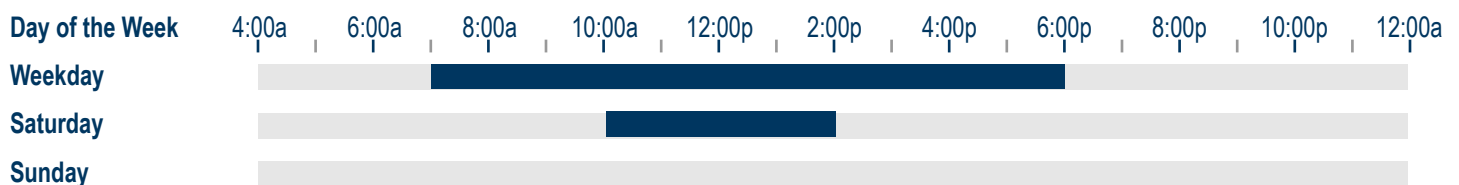
- Maintained 100% of service with no interruptions during COVID.
- On-time performance for the year was 97%.
- Updated transit bus garage to a heated facility.

## 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
2020 Operating Expenditures	\$476,378	\$23,325	\$342,919	\$0	\$57,105	\$53,029
2020 Capital	\$92,000	\$73,600	\$0	\$9,200	\$0	\$9,200
2020-21 Operating Budget	\$1,106,000	\$25,713	\$348,867	\$0	\$679,094	\$13,825

# 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	218-825-7433 or 866-925-7433
Website	www.ci.brainerd.mn.us/transit

## SYSTEM HIGHLIGHTS

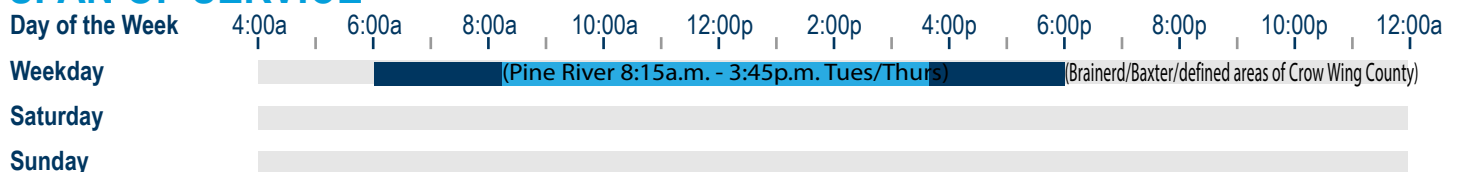
- Sustained complete service area and all service times during the pandemic to provide continuous and reliable essential services.
- Implemented a new fleet sanitization routine and maintained a clean, healthy environment bus fleet.
- Transit offices at City Hall received a remodel and facelift - including adding ergonomic workstations.

## SYSTEM CHARACTERISTICS

INFORMATION	BRAINERD & CROW WING PUBLIC TRANSIT
Vehicle Fleet	9 Class 400 Buses, 1 Class 500 Bus
Service Type	Dial-a-Ride
Base Fare	Brainerd: \$1.25, Baxter: \$2.00, County: \$3.50
Area Served	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
2020 Operating Expenditures	\$995,926	\$56,554	\$713,409	\$0	\$138,459	\$87,504
2020 Capital	\$92,000	\$73,600	\$0	\$9,200	\$0	\$9,200
2020-21 Operating Budget	\$2,475,000	\$56,553	\$782,534	\$0	\$1,528,172	\$31,768

# 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

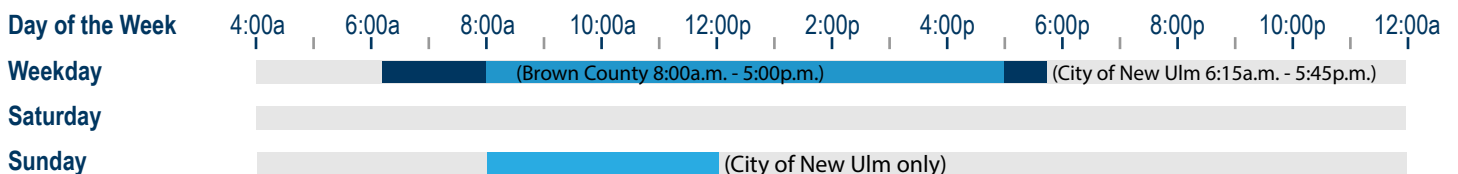
- No staff tested positive for COVID.
- Continued normal operations throughout the pandemic, and were fare free since April 7, 2020.
- Increased Facebook presence ([www.facebook.com/heartlandexpress](http://www.facebook.com/heartlandexpress))

## SYSTEM CHARACTERISTICS

INFORMATION	BROWN COUNTY HEARTLAND EXPRESS
Vehicle Fleet	7 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	16, 16B/1



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$735,317	\$36,145	\$578,756	\$0	\$88,494	\$31,922
2020 Capital	\$200,700	\$73,600	\$0	\$96,160	\$0	\$30,940
2020-21 Operating Budget	\$1,638,000	\$38,171	\$522,185	\$0	\$1,003,544	\$20,475



# 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

- Central Community Transit buses were equipped with bike racks to serve the public. CCT partnered with Kandiyohi-Renville County SHIP to provide bike racks on two CCT buses. Bus bike racks are available April 1st to October 1st. Each rack is able to hold two bikes. The first rack is in operation and running Monday through Friday on the Willmar City route reaching all areas of the city of Willmar five days per week. The other bike rack is installed on a bus route providing countywide service with additional Willmar service.
- CCT provided 22,131 food support deliveries to its communities in 2020.

## 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, 16B, 17A, 17B, 18A, 18B/7



## SPAN OF SERVICE

DAY OF WEEK	HOURS OF OPERATION
Weekday	7:00a.m. to 5:00p.m. (Renville), 5:30a.m. to 9:30p.m. (Kandiyohi), 6:00a.m. to 8:00p.m. (Meeker)
Saturday	8:00a.m. to 4:30p.m. (Willmar), 8:00a.m. to 1:00p.m. (Litchfield)
Sunday	8:00a.m. to 5:00p.m. (Willmar), 7:30a.m. -to12:30p.m. (Litchfield)

## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$2,749,862	\$130,665	\$1,963,540	\$0	\$319,903	\$335,754
2020 Capital	\$368,000	\$294,400	\$0	\$27,600	\$0	\$46,000
2020-21 Operating Budget	\$7,807,000	\$181,847	\$2,483,727	\$0	\$4,785,108	\$97,587

# 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
2020 Operating Expenditures	\$1,997,420	\$83,583	\$1,633,078	\$0	\$204,634	\$76,124
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$4,508,000	\$640,283	\$1,539,405	\$0	\$1,944,086	\$338,100

# Community Transit

(United Community Action Partnership)



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

## SYSTEM HIGHLIGHTS

- Delivered 17,688 meals throughout COVID-19 restrictions.
- Increased safety protocols to combat all infectious diseases, including COVID-19.
- Partnered with the city of Marshall to complete the installation of three additional bus stop shelters.

## 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, 16A, 16B, 17A, 17B, 18A, 18B, 22, 22B, 23/1,7



## 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
2020 Operating Expenditures	\$3,486,056	\$136,497	\$2,735,779	\$334,181	\$0	\$279,600
2020 Capital	\$680,000	\$284,000	\$0	\$286,300	\$0	\$109,700
2020-21 Operating Budget	\$7,658,000	\$178,162	\$2,423,103	\$762,174	\$3,936,897	\$95,725



# Duluth Transit Authority: STRIDE (Special Transit RIDE)



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

## SYSTEM HIGHLIGHTS

- During the pandemic, no paratransit services were stopped.
- Evaluated and approved, taking all paratransit services in-house that were previously contracted out.
- Despite pandemic, retained all operators and staff.

## SYSTEM CHARACTERISTICS

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



## SPAN OF SERVICE

DAY OF WEEK	HOURS OF OPERATION
Weekday	4:25a.m. to 1:20a.m. (Duluth) 5:50a.m. to 7:08p.m. (Superior)
Saturday	6:20a.m. to midnight (Duluth) 6:44a.m. to 7:08p.m. (Superior)
Sunday	7:35a.m. to 10:20p.m. (Duluth) 10:44a.m. to 7:01p.m. (Superior)

## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$816,604	\$0	\$0	\$108,322	\$585,792	\$122,491
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$2,039,000	\$0	\$0	\$216,643	\$1,516,506	\$305,850

# 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

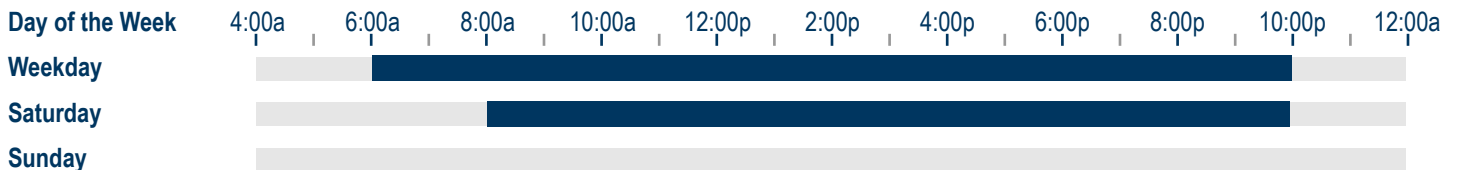
- Built a new transit facility to better serve clients and employees.
- Made it through the pandemic with limited changes to service and a shortage of drivers.
- New CAT Prowler app and online fare purchases made services easier and more efficient for riders to access.

