

2022 Transit Report: A Guide to Greater Minnesota's Public Transit Systems



2022 Transit Report: A Guide to Greater Minnesota's Public Transit Systems

February 2023

Prepared by the Minnesota Department of Transportation

in compliance with [Minnesota Statutes 174.247](#)

Minnesota Department of Transportation

Office of Transit and Active Transportation

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

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

ADArequest.dot@state.mn.us.

The cost of preparing this report is less than \$5,000.

July 21, 2023

The Honorable Frank Hornstein, Chair
House Transportation Finance & Policy Committee
563 State Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble, Chair
Senate Transportation Committee
3107 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable John Petersburg, GOP Lead
House Transportation Finance & Policy Committee
217 State Office Building
Saint Paul, MN 55155

The Honorable John Jasinski
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2227 Minnesota Senate Building
Saint Paul, MN 55155

RE: 2022 Transit Report

Dear Legislators:

I am pleased to present the Minnesota Department of Transportation's Annual Transit Report. This report includes information on transit service in Minnesota as required by [Minn. Stat. 174.247](#). In addition, it provides a comprehensive overview of the state's public transit services by highlighting accomplishments; listing ridership, financial and performance information; and providing a snapshot of every public transit provider in the state.

Transit is a key component of Minnesota's multimodal transportation system, contributing to the health of people, the environment and the economy. In Greater Minnesota, 35 public transit systems in 80 counties offer scheduled transportation service to the public. These transit services are funded through a financial partnership that includes local, state and federal participation.

As we look to the future, public transportation will be increasingly important in moving people within our growing state to access economic and social opportunities within their communities. MnDOT strives to make access to quality public transit systems available to citizens statewide. To ensure Minnesota is at the forefront of future transit strategies and financing, MnDOT will work proactively toward its mission to provide the highest quality, dependable multimodal transportation system.

Please contact me if you have any questions about this report, or you may contact Sarah Ghandour in MnDOT's Office of Transit and Active Transportation at sarah.ghandour@state.mn.us.

Sincerely,



Nancy Daubenberger, P.E.
Commissioner

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. That 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:

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



**Minnesota Statutes
Section 174.247 governs
the Transit Report**

- 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 provided 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	2021 TOTAL
5311	Non-urbanized Area Formula Program:	\$7,055,679
	• Operating funding	
	• Intercity bus transportation	
	• Rural Transit Assistance Program	
CARES ACT	COVID-19 Emergency Relief Funding	\$22,335,532
Grand total		\$29,391,211

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 which 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 and is 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
Greater Minnesota total	\$77,661,061	\$86,426,993	\$164,088,054

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 provided 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.

Battery Electric Buses Introduced to Rural Transit

MnDOT's Clean Transportation Pilot Funding Program provides up to \$2 million annually in grants ranging from \$25,000 to \$500,000 to pilot, test, and increase adoption of clean transportation technologies, especially where cost is a barrier to implementation. Arrowhead Transit and the City of Morris were awarded grants for the purchase of a battery-powered electric bus and supporting infrastructure. MnDOT OTAT will continue to support adoption of clean technologies through both state and federal programs.

FTA Innovation and Research Grants

MnDOT continued the work of implementing two FTA research grants it was awarded in 2020 to drive transit innovation in Greater Minnesota. The first grant of \$785,000 (\$628,000 federal and \$157,000 state) from the FTA Accelerating Innovative Mobility (AIM) program is funding the Southern Minnesota Mobility-as-a-Service Project, an effort to develop and deploy a multimodal trip planning, booking and trip tracking system built on an open architecture. MnDOT is working 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 services.

For the second award, FTA's COVID-19 Research and Demonstration Project program is providing a \$900,000 grant (\$450,000 federal and \$450,000 state and local) to test mobile app and farecard based contactless payment and trip planning technologies in rural communities under the Western Minnesota Contactless Payment Project. This will involve eight Greater Minnesota rural public transit systems (5311) in Western Minnesota.

With similar technology and project timelines, MnDOT moved forward in 2021 with a single procurement of Mobility-as-a-Service technologies for both the Southern and Western Minnesota Projects. The University of Minnesota will provide data collection and analysis on each project to determine impacts on travel behavior as well as on public transit system finances and operations. Both projects launched in March 2023 and run through spring 2024.