## 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	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
2020 Operating Expenditures	\$766,332	\$135,833	\$0	\$131,163	\$346,070	\$153,266
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$1,214,000	\$271,665	\$0	\$263,325	\$437,209	\$242,800



# Fosston Transit



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

## SYSTEM HIGHLIGHTS

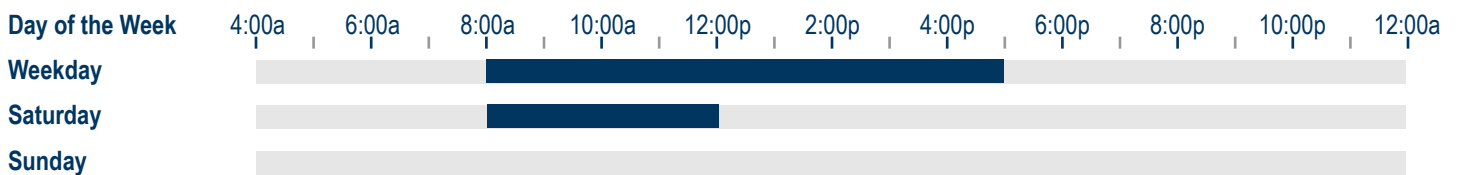
- Expanded hours to include Saturday service.
- The city bus provided grocery delivery throughout 2020 to those in need.
- The Fosston Star Committee sponsored rides for the annual Lefse Fest with extended hours during the event on Nov. 20, 2020.

## SYSTEM CHARACTERISTICS

INFORMATION	FOSSTON TRANSIT
Vehicle Fleet	2 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$0.50
Area Served	Fosston
State/Fed District	1B/7



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$130,374	\$5,007	\$107,554	\$0	\$12,259	\$5,554
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$255,000	\$6,047	\$87,775	\$0	\$153,635	\$3,187



# Granite Falls Heartland Express



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

## SYSTEM HIGHLIGHTS

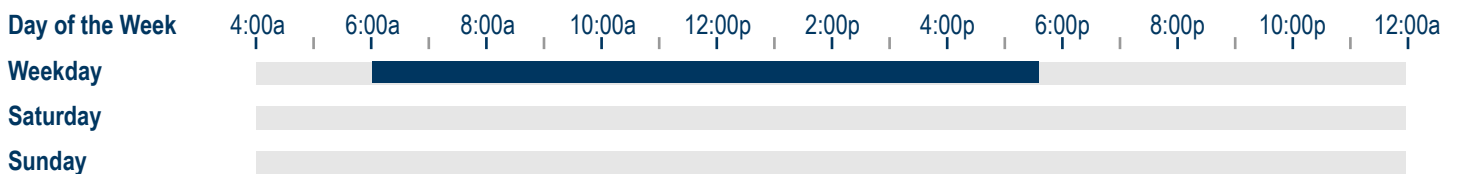
- Completed merger with Prairie Five Rides regional transit system.
- Dennis Smith retired as transit director after more than 30 years of public service.

## SYSTEM CHARACTERISTICS

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



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$24,333	\$5,655	\$0	\$13,812	\$0	\$4,867
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$146,000	\$33,640	\$0	\$20,790	\$62,370	\$29,200

# 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

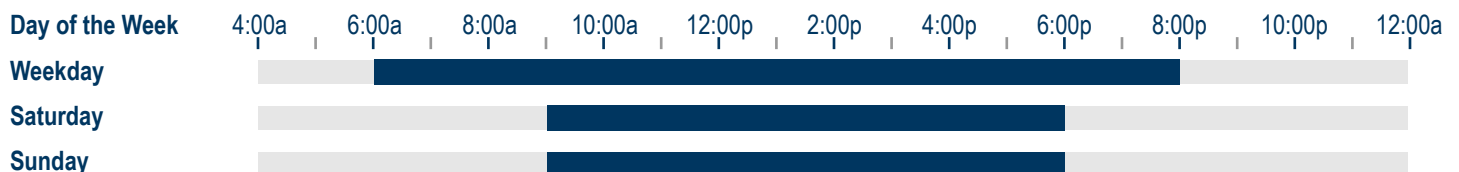
- Navigated the COVID-19 pandemic while still operating safely and cutting only one route temporarily.
- Reallocated Friday hours, 8-10 p.m., to busy afternoons on Saturday and Sunday.
- Ridership decreased during the pandemic but now the numbers are coming back up.

## 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	Hibbing
State/Fed District	06A/08



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$386,442	\$18,121	\$273,251	\$0	\$44,366	\$50,704
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$927,000	\$21,605	\$295,682	\$0	\$564,013	\$15,450

# Hubbard County Heartland Express



INFORMATION	HUBBARD COUNTY HEARTLAND EXPRESS
Transit Director	Brian Ophus
Street	301 Court Avenue
City/State/Zip	Park Rapids, MN 56470
Telephone	218-732-9328
Website	www.hubbardcountyheartlandexpress.com

## SYSTEM HIGHLIGHTS

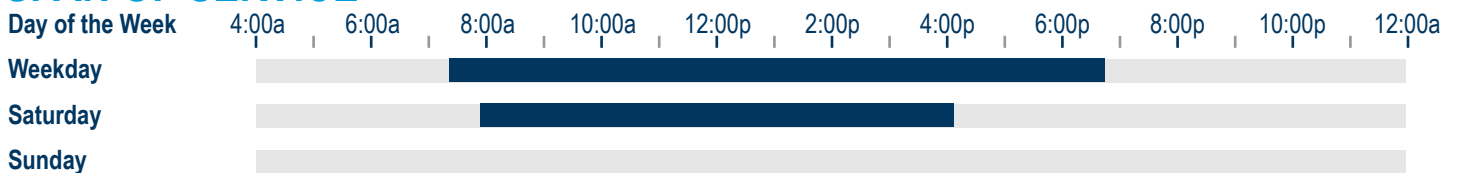
- Implemented new Samsara dispatch system, allowing drivers to be more responsive and rider friendly.
- Conducted joint efforts with local nursing homes to deliver groceries and needed items to keep citizens healthy and safe during COVID-19
- Maintained operations and services during COVID.

## SYSTEM CHARACTERISTICS

INFORMATION	HUBBARD COUNTY HEARTLAND EXPRESS
Vehicle Fleet	6 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$1.50
Area Served	Hubbard County
State/Fed District	02/08



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$491,467	\$17,583	\$351,848	\$0	\$43,047	\$78,989
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$907,000	\$17,582	\$255,886	\$0	\$592,734	\$13,161



# 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

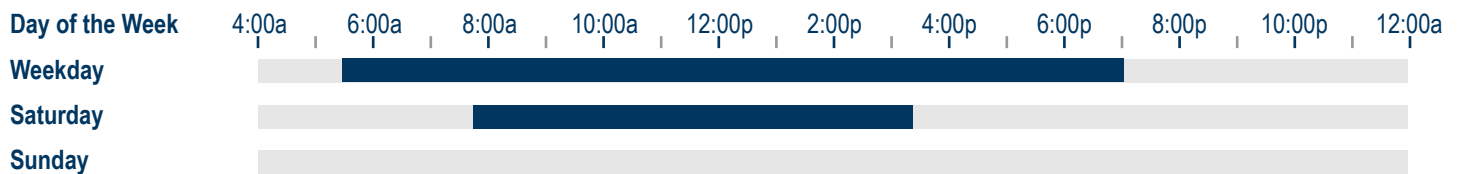
- 2020 was another accident-free year
- Ridership for the Apple Express in 2020 saw a 39% recovery by the end of the year after the low point during the COVID-19 restrictions.

## SYSTEM CHARACTERISTICS

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



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$334,112	\$55,566	\$0	\$30,354	\$181,369	\$66,822
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$746,000	\$111,132	\$0	\$60,708	\$424,959	\$149,200

# 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

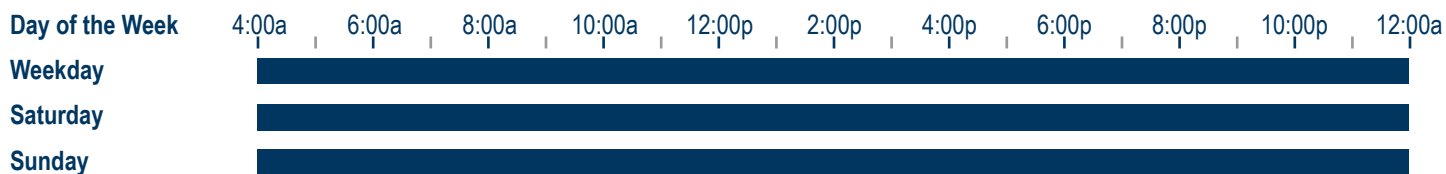
- Operated all essential scheduled service in Minnesota during COVID-19.
- Reduced passenger capacity on all Land to Air buses to allow social distancing for passengers and drivers.
- Developed website enhancements to answer questions and assist passengers travel.
- Enhanced website for ADA users.

## 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	More than 17 communities in Minnesota
State/Fed District	N/A



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$1,083,440	\$37,838	\$927,611	\$0	\$0	\$117,991
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$2,446,842	\$76,389	\$1,908,841	\$0	\$0	\$183,112

# Mankato: Fixed Route



INFORMATION	MANKATO: FIXED ROUTE
Transit Director	Shawn Schloesser
Street	10 Civic Center Plaza, P.O. Box 3368
City/State/Zip	Mankato, MN 56002
Telephone	507-387-8600
Website	www.mankatomn.gov/residents/mankato-transit-system

## SYSTEM HIGHLIGHTS

- Mankato Transit System continued providing service to residents throughout the COVID 19 pandemic without interruption.
- Enhanced driver safety and comfort through the installation of security cameras and protective door barriers on all Class 700 buses.
- Enhanced rider safety and comfort with increased sanitization regimens, including daily bus sanitation, deep cleaning buses, the installation of hard covered seating and providing hand sanitizing stations.

## SYSTEM CHARACTERISTICS



INFORMATION	MANKATO: FIXED ROUTE
Vehicle Fleet	14 Class 400 Buses, 11 Class 700 Buses
Service Type	Fixed Route
Base Fare	\$1.50
Area Served	Mankato, North Mankato, Eagle Lake, and Skyline
State/Fed District	19A, 19B, 19/1

## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$2,653,167	\$472,555	\$0	\$238,581	\$1,411,398	\$530,633
2020 Capital	\$477,000	\$381,600	\$0	\$47,700	\$0	\$47,700
2020-21 Operating Budget	\$5,953,000	\$945,110	\$0	\$477,161	\$3,340,128	\$1,190,600

# Mankato: Dial-a-Ride



INFORMATION	MANKATO: DIAL-A-RIDE
Transit Director	Shawn Schloesser
Street	10 Civic Center Plaza, P.O. Box 3368
City/State/Zip	Mankato, MN 56002
Telephone	507-387-8600
Website	www.mankatomn.gov/residents/mankato-transit-system

## SYSTEM HIGHLIGHTS

- Mankato Transit System continued providing service to residents throughout the COVID-19 pandemic without interruption.
- Demand response provided opportunities to enhance the fixed route services to the community by expanding transit options and making them available to residents who live outside of the fixed route area.
- Mankato used CARES Act funding to fund all fares allowing no-cost services for transit riders.

## SYSTEM CHARACTERISTICS

INFORMATION	MANKATO: DIAL-A-RIDE
Vehicle Fleet	14 Class 400 Buses, 11 Class 700 Buses
Service Type	Dial-a-Ride
Base Fare	\$3.00
Area Served	Mankato, North Mankato, Eagle Lake, and Skyline
State/Fed District	19A, 19B, 19/1



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$821,313	\$0	\$0	\$429,250	\$268,866	\$123,197
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$1,798,050	\$0	\$0	\$858,500	\$694,450	\$245,100



# 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

- Maintained service throughout COVID-19 pandemic.
- Assisted in the delivery of nearly 6000 meals with Meals on Wheels.
- Recovered 75% of ridership from early 2020 COVID-19 lows.

## 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, under 6 yrs. \$1.00
Area Served	Le Sueur, Kasota and Saint Peter
State/Fed District	19,20/1



## SPAN OF SERVICE

DAY OF WEEK	HOURS OF OPERATION
Weekday	Saint Peter: 6:30a.m. to 8:00p.m., LeSueur: 7:00a.m. to 4:30p.m.
Saturday	Saint Peter: 9:00a.m. to 7:00p.m.
Sunday	No service

## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$718,247	\$34,054	\$553,843	\$0	\$83,374	\$46,977
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$1,778,000	\$40,884	\$532,971	\$0	\$1,095,449	\$29,633

# Moorhead Metro Area Transit: Fixed Route



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

## SYSTEM HIGHLIGHTS

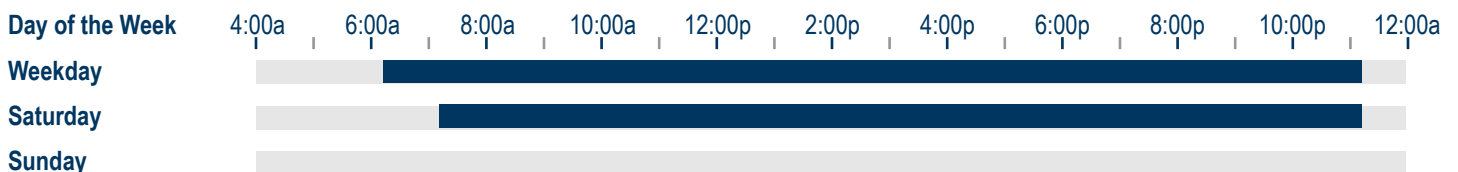
- Continued service levels during the pandemic to meet the transportation needs of essential employees and transit dependent passengers.
- Implemented improvements to the Metro Transit garage to increase efficiency and lower operating costs.
- Installed emitters on buses and equipped traffic signals along bus routes to improve on-time performance through green light priority system.

## SYSTEM CHARACTERISTICS

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



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$2,583,072	\$430,738	\$0	\$737,123	\$898,596	\$516,614
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$5,991,000	\$861,476	\$0	\$1,474,246	\$2,457,077	\$1,198,200

# 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

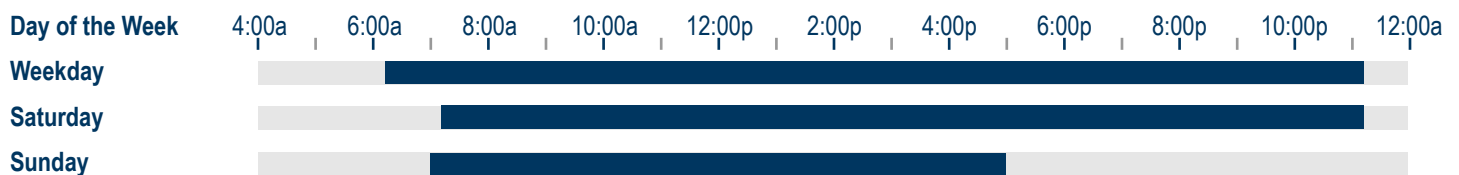
- Introduced application for booking rides through web portal.
- Purchased three replacement vans for metro senior ride and one paratransit bus
- Issued new MATBUS Rider ID cards with passenger photos.

## 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	Dilworth, Moorhead
State/Fed District	04A, 04B/7



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$402,103	\$0	\$0	\$57,906	\$283,881	\$60,315
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2021 Operating Budget	\$1,090,000	\$0	\$0	\$115,812	\$810,687	\$163,500

# 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

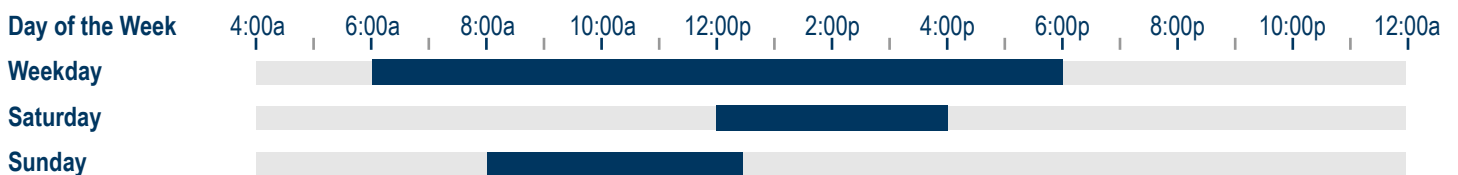
- Updated training with all drivers.
- Provided safe rides.
- Maintained level of service, with no unmet needs during COVID-19.

## SYSTEM CHARACTERISTICS

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



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$424,538	\$21,614	\$302,748	\$0	\$63,891	\$36,285
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$994,000	\$21,614	\$302,748	\$0	\$623,037	\$17,295

# Paul Bunyan Transit



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

## SYSTEM HIGHLIGHTS

- Installed a web-based dispatching application with a driver's companion app on the bus tablets. This new system greatly improved communication between drivers and dispatch while reducing/eliminating cost for cellular data service.
- At the onset of COVID-19, Paul Bunyan Transit's mechanics designed, created and installed plexiglass barriers to keep the drivers safe while transporting the public to and from their destinations.

## SYSTEM CHARACTERISTICS



INFORMATION	PAUL BUNYAN TRANSIT
Vehicle Fleet	15 Class 400 Buses, 4 Class 500 Buses, 1 Support van
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.50
Area Served	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: 7:00a.m. to 6:00p.m., Roseau: 7:00a.m. to 5:00p.m., Warroad: 6:30a.m. to 4:30p.m., Baudette: 7:30a.m. to 4:00p.m.
Saturday	Bemidji: 8:00a.m. to 5:00p.m.
Sunday	No service

## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$1,390,031	\$55,961	\$1,092,075	\$0	\$137,009	\$104,986
2020 Capital	\$92,000	\$73,600	\$0	\$9,200	\$0	\$9,200
2020-21 Operating Budget	\$4,114,000	\$95,621	\$1,296,165	\$0	\$2,526,642	\$51,424

# Prairie Five RIDES



INFORMATION	PRAIRIE FIVE RIDES
Contact	Ted Nelson
Street	719 North 7th Street P.O. Box 159
City/State/Zip	Montevideo, MN 56265
Telephone	320-269-6578
Website	<a href="http://www.prairiefive.org/programs/prairie-five-rides-transportation-program/">www.prairiefive.org/programs/prairie-five-rides-transportation-program/</a>

## SYSTEM HIGHLIGHTS

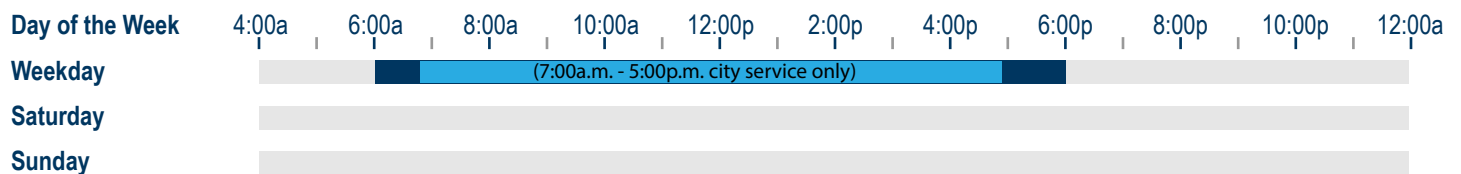
- Prairie Five RIDES merged with Heartland Express of Granite Falls in early 2020.
- Despite initially reducing service to the general public beginning March 2020, RIDES continued to provide the most essential transportation and shifted some service to support food deliveries throughout the pandemic.
- Prairie Five RIDES was able to welcome back volunteer drivers in August 2020.