Supporting Further Development of Shared Mobility

In 2021, new programming was initiated to further support the development of shared mobility options in support of public transit in Greater Minnesota.

MnDOT started an online series called the "Greater Minnesota Shared Mobility Webinars" to invite transportation professionals in Minnesota and around the country to share innovative projects that they have implemented and lessons learned. Targeted at Greater Minnesota transit managers and transportation

planners, the series introduced topics including microtransit, mobility hubs, and post-pandemic strategies to grow ridership. Webinars were recorded live to provide opportunities for attendees to ask questions with recordings made available afterwards on the MnDOT Transit website.

MnDOT also continued to participate on the steering committee of the Twin Cities Shared Mobility Collaborative, a collection of public, private and academic organizations working to increase transportation options, where it led the effort to expand the organizations focus to include Greater Minnesota communities starting in 2022.

Volunteer Drivers

MCOTA, in partnership with MPTA and MN Volunteer Driver Coalition, crafted and endorsed legislation for the 2021 session to adjust the state's charity tax credit for Minnesota Volunteer Drivers from \$.14 per mile to the current IRS business rate. The legislation eliminated the tax burden on volunteer drivers for the tax paid for any reimbursement of mileage expenses incurred. The second legislation created a consistent definition for volunteer drivers.

Volunteer drivers are not for hire, they volunteer their time, and the reimbursement that they receive above the \$.14 per mile up to the IRS business rate is only cost reimbursement of the operating their own vehicle. Both proposals passed in the 2021 Special Session and are law starting in CY 2022 tax year. Insurance carriers can decline coverage, or charge a higher rate, because volunteer drivers do not earn income on cost reimbursement at or lower than current IRS business mileage rate.

Preparing for the Future

MnDOT forecasts the 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 a 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
TOTAL	\$165.3	\$173.9	\$183.8	\$193.3	\$202.86	\$210.72

All projections are subject to change. Excludes Coronavirus Aid, Relief and Economic Security Action; Coronavirus 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 service hours 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
TOTAL	\$200.5	\$245.9	\$291.3

All projections are subject to change. Excludes Coronavirus Aid, Relief and Economic Security Act; Coronavirus 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. It is also evident there is an increased need for transit service while 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. These tables also show the gap between projected revenues and needs for the same period. The identified gap is \$303.975 million for 2021 through 2026 (i.e. year of Annual Transit Report plus ensuing five years - per Minnesota Statute).

It is also important to note 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 \$148.366 in projected state MVLST revenues, this differs from the \$46 million estimated to be distributed to the Greater Minnesota transit account in SFY 2026 which 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	\$243.523
State MVLST	\$148.366
Total Projected State	\$491.760
Projected Federal Revenues	
Section 5307	\$88.266
Section 5311	\$137.038
Section 5339	\$29.512
STPBG	\$48.000
Total Projected Federal	\$302.816
Projected Local Revenues	
Local Operating/Capital Match	\$192.762
Total Projected State, Federal & Local	\$987.338

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 Minn., Stat.)

NEED COSTS VS. REVENUES	AMOUNT
Projected Revenues	\$987,338
Projected Needs	\$1,292,300
Projected Gap	(\$304,962)

All projections are subject to change. Excludes Coronavirus Aid, Relief and Economic Security Action (CARES Act); Coronavirus 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