## SYSTEM CHARACTERISTICS



INFORMATION	PRAIRIE FIVE RIDES
Vehicle Fleet	26 Class 400 Buses, 8 Class 300 Buses
Service Type	Dial-a-Ride
Base Fare	City Fare: \$2.00 / Regional fare base on per mile rate
Area Served	Big Stone, Chippewa, Lac Qui Parle, Swift and Yellow Medicine counties
State/Fed District	12A, 16A, 17A/7

## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$2,393,842	\$105,910	\$1,834,004	\$259,298	\$0	\$194,631
2020 Capital	\$368,000	\$294,400	\$0	\$18,400	\$0	\$55,200
2020-21 Operating Budget	\$5,704,000	\$133,774	\$1,913,935	\$576,431	\$2,854,101	\$71,299

# 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

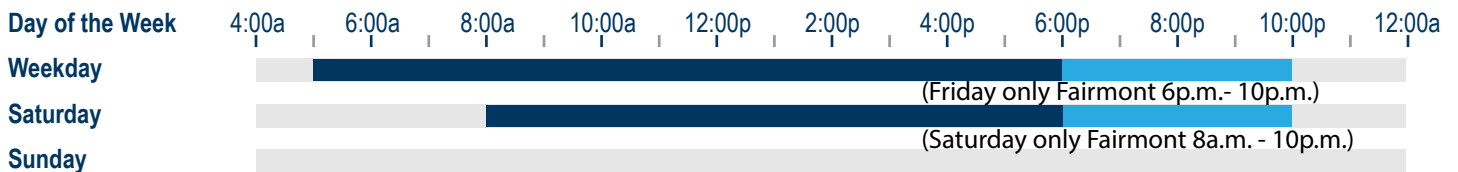
- Worked with area food shelves and Meals on Wheels to provide free food delivery services during the pandemic.
- Started Monday through Thursday evening service in Fairmont with great success and higher than expected initial ridership.
- Implemented policies to keep employees and riders safe during the pandemic.

## 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 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
2020 Operating Expenditures	\$1,079,031	\$45,969	\$890,309	\$0	\$112,545	\$30,207
2020 Capital	\$239,000	\$191,200	\$0	\$18,400	\$0	\$29,400
2020-21 Operating Budget	\$2,598,000	\$60,440	\$821,958	\$0	\$1,594,209	\$32,475

# PrairieLand Transit (Southwestern Minnesota Opportunity Council)



INFORMATION	PRAIRIELAND TRANSIT (SMOC)
Transit Director	Karen DeBoer
Street	1103 3rd Avenue, P.O. Box 787
City/State/Zip	Worthington, MN 56187
Telephone	507-376-4195
Website	www.smoc.us

## SYSTEM HIGHLIGHTS

- Through a third-party contract with Worthington Taxi Service, service was available all of 2020.
- Bus route stops provide transportation throughout Worthington.
- Heartland Express bus routes provide transportation to each community in Nobles County five times each week.

## SYSTEM CHARACTERISTICS

INFORMATION	PRAIRIELAND TRANSIT (SMOC)
Vehicle Fleet	4 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$2.50
Area Served	Nobles County
State/Fed District	22/1



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$345,500	\$16,849	\$278,604	\$0	\$41,252	\$8,795
2020 Capital	\$92,000	\$73,600	\$0	\$9,200	\$0	\$9,200
2020-21 Operating Budget	\$965,000	\$22,293	\$295,682	\$0	\$596,003	\$12,062



# 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

- Completed dispatch center redesign which added three additional workstations, giving all dispatchers their own space.
- Completed full renovation of both the Alexandria and Lowry facility parking lots.
- Expanded meal delivery services.

## SYSTEM CHARACTERISTICS

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



## SPAN OF SERVICE

DAY OF WEEK	DOUGLAS	GRANT AND TODD	ALEXANDRIA	POPE AND TRAVERSE	STEVENS
Weekday	6:00a.m. to 5:00p.m.	7:00a.m. to 4:00p.m.	5:30a.m. to 6:00p.m.	7:30a.m. to 4:00p.m.	7:30a.m. - 5:00p.m.
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
2020 Operating Expenditures	\$2,941,657	\$170,059	\$2,047,548	\$0	\$416,352	\$307,698
2020 Capital	\$595,100	\$441,600	\$0	\$89,680	\$0	\$63,820
2020-21 Operating Budget	\$7,400,000	\$170,059	\$2,329,749	\$0	\$4,566,264	\$94,673

# Rochester Public Transit: Fixed Route



INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Transit Director	Ia Xiong
Street	4300 East River Road Northeast
City/State/Zip	Rochester, MN 55906
Telephone	507-328-7433
Website	www.RPTride.com

## SYSTEM HIGHLIGHTS

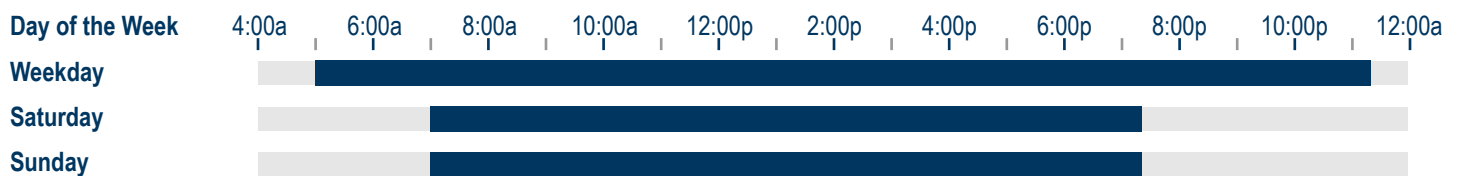
- 2020 Minnesota Transit System of the Year.
- Installed a new bus wash
- Increased night-time service by 30%.

## 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	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
2020 Operating Expenditures	\$9,090,772	\$1,244,890	\$0	\$2,322,478	\$3,705,250	\$1,818,154
2020 Capital	\$4,120,000	\$3,296,000	\$0	\$412,000	\$0	\$412,000
2020-21 Operating Budget	\$26,337,000	\$2,489,780	\$0	\$4,644,955	\$13,934,865	\$5,267,400



# Rolling Hills Transit (Semcac Transportation)



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

## SYSTEM HIGHLIGHTS

- Provided 32,351 rides totaling 21,338 service hours and drove 225,000 miles.
- Added expansion routes in Caledonia, Preston and Kasson
- Now dispatching for third-party transportation provider.

## SYSTEM CHARACTERISTICS

INFORMATION	ROLLING HILLS TRANSIT (SEMCAAC)
Vehicle Fleet	16 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$2.00 - \$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 GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$1,212,479	\$50,944	\$941,918	\$0	\$124,725	\$94,892
2020 Capital	\$276,000	\$220,800	\$0	\$0	\$0	\$55,200
2020-21 Operating Budget	\$3,019,000	\$70,747	\$986,722	\$0	\$1,839,917	\$37,737

# Saint Cloud Metro Bus: Fixed Route



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

## SYSTEM HIGHLIGHTS

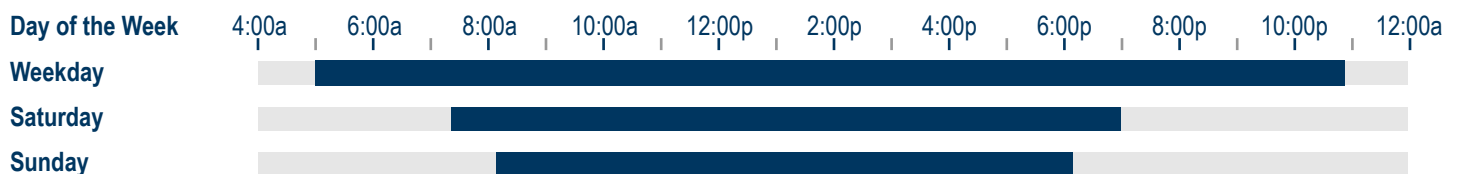
- Reduced accidents by 30% compared to 2019. Began a trial of on-demand ride service (branded as “ConneX”) to better serve Sartell.
- Achieved 99% on-time performance.
- Maintained daily service throughout the year with a temporary reduction of less than four months during the early stages of the COVID pandemic.

## 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	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
2020 Operating Expenditures	\$8,018,105	\$1,304,586	\$0	\$2,198,480	\$2,911,418	\$1,603,621
2020 Capital	\$1,698,000	\$1,358,400	\$0	\$169,800	\$0	\$169,800
2020-21 Operating Budget	\$17,918,000	\$2,609,172	\$0	\$4,396,960	\$7,328,267	\$3,583,600

# 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

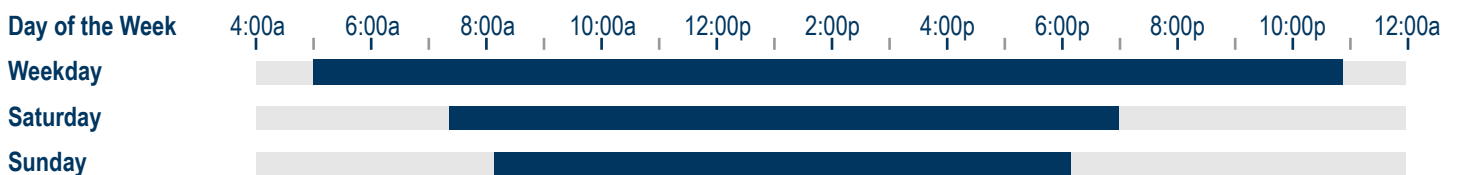
- Reduced accidents by 50% compared to 2019.
- Achieved 97% on-time performance, a 2% increase over 2019
- Maintained full service throughout the year despite challenges associated with COVID-19 and hiring in the Central Minnesota market.

## 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	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
2020 Operating Expenditures	\$4,462,350	\$0	\$0	\$1,984,113	\$1,808,885	\$669,352
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$9,337,000	\$0	\$0	\$3,968,225	\$3,968,225	\$1,400,550

# 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

- Achieved 99% on-time performance
- Maintained service to match all Northstar Rail service throughout the year.

## • SYSTEM CHARACTERISTICS

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	Anoka, 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
2020 Operating Expenditures	\$934,105	\$0	\$0	\$366,400	\$380,884	\$186,821
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$1,832,000	\$0	\$0	\$366,400	\$1,099,200	\$366,400

# 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

- Partnered with organizations throughout three counties to serve the community during COVID-19 pandemic.
- Delivered more than 62,000 meals during the peak of the COVID-19 pandemic.
- Increased cleaning protocols and sanitizing procedures to keep staff and passengers safe.

## 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	5a.m. to 9p.m.	Mower: 5a.m. to 2a.m., Steele: 5a.m. to 9p.m.	6a.m. to 6p.m.
Saturday	9a.m. to 1p.m.	Mower: 9a.m. to 3p.m., Steele: 9a.m. to 3p.m.	9a.m. to 1p.m.
Sunday	8a.m. to noon	Mower: 1p.m. to 5p.m., Steele: 7:30a.m. to 1p.m.	8a.m. to noon

## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$2,823,899	\$122,943	\$2,251,559	\$0	\$300,998	\$148,400
2020 Capital	\$552,000	\$441,600	\$0	\$55,200	\$0	\$55,200
2020-21 Operating Budget	\$7,241,000	\$167,686	\$2,243,462	\$0	\$4,462,276	\$90,512



# Three Rivers Hiawathaland Transit



INFORMATION	THREE RIVERS HIAWATHALAND TRANSIT
Transit Director	Robert Cooper
Street	55049 241st Avenue
City/State/Zip	Plainview, MN 55964
Telephone	507-216-9130
Website	<a href="http://www.threeriverscap.org/transportation/hiawathaland-transit">www.threeriverscap.org/transportation/hiawathaland-transit</a>

## SYSTEM HIGHLIGHTS

- Implemented the Faribault to Northfield Connect bus in March 2020.
- Added a Spanish speaking travel trainer to outreach staff
- Partnered with food shelves, Meals on Wheels, and local food shelf initiatives to deliver 22,825 meals to households in need.

## SYSTEM CHARACTERISTICS

INFORMATION	THREE RIVERS HIAWATHALAND TRANSIT
Vehicle Fleet	22 Class 400 Buses, 5 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.25 Routes, \$1.75 Dial-a-Ride
Area Served	Wabasha, Goodhue, 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	4:30a.m. to 9:00p.m.	6:00a.m. to 11:00p.m.	6:00a.m. - 6:00p.m.	7:00a.m. to 5:00p.m.
Saturday	7:00a.m. to 5:00p.m.	7:00a.m. to 11:00p.m.	noon to 5:00p.m.	7:30a.m. to 4:30p.m.
Sunday	7:00a.m. to 5:00p.m.	3:00p.m. to 6:00p.m.	No service	No service

## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$3,544,885	\$156,964	\$2,700,314	\$0	\$384,291	\$303,316
2020 Capital	\$453,000	\$294,400	\$0	\$104,800	\$0	\$53,800
2020-21 Operating Budget	\$8,371,000	\$196,402	\$2,750,399	\$0	\$5,095,894	\$104,637

# Timber Trails Public Transit (Kanabec County)



INFORMATION	TIMBER TRAILS PUBLIC TRANSIT (KANABEC CTY)
Transit Director	Helen Pieper
Street	905 East Forest Avenue, Suite #127
City/State/Zip	Mora, MN 55051
Telephone	320-364-1350
Website	www.timbertrailstransit.com

## SYSTEM HIGHLIGHTS

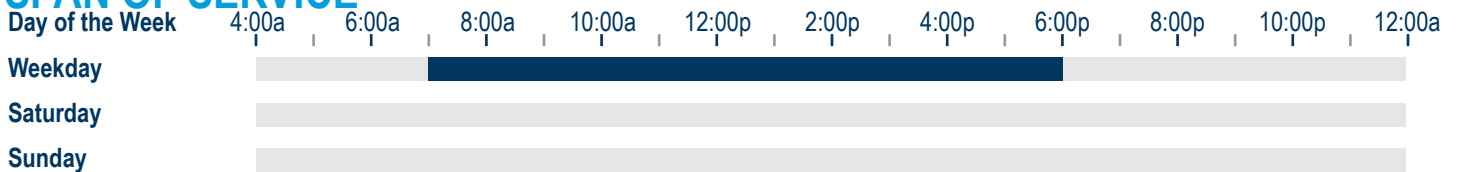
- Despite all of the upheaval caused by the pandemic, Timber Trails continued to provide service for its community and riders. The number of buses was scaled back but ran every hour of every day that there was scheduled for service.
- Dispatchers provide mobility management services by assisting/assigning rides to the best option for residents.

## SYSTEM CHARACTERISTICS

INFORMATION	TIMBER TRAILS PUBLIC TRANSIT (KANABEC CTY)
Vehicle Fleet	6 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.50 in town/ \$2.50 out of town
Area Served	Kanabec County
State/Fed District	11/8



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$591,955	\$22,390	\$447,729	\$0	\$54,818	\$67,018
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$1,291,000	\$29,531	\$377,506	\$0	\$804,574	\$16,137

# 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

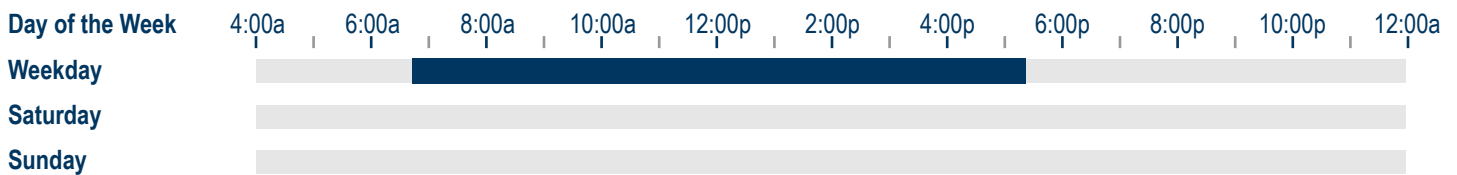
- Maintained bus operations for the duration of the pandemic without interruption.
- Coordinated with NEMT provider to transport individuals with COVID-19 (438 rides).
- Participated in food security efforts including the delivery of 83,809 meals between March 15 and December 31, 2020.
- Started construction on a bus garage expansion in Buffalo.

## 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



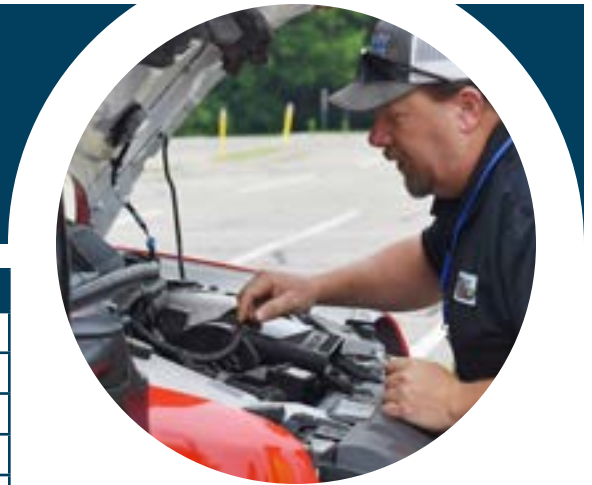
## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$5,076,762	\$243,353	\$3,956,022	\$0	\$595,796	\$281,590
2020 Capital	\$92,000	\$73,600	\$0	\$9,200	\$0	\$9,200
2020-21 Operating Budget	\$13,855,000	\$322,250	\$4,378,694	\$0	\$8,503,743	\$173,187

# Transit Alternatives (Productive Alternatives)



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

## SYSTEM HIGHLIGHTS

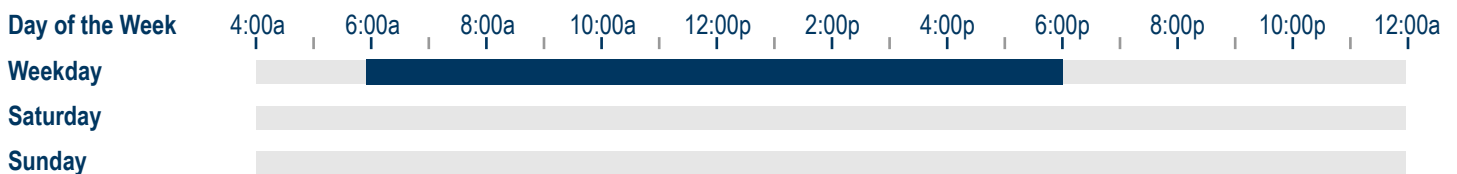
- Maintained all routes through COVID-19 with the exception of two commuter routes, which are the least used routes.
- Decorated a bus for the public Christmas light display drive through.

## SYSTEM CHARACTERISTICS

INFORMATION	TRANSIT ALTERNATIVES
Vehicle Fleet	20 Class 400 Buses, 4 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	2A, 4A, 4B, 8A, 8B, 12A/7



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$1,800,388	\$76,743	\$1,470,168	\$187,888	\$0	\$65,590
2020 Capital	\$338,000	\$270,400	\$0	\$33,800	\$0	\$33,800
2020-21 Operating Budget	\$3,875,000	\$91,893	\$1,333,358	\$401,145	\$1,933,707	\$48,437



# 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

- Collaborated with Polk County Public Health in providing rides for COVID-19 testing.
- Continued to provide free rides to pick up food boxes and to go to the food shelf.
- Continued to collaborate with the TRF Food Shelf and deliver food boxes to families in the TRF area.
- Continued to provide daily service in Crookston, Thief River Falls, Bagley and Mahanomen during the COVID-19 pandemic.

## SYSTEM CHARACTERISTICS

INFORMATION	TRI-VALLEY HEARTLAND EXPRESS
Vehicle Fleet	1 Class 300 Bus, 27 Class 400 Buses, 3 Class 500 Buses
Service Type	Dial-a-Ride
Base Fare	\$3.00 for same day; \$2.00 scheduled day in advance
Area Served	Clearwater, Kittson, Mahanomen, 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
2020 Operating Expenditures	\$2,738,930	\$112,555	\$2,126,424	\$275,565	\$0	\$224,387
2020 Capital	\$567,200	\$441,600	\$0	\$67,360	\$0	\$58,240
2020-21 Operating Budget	\$6,515,000	\$151,718	\$2,070,516	\$648,254	\$3,345,823	\$81,437

# 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

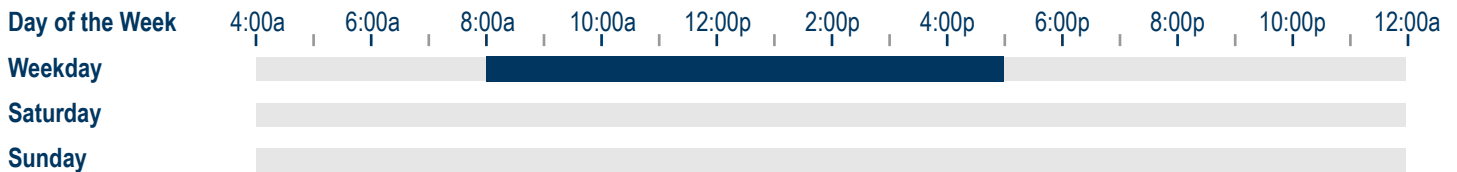
- Operated fare free through the COVID-19 pandemic
- Implemented new scheduling software.
- Ridership was up more than 200% prior to the start of the COVID-19 pandemic.