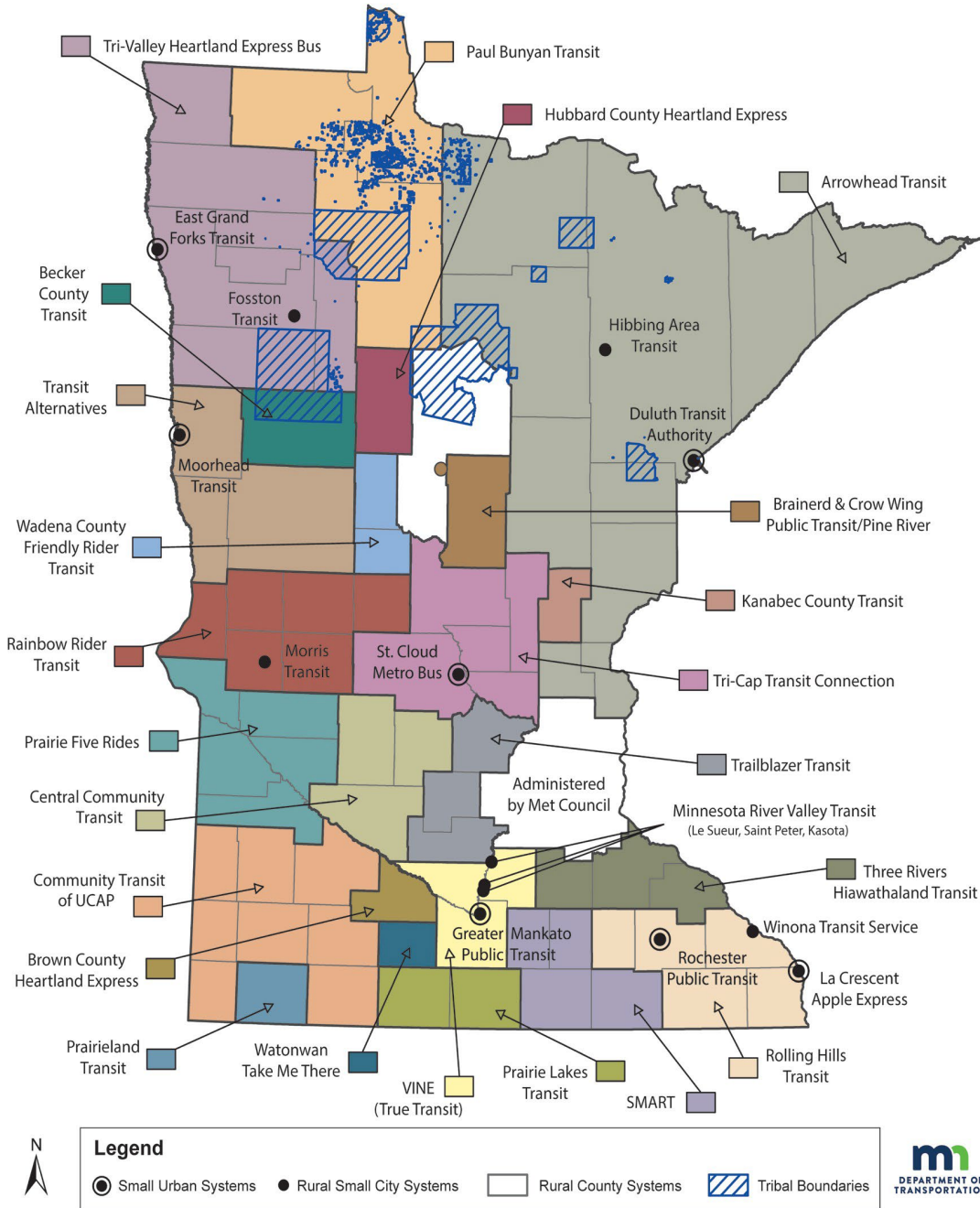
Public transportation is important to people in Greater Minnesota to access economic and social opportunities in their communities. Minnesota's commitments in the court-ordered Olmstead Plan magnify this importance. Population growth, an aging demographic and environmental considerations create even 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.

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2022 Transit System Fact Pages

Greater Minnesota Public Transit Map

Systems Administered by the Minnesota Department of Transportation
Current as of December 2022



Arrowhead Transit



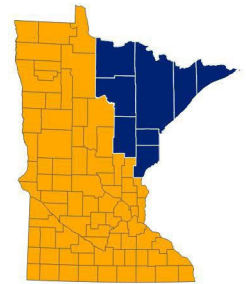
INFORMATION	ARROWHEAD TRANSIT
Transit Director	Jack Larson
Street	702 3rd Avenue South
City/State/Zip	Virginia, MN 55792
Telephone	800-862-0175
Website	www.arrowheadtransit.com