## 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, 19A, 19B, 23, 23B/1



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$711,757	\$33,638	\$587,398	\$0	\$82,354	\$8,367
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$1,651,000	\$39,530	\$591,364	\$0	\$985,489	\$20,637

# 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	218-631-5730
Website	www.friendlyrider.com

## SYSTEM HIGHLIGHTS

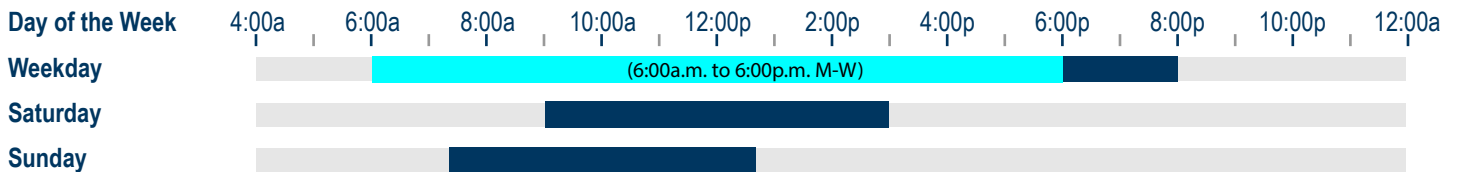
- Collaborative partnership with Wadena County Public Health during pandemic.
- Created Transit Safety Board.
- Provided transportation for Meals on Wheels during pandemic.

## 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 portions of OtterTail/Todd/Morrison counties
State/Fed District	09A/8



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$783,787	\$31,952	\$560,364	\$0	\$78,226	\$113,246
2020 Capital	\$92,000	\$73,600	\$0	\$9,200	\$0	\$9,200
2020-21 Operating Budget	\$1,870,000	\$43,306	\$579,462	\$0	\$1,152,356	\$23,374



# 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/ 213/TMT-Public-Transportation

## SYSTEM HIGHLIGHTS

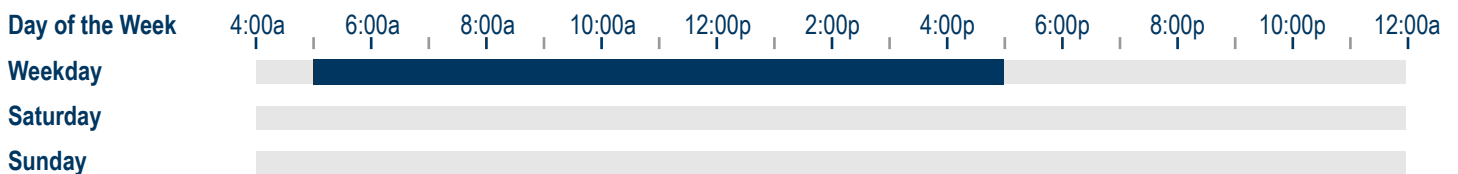
- Installed interior cameras on Bus 16, Take Me There's first bus to have cameras.
- Prior to shut-downs due to COVID-19, the January and February ridership numbers were the highest numbers TMT has had, up by nearly 10%
- Website updated with the help of MnDOT's marketing pilot program.

## 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	16B, 19A, 19B, 22B, 23A, 23B/1



## SPAN OF SERVICE



## FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$378,409	\$16,581	\$274,005	\$0	\$40,595	\$47,228
2020 Capital	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$1,027,000	\$23,942	\$328,039	\$0	\$628,951	\$12,837

# Winona Transit Service



**WINONA**  
TRANSIT SERVICE

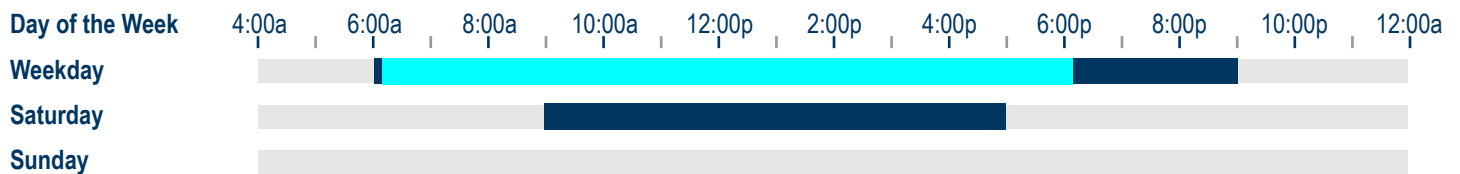
INFORMATION	WINONA TRANSIT SERVICE
<b>Transit Director</b>	Monica Hennessy Mohan
<b>Street</b>	P.O. Box 378
<b>City/State/Zip</b>	Winona, MN 55987
<b>Telephone</b>	507-457-8200
<b>Website</b>	<a href="http://www.cityofwinona.com/175/Winona-Transit-Service">www.cityofwinona.com/175/Winona-Transit-Service</a>

## SYSTEM HIGHLIGHTS

- Operated daily through the COVID-19 pandemic, but on limited schedule.
- Third full year of the demand response service (Dial-a-Ride) service.
- Implemented evening hours on DAR for Monday – Fridays.
- Continued providing subscription services to Winona State University.
- Transit Advisory Committee met quarterly.

## SYSTEM CHARACTERISTICS

INFORMATION	WINONA TRANSIT SERVICE
<b>Vehicle Fleet</b>	1 Class 400 Bus, 8 Class 500 Buses
<b>Service Type</b>	Dial-a-Ride, Route Deviation
<b>Base Fare</b>	\$1.25 for Route Deviation, \$2.50 for Dial-a-Ride



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## Financial Statistics

## Minnesota Public Transit Systems – 2020 Operating Expenditures

Note: Totals may not add up due to rounding

GREATER MINNESOTA CATEGORY	EXPENDITURES
Urbanized	\$38,735,482
Elderly and Disabled	\$7,084,812
Small Urban	\$1,697,699
Rural	\$50,368,953
Intercity Bus	\$6,600,302
GM Funded Service	\$17,857,809
Other Transit Service	\$934,105
<b>Total</b>	<b>\$123,279,161</b>

## Greater Minnesota Transit Systems – 2020 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	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Urbanized	\$38,735,482	\$4,739,315	\$0	\$11,038,205	\$15,210,866	\$7,747,096
Elderly & Disabled	\$7,084,811	\$0	\$0	\$2,709,588	\$3,312,503	\$1,062,722
Small Urban	\$1,697,699	\$80,036	\$1,068,082	\$13,812	\$326,910	\$208,140
Rural	\$50,368,953	\$2,188,532	\$39,316,843	\$2,041,892	\$3,316,237	\$3,505,449
Other Transit Services	\$934,104	\$0	\$0	\$366,400	\$380,884	\$186,821
<b>Total</b>	<b>\$98,821,051</b>	<b>\$7,007,883</b>	<b>\$40,384,925</b>	<b>\$16,169,896</b>	<b>\$22,547,400</b>	<b>\$12,710,228</b>

### Table A-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Blue Earth Blue Sky LLC	\$1,083,440	\$37,838	\$927,611	\$0	\$0	\$117,991
Greyhound Lines, Inc	\$16,889	\$5,428	\$0	\$0	\$5,428	\$6,033
Jefferson Lines	\$5,499,973	\$603,234	\$3,009,430	\$0	\$603,234	\$1,284,075
<b>Intercity Bus Total</b>	<b>\$6,600,302</b>	<b>\$646,500</b>	<b>\$3,937,041</b>	<b>\$0</b>	<b>\$608,662</b>	<b>\$1,408,099</b>

### Table A-3: Other GM Funded Service operating expenditures

OTHER GM FUNDED SERVICE	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Metropolitan Council Northstar Commuter Rail	\$15,712,932	\$0	\$0	\$0	\$1,216,862	\$14,496,070
Metropolitan Council Transit Link	\$2,144,877	\$414,667	\$1,183,030	\$0	\$0	\$547,180
<b>Other GM Funded Service Total</b>	<b>\$17,857,809</b>	<b>\$414,667</b>	<b>\$1,183,030</b>	<b>\$0</b>	<b>\$1,216,862</b>	<b>\$15,043,250</b>

**Table A-4: Urbanized system operating expenditures**

URBANIZED SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Duluth Transit Authority	\$15,289,923	\$1,095,148	\$0	\$5,380,026	\$5,756,764	\$3,057,985
East Grand Forks Transit	\$766,332	\$135,833	\$0	\$131,163	\$346,070	\$153,266
La Crescent Apple Express	\$334,112	\$55,566	\$0	\$30,354	\$181,369	\$66,822
Mankato Transit System	\$2,653,167	\$472,555	\$0	\$238,581	\$1,411,398	\$530,633
Moorhead Metro Area Transit	\$2,583,072	\$430,738	\$0	\$737,123	\$898,596	\$516,614
Rochester Public Transit	\$9,090,772	\$1,244,890	\$0	\$2,322,478	\$3,705,250	\$1,818,154
St. Cloud Metro Bus	\$8,018,105	\$1,304,586	\$0	\$2,198,480	\$2,911,418	\$1,603,621
<b>Total</b>	<b>\$38,735,482</b>	<b>\$4,739,316</b>	<b>\$0</b>	<b>\$11,038,205</b>	<b>\$15,210,866</b>	<b>\$7,747,096</b>

**Table A-5: Elderly & Disabled system operating expenditures**

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Duluth Transit Authority-STRIDE	\$816,604	\$0	\$0	\$108,322	\$585,792	\$122,491
East Grand Forks Transit Dial-A-Ride	\$65,739	\$0	\$0	\$11,953	\$43,925	\$9,861
Mankato Dial-A-Ride	\$821,313	\$0	\$0	\$429,250	\$268,866	\$123,197
Moorhead Metro Area Transit Dial-A-Ride	\$402,103	\$0	\$0	\$57,906	\$283,881	\$60,315
Rochester Dial-A-Ride	\$516,702	\$0	\$0	\$118,044	\$321,153	\$77,505
St. Cloud Metro Bus Dial-A-Ride	\$4,462,350	\$0	\$0	\$1,984,113	\$1,808,885	\$669,352
<b>Total</b>	<b>\$7,084,812</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,709,588</b>	<b>\$3,312,503</b>	<b>\$1,062,722</b>

**Table A-6: Small urban system operating expenditures**

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Granite Falls Heartland Express	\$24,333	\$5,655	\$0	\$13,812	\$0	\$4,867
Hibbing Area Transit	\$386,442	\$18,121	\$273,251	\$0	\$44,366	\$50,704
Morris Transit	\$424,538	\$21,614	\$302,748	\$0	\$63,891	\$36,285
Winona Transit Service	\$862,386	\$34,645	\$492,803	\$0	\$218,653	\$116,285
<b>Total</b>	<b>\$1,697,699</b>	<b>\$80,036</b>	<b>\$1,068,802</b>	<b>\$13,812</b>	<b>\$326,910</b>	<b>\$208,140</b>



**Table A-7: Rural system operating expenditures**

RURAL SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Arrowhead Transit	\$8,164,796	\$306,384	\$6,730,822	\$750,112	\$0	\$377,477
Becker County Transit	\$476,378	\$23,325	\$342,919	\$0	\$57,105	\$53,029
Brainerd and Crow Wing Public Transit	\$995,926	\$56,554	\$713,409	\$0	\$138,459	\$87,504
Brown County Heartland Express	\$735,317	\$36,145	\$578,756	\$0	\$88,494	\$31,922
Central Community Transit	\$2,749,862	\$130,665	\$1,963,540	\$0	\$319,903	\$335,754
Chisago-Isanti County Heartland Express	\$1,997,420	\$83,583	\$1,633,078	\$0	\$204,634	\$76,124
Faribault/Martin County (Prairie Lakes Transit)	\$1,079,031	\$45,969	\$890,309	\$0	\$112,545	\$30,207
Fosston Transit	\$130,374	\$5,007	\$107,554	\$0	\$12,259	\$5,554
Hubbard County Heartland Express	\$491,467	\$17,583	\$351,848	\$0	\$43,047	\$78,989
Minnesota River Valley Transit	\$718,247	\$34,054	\$553,843	\$0	\$83,374	\$46,977
Paul Bunyan Transit	\$1,390,031	\$55,961	\$1,092,075	\$0	\$137,009	\$104,986
Prairie Five Rides	\$2,393,842	\$105,910	\$1,834,004	\$259,298	\$0	\$194,631
Prairieland Transit (SMOC)	\$345,500	\$16,849	\$278,604	\$0	\$41,252	\$8,795
Rainbow Rider Transit	\$2,941,657	\$170,059	\$2,047,548	\$0	\$416,352	\$307,698
Rolling Hills Transit (SEMCAAC)	\$1,212,479	\$50,944	\$941,918	\$0	\$124,725	\$94,892
Southern MN Area Rural Transit (Cedar Valley)	\$2,823,899	\$122,943	\$2,251,559	\$0	\$300,998	\$148,400
Three Rivers Hiawathaland Transit	\$3,544,885	\$156,964	\$2,700,314	\$0	\$384,291	\$303,316
Timber Trails Public Transit (Kanabec County)	\$591,955	\$22,390	\$447,729	\$0	\$54,818	\$67,018
Trailblazer Transit	\$5,076,762	\$243,353	\$3,956,022	\$0	\$595,796	\$281,590
Transit Alternatives (Productive Alternatives)	\$1,800,388	\$76,743	\$1,470,168	\$187,888	\$0	\$65,590
Transit Connection (Tri-CAP)	\$2,609,796	\$95,924	\$2,146,856	\$234,848	\$0	\$132,168
Tri-Valley Heartland Express	\$2,738,930	\$112,555	\$2,126,424	\$275,565	\$0	\$224,387

RURAL SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Community Transit (UCAP)	\$3,486,056	\$136,497	\$2,735,779	\$334,181	\$0	\$279,600
VINE Faith in Action, Inc. (TRUE Transit)	\$711,757	\$33,638	\$587,398	\$0	\$82,354	\$8,367
Wadena County Friendly Rider Transit	\$783,787	\$31,952	\$560,364	\$0	\$78,226	\$113,246
Watonwan Take Me There	\$378,409	\$16,581	\$274,005	\$0	\$40,595	\$47,228
<b>Total</b>	<b>\$50,368,953</b>	<b>\$2,188,532</b>	<b>\$39,316,843</b>	<b>\$2,041,892</b>	<b>\$3,316,237</b>	<b>\$3,505,449</b>

**Table A-8: Other transit service operating expenditures**

OTHER TRANSIT SERVICE	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
St. Cloud Northstar Link	\$934,105	\$0	\$0	\$366,400	\$380,884	\$186,821
<b>Total</b>	<b>\$934,105</b>	<b>\$0</b>	<b>\$0</b>	<b>\$366,400</b>	<b>\$380,884</b>	<b>\$186,821</b>

## Greater Minnesota Transit Systems – 2020 Capital Budget

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 budgeted

TRANSIT SYSTEM	TOTAL BUDGETED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Urbanized	\$6,295,000	\$5,036,000	\$629,500	\$629,500
Small Urban	\$0	\$0	\$0	\$0
Rural	\$6,252,600	\$4,204,800	\$1,234,580	\$813,220
<b>Total</b>	<b>\$12,547,600</b>	<b>\$9,240,800</b>	<b>\$1,864,080</b>	<b>\$1,442,720</b>

### Table B-2: Urbanized system capital budgeted

URBANIZED SYSTEMS	ASSET CATEGORY	TOTAL BUDGETED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
City of Mankato	Vehicle replacement	\$477,000	\$381,600	\$47,700	\$47,700
City of Rochester	Vehicle replacement	\$4,120,000	\$3,296,000	\$412,000	\$412,000
St. Cloud Metropolitan Transit Commission	Vehicle replacement	\$1,698,000	\$1,358,400	\$169,800	\$169,800
<b>Total Urban</b>		<b>\$6,295,000</b>	<b>\$5,036,000</b>	<b>\$629,500</b>	<b>\$629,500</b>

## Table B-4: Rural system capital budgeted

RURAL SYSTEMS	ASSET CATEGORY	TOTAL BUDGETED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Arrowhead Transit	Facilities, vehicle replacement & website update	\$664,600	\$220,800	\$329,280	\$114,520
Becker County Transit	Vehicle replacement	\$92,000	\$73,600	\$9,200	\$9,200
Brown County Human Services	Garage addition & vehicle replacement	\$200,700	\$73,600	\$96,160	\$30,940
Cedar Valley Services, Inc.	Vehicle replacement	\$552,000	\$441,600	\$55,200	\$55,200
Central Community Transit Joint Powers Board	Vehicle replacement	\$368,000	\$294,400	\$27,600	\$46,000
City of Brainerd	Vehicle replacement	\$92,000	\$73,600	\$9,200	\$9,200
Faribault-Martin County Transit Board	Vehicle replacement	\$239,000	\$191,200	\$18,400	\$29,400
Paul Bunyan Transit	Vehicle replacement	\$92,000	\$73,600	\$9,200	\$9,200
Prairie Five CAC, Inc.	Vehicle replacement	\$368,000	\$294,400	\$18,400	\$55,200
Productive Alternatives, Inc.	Vehicle replacement	\$338,000	\$270,400	\$33,800	\$33,800
Rainbow Rider Transit	Fleet video mgmt system & vehicle replacement	\$595,100	\$441,600	\$89,680	\$63,820
SEMCAC	Vehicle replacement	\$276,000	\$220,800	\$0	\$55,200
Southwestern Minnesota Opportunity Council, Inc.	Vehicle replacement	\$92,000	\$73,600	\$9,200	\$9,200
Three Rivers Community Action, Inc.	Software & vehicle replacement	\$453,000	\$294,400	\$104,800	\$53,800
Trailblazer Joint Powers Board	Vehicle replacement	\$92,000	\$73,600	\$9,200	\$9,200
Tri-County Action Program, Inc.	Garage upgrades & vehicle replacement	\$399,000	\$294,400	\$52,400	\$52,200
Tri-Valley Opportunity Council, Inc.	Computer & office equipment; vehicle replacement	\$567,200	\$441,600	\$67,360	\$58,240
United Community Action Partnership, Inc.	Fare Collection & Tracking Tech.; vehicle replacement	\$680,000	\$284,000	\$286,300	\$109,700
Wadena County Highway Department	Vehicle replacement	\$92,000	\$73,600	\$9,200	\$9,200
<b>Total Rural</b>		<b>\$6,252,600</b>	<b>\$4,204,800</b>	<b>\$1,234,580</b>	<b>\$813,220</b>

## Greater Minnesota Transit Systems – 2020 & 2021 Operating Budget

Transit systems historically have collected revenues from rides provided and applied the funding as local match on contracts. During the past approximately year and a half, due to the financial hardship caused by the COVID-19 pandemic, MnDOT included additional state funding to supplement as local share - instead of transit systems using collected revenues as local match. This results in contract totals not aligning with the sum of all funding types by provider in table series C that include CARES Act funding.

Figures represent contracted amounts.