SYSTEM HIGHLIGHTS

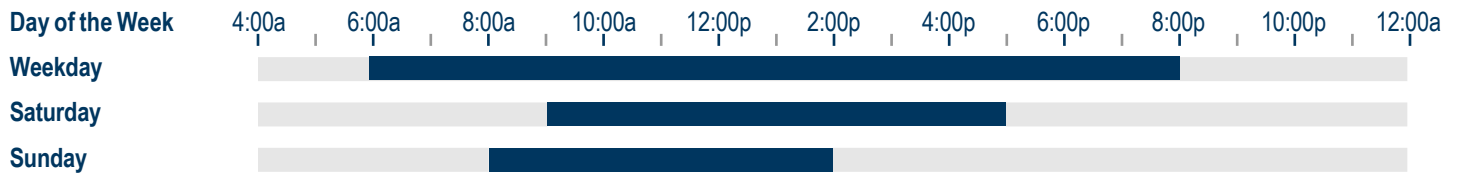
- Ridership increased by 25 percent over 2020 totals but was still down 38 percent from 2019 pre-COVID-19 levels.
- Arrowhead Transit assumed operations in Chisago and Isanti counties in March 2021
- Working with OTAT, Arrowhead Transit began assisting in the solicitation process for identifying consultants to provide support for the procurement and deployment of one electric bus and one charging station in the Gilbert Dial-A-Ride service area.

SYSTEM CHARACTERISTICS

INFORMATION	ARROWHEAD TRANSIT
Vehicle Fleet	52 Class 400 Buses, 68 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$2.00
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, 1, 31A, 32, 32A, 32B, 39, 39A



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$8,945,668	\$0	\$2,187,316	\$881,750	\$5,386,971	\$489,631
2021 Capital Expenditures	\$2,346,000	\$1,946,419	\$0	\$342,581	\$0	\$57,000
2022 Operating Budget	\$12,068,840	\$3,817,580	\$0	\$2,062,815	\$6,188,445	\$0

Becker County Transit



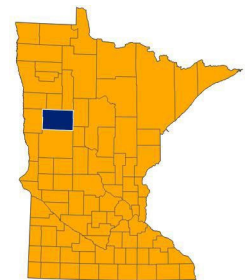
INFORMATION	BECKER COUNTY TRANSIT
Transit Director	Kevin Johnson
Street	1324 Rossman Avenue
City/State/Zip	Detroit Lakes, MN 56501
Telephone	218-847-1674 or 888-846-1674
Website	www.co.becker.mn.us/dept/transit

SYSTEM HIGHLIGHTS

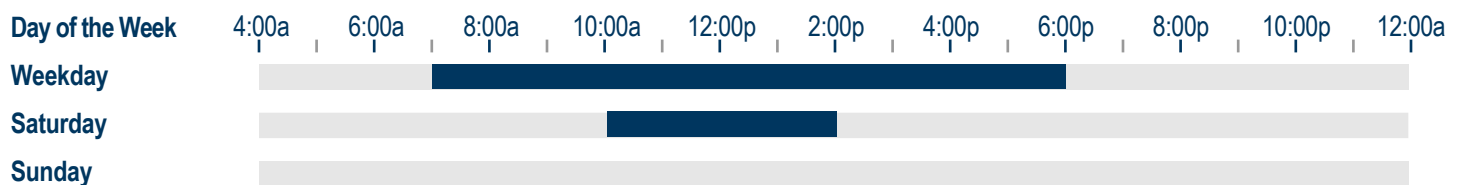
- Increased ridership 19 percent.
- On-time performance for the year was 98.7 percent.
- Added heat to bus storage area.

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	2B, 4B/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$521,482	\$0	\$132,219	\$0	\$366,841	\$22,421
2021 Capital Expenditures	\$95,000	\$76,000	\$0	\$9,500	\$0	\$9,500
2022 Operating Budget	\$608,000	\$203,441	\$0	\$101,140	\$303,420	\$0

Brainerd & Crow Wing Public Transit



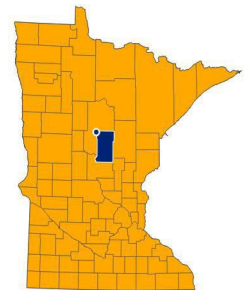
INFORMATION	BRAINERD & CROW WING PUBLIC TRANSIT
Transit Director	Anders Stone
Street	501 Laurel Street
City/State/Zip	Brainerd, MN 56401
Telephone	218-825-7433 or 866-925-7433
Website	www.ci.brainerd.mn.us/transit