Notes: Totals may not add up due to rounding. Budgets with CARES Act funding – total funding will be greater than the sum of the funding splits. This is due to CARES Act funds are 100% reimbursable on the operating deficit.

### Table C-1: Greater Minnesota transit system operating budget

SYSTEM CATEGORY	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Urbanized	\$92,797,000	\$9,478,631	\$0	\$22,076,409	\$42,682,560	\$18,559,400
Elderly & Disabled	\$16,711,050	\$0	\$0	\$5,419,175	\$8,809,825	\$2,482,050
Small Urban	\$5,751,000	\$160,295	\$1,624,204	\$20,790	\$3,550,603	\$123,345
Rural	\$120,250,000	\$3,323,977	\$38,014,637	\$4,742,394	\$68,309,658	\$1,789,704
Other Transit Services	\$1,832,000	\$0	\$0	\$366,400	\$1,099,200	\$366,400
<b>Total</b>	<b>\$237,341,050</b>	<b>\$12,962,902</b>	<b>\$39,638,841</b>	<b>\$32,625,169</b>	<b>\$124,451,845</b>	<b>\$23,320,899</b>

### Table C-2: Intercity bus operating budget

INTERCITY BUS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Blue Earth Blue Sky LLC	\$2,446,842	\$76,389	\$1,908,841	\$0	\$278,500	\$183,112
Greyhound Lines, Inc	\$420,047	\$101,608	\$0	\$0	\$101,608	\$216,831
Jefferson Lines	\$15,235,853	\$2,567,860	\$6,255,994	\$0	\$3,208,419	\$3,203,580
<b>Intercity Bus Total</b>	<b>\$18,102,742</b>	<b>\$2,745,857</b>	<b>\$8,164,835</b>	<b>\$0</b>	<b>\$3,588,527</b>	<b>\$3,603,523</b>

### 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
Metropolitan Council Northstar Commuter Rail	\$42,240,000	\$0	\$0	\$0	\$2,956,846	\$39,283,154
Metropolitan Council Transit Link	\$3,577,000	\$1,148,235	\$1,183,030	\$0	\$0	\$1,212,585
<b>Total</b>	<b>\$45,817,000</b>	<b>\$1,148,235</b>	<b>\$1,183,030</b>	<b>\$0</b>	<b>\$2,956,846</b>	<b>\$40,495,739</b>

TABLE	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
C-1	\$237,341,050	12,962,902	\$39,638,841	\$32,625,169	\$124,451,845	\$23,320,899
C-2	\$18,102,742	\$2,745,857	\$8,164,835	\$0	\$3,588,527	\$3,603,523
C-3	\$45,817,000	\$1,148,235	\$1,183,030	\$0	\$2,956,846	\$40,495,739
<b>Grand Total</b>	<b>\$301,260,792</b>	<b>\$16,856,994</b>	<b>\$49,986,706</b>	<b>\$32,625,169</b>	<b>\$130,997,218</b>	<b>\$67,420,161</b>

**Table C-4: Urbanized system operating budget**

URBANIZED SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Duluth Transit Authority	\$34,638,000	\$2,190,296	\$0	\$10,760,052	\$14,760,052	\$6,927,600
East Grand Forks Transit	\$1,214,000	\$271,666	\$0	\$262,326	\$437,209	\$242,800
La Crescent Apple Express	\$746,000	\$111,132	\$0	\$60,709	\$424,960	\$149,200
Mankato Transit System	\$5,953,000	\$945,110	\$0	\$477,161	\$3,340,129	\$1,190,600
Moorhead Metro Area Transit	\$5,991,000	\$861,476	\$0	\$1,474,247	\$2,457,078	\$1,198,200
Rochester Public Transit	\$26,337,000	\$2,489,780	\$0	\$4,644,955	\$13,934,865	\$5,267,400
St. Cloud Metro Bus	\$17,918,000	\$2,609,172	\$0	\$4,396,961	\$7,328,268	\$3,583,600
<b>Total</b>	<b>\$92,797,000</b>	<b>\$9,478,632</b>	<b>\$0</b>	<b>\$22,076,409</b>	<b>\$42,682,560</b>	<b>\$18,559,400</b>

**Table C-5: Elderly & Disabled system operating budget**

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Duluth Transit Authority-STRIDE	\$2,039,000	\$0	\$0	\$216,644	\$1,516,506	\$305,850
East Grand Forks Transit Dial-A-Ride	\$225,000	\$0	\$0	\$23,906	\$167,344	\$33,750
Mankato Dial-A-Ride	\$1,798,050	\$0	\$0	\$858,500	\$694,450	\$245,100
Moorhead Metro Area Transit Dial-a-Ride	\$1,090,000	\$0	\$0	\$115,813	\$810,688	\$163,500
Rochester Dial-A-Ride	\$2,222,000	\$0	\$0	\$236,088	\$1,652,613	\$333,300
St. Cloud Metro Bus Dial-A-Ride	\$9,337,000	\$0	\$0	\$3,968,225	\$3,968,225	\$1,400,550
<b>Total</b>	<b>\$16,711,050</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,419,175</b>	<b>\$8,809,825</b>	<b>\$2,482,050</b>

**Table C-6: Small urban system operating budget**

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Granite Falls Heartland Express	\$146,000	\$33,640	\$0	\$20,790	\$62,370	\$29,200
Hibbing Area Transit	\$927,000	\$21,605	\$295,682	\$0	\$564,013	\$15,450
Minnesota River Valley Transit	\$1,778,000	\$40,884	\$532,971	\$0	\$1,095,449	\$29,633
Morris Transit	\$994,000	\$21,614	\$302,748	\$0	\$623,038	\$17,295
Winona Transit Service	\$1,906,000	\$42,551	\$492,803	\$0	\$1,205,733	\$31,767
<b>Small Urban Total</b>	<b>\$5,751,000</b>	<b>\$160,295</b>	<b>\$1,624,204</b>	<b>\$20,790</b>	<b>\$3,550,603</b>	<b>\$123,345</b>

## Table C-7: Rural system operating budget

RURAL SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Arrowhead Transit	\$18,441,000	\$421,859	\$5,393,682	\$1,763,500	\$9,728,759	\$230,513
Becker County Transit	\$1,106,000	\$25,713	\$348,867	\$0	\$679,095	\$13,825
Brainerd and Crow Wing County Transit	\$2,475,000	\$56,554	\$782,534	\$0	\$1,528,173	\$31,769
Brown County Heartland Express	\$1,638,000	\$38,171	\$522,185	\$0	\$1,003,544	\$20,475
Central Community Transit	\$7,807,000	\$181,848	\$2,483,727	\$0	\$4,785,109	\$97,587
Chisago-Isanti Heartland Express	\$4,508,000	\$640,284	\$1,539,405	\$0	\$1,944,086	\$338,100
Faribault/Martin County (Prairie Lakes Transit)	\$2,598,000	\$60,441	\$821,958	\$0	\$1,594,209	\$32,475
Fosston Transit	\$255,000	\$6,048	\$87,775	\$0	\$153,636	\$3,188
Hubbard County Heartland Express	\$907,000	\$17,582	\$255,886	\$0	\$592,734	\$13,161
Paul Bunyan Transit	\$4,114,000	\$95,621	\$1,296,165	\$0	\$2,526,643	\$51,425
Prairie Five Rides	\$5,704,000	\$133,774	\$1,913,935	\$576,431	\$2,854,102	\$71,300
Prairieland Transit (SMOC)	\$965,000	\$22,294	\$295,682	\$0	\$596,004	\$12,063
Rainbow Rider Transit	\$7,400,000	\$170,059	\$2,329,749	\$0	\$4,566,264	\$94,674
Rolling Hills Transit (SEMCAC)	\$3,019,000	\$70,748	\$986,722	\$0	\$1,839,918	\$37,737
SMART (Cedar Valley Services)	\$7,241,000	\$167,687	\$2,243,462	\$0	\$4,462,276	\$90,513
Three Rivers Hiawathaland Transit	\$8,371,000	\$196,403	\$2,750,399	\$0	\$5,095,894	\$104,637
Timber Trails Public Transit (Kanabec County)	\$1,291,000	\$29,532	\$377,506	\$0	\$804,575	\$16,137
Trailblazer Transit	\$13,855,000	\$322,250	\$4,378,694	\$0	\$8,503,743	\$173,187
Transit Alternatives (Productive Alternatives)	\$3,875,000	\$91,894	\$1,333,358	\$401,145	\$1,933,707	\$48,438
Transit Connection (Tri-CAP)	\$5,959,000	\$138,553	\$1,880,462	\$590,890	\$3,067,670	\$74,487
Tri-Valley Heartland Express	\$6,515,000	\$151,718	\$2,070,516	\$648,255	\$3,345,823	\$81,438
Community Transit (UCAP)	\$7,658,000	\$178,163	\$2,423,103	\$762,174	\$3,936,898	\$95,725
VINE Faith in Action, Inc. (TRUE Transit)	\$1,651,000	\$39,530	\$591,364	\$0	\$985,489	\$20,637
Wadena County Friendly Rider Transit	\$1,870,000	\$43,307	\$579,462	\$0	\$1,152,356	\$23,375
Watonwan Take Me There	\$1,027,000	\$23,943	\$328,039	\$0	\$628,952	\$12,837
<b>Total</b>	<b>\$120,250,000</b>	<b>\$3,323,977</b>	<b>\$38,014,637</b>	<b>\$4,742,394</b>	<b>\$68,309,658</b>	<b>\$1,789,704</b>



**Table C-8: Other transit service operating budget**

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OTHER TRANSIT SERVICE	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
St. Cloud Metropolitan Transit Commission - Northstar Link	\$1,832,000	\$0	\$0	\$366,400.00	\$1,099,200	\$366,400
<b>Total</b>	<b>\$1,832,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$366,400</b>	<b>\$1,099,200</b>	<b>\$366,400</b>

# 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

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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

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

### Capital cost

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

### CARES Act Funding

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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 more than 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 U.S. 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. This 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)

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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)

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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)

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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)

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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.