SYSTEM HIGHLIGHTS

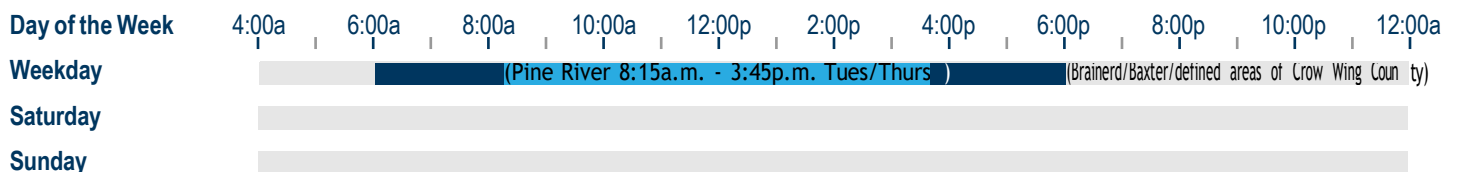
- Sustained complete service area and all service times during the pandemic to provide continuous and reliable essential services.
- Transit offices at City Hall expanded and added a new office space for dispatchers to help continue providing superior customer service.
- Procurement of a new preferred provider/third-party contractor, Blue Earth Blue Sky LLC (Jefferson Lines), for a 3-year operating contract.

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
2021 Operating Expenditures	\$1,248,339	\$0	\$328,281	\$0	\$868,862	\$51,196
2021 Capital Expenditures	\$95,000	\$76,000	\$0	\$9,500	\$0	\$9,500
2022 Operating Budget	\$1,287,400	\$431,297	\$0	\$214,026	\$642,077	\$0

Brown County Heartland Express



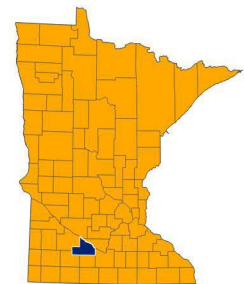
INFORMATION	BROWN COUNTY HEARTLAND EXPRESS
Transit Director	Patrick LaCourse
Street	1900 North Franklin Avenue
City/State/Zip	New Ulm, MN 56073
Telephone	507-359-2717 or 800-707-2717
Website	www.co.brown.mn.us/heartland-express-transit

SYSTEM HIGHLIGHTS

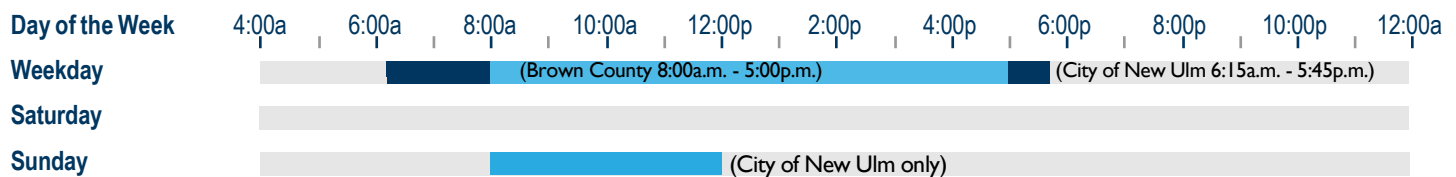
- Started a deviated route through the city of New Ulm in late summer 2022.
- Ridership is slowly coming back, hoping to have most of the riders back by mid-2023.
- No COVID-19 related sickness amongst the Brown County Heartland Express staff.

SYSTEM CHARACTERISTICS

INFORMATION	BROWN COUNTY HEARTLAND EXPRESS
Vehicle Fleet	7 Class 400 Buses
Service Type	Dial-a-Ride
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
2021 Operating Expenditures	\$834,367	\$0	\$241,082	\$0	\$554,285	\$39,000
2021 Capital Expenditures	\$190,000	\$152,000	\$0	\$19,000	\$0	\$19,000
2022 Operating Budget	\$1,047,300	\$350,412	\$0	\$174,222	\$522,666	\$0

Central Community Transit



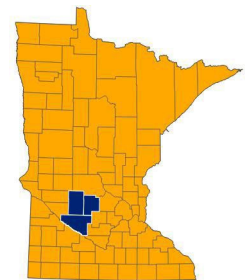
INFORMATION	CENTRAL COMMUNITY TRANSIT
Transit Director	Tiffany Collins
Street	1320 22nd Street SW, P.O. Box 186
City/State/Zip	Willmar, MN 56201
Telephone	320-214-7433
Website	www.cctbus.org

SYSTEM HIGHLIGHTS

- CCT was able to provide 24,737 food support deliveries to our serviced communities in 2021.
- Ridership made a strong comeback in 2021 and Central Community Transit was able to successfully resume service with many of the routes.
- The Central Community Transit provided FREE public transportation to COVID-19 vaccination appointments during its regular hours and on established routes as schedules allowed.

SYSTEM CHARACTERISTICS

INFORMATION	CENTRAL COMMUNITY TRANSIT
Vehicle Fleet	28 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 7:30p.m. (Kandiyohi), 6:00a.m. to 7:00p.m. (Meeker)
Saturday	8:00a.m. to 4:30p.m. (Willmar), 8:30a.m. to 1:00p.m. (Litchfield)
Sunday	7:30a.m. to 12:30p.m. (Litchfield)

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$2,947,981	\$0	\$625,267	\$0	\$2,220,618	\$102,097
2021 Capital Expenditures	\$385,000	\$311,920	\$0	\$44,580	\$0	\$28,500
2022 Operating Budget	\$4,061,000	\$1,259,342	\$0	\$700,415	\$2,101,244	\$0

Community Transit

(United Community Action Partnership)



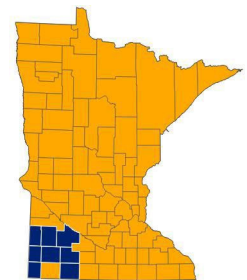
INFORMATION	COMMUNITY TRANSIT
Transit Director	Nick Leske
Street	1400 South Saratoga Street
City/State/Zip	Marshall, MN 56258
Telephone	507-537-1416
Website	www.communitytransitswmn.org

SYSTEM HIGHLIGHTS

- Increased previous year ridership by 22 percent.
- UCAP had 3 staff members certified in drug collection and alcohol screening to complete in-house collections.
- Continued to work with Prairie Five RIDES and Central Community Transit on their My Ride (Automated Fare Collection) project.

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, 22A, 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
2021 Operating Expenditures	\$3,592,824	\$0	\$908,856	\$381,087	\$2,150,837	\$152,044
2021 Capital Expenditures	\$490,000	\$403,760	\$0	\$67,240	\$0	\$19,000
2022 Operating Budget	\$3,936,300	\$1,317,760	\$0	\$654,635	\$1,963,905	\$0

Duluth Transit Authority: Fixed Route



INFORMATION	DULUTH TRANSIT AUTHORITY: FIXED ROUTE
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

- Launched a new mobile payment and trip planning app.
- The DTA launched a bus stop consolidation project to improve service efficiency.
- Fleet-wide bus air purification system was installed.

SYSTEM CHARACTERISTICS

INFORMATION	DULUTH TRANSIT AUTHORITY: FIXED ROUTE
Vehicle Fleet	77 Class 700 Buses
Service Type	Fixed Route
Base Fare	\$0.75 - \$1.50
Area Served	Duluth, Hermantown, Proctor, (Wisconsin-Superior)
State/Fed District	06B, 07A, 07B/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$16,601,697	\$1,095,148	\$0	\$4,785,020	\$7,401,190	\$3,320,339
2021 Capital Expenditures	\$2,650,000	\$2,120,000	\$0	\$265,000	\$0	\$265,000
2022 Operating Budget	\$18,018,600	\$1,129,907	\$0	\$3,321,243	\$9,963,730	\$3,603,720

Duluth Transit Authority: STRIDE (Special Transit RIDE)



INFORMATION	DULUTH TRANSIT AUTHORITY: STRIDE
Transit Director	Aleda M. Johnson
Street	2402 West Michigan Street
City/State/Zip	Duluth, MN 55806
Telephone	218-722-3327
Website	www.duluthtransit.com

SYSTEM HIGHLIGHTS

- An air purification system was installed on the fleet.
- The DTA re-launched its STRIDE Advisory Committee with a broader scope and a new name – the DTA Accessibility Advisory Committee.
- A new STRIDE passenger guide was developed and published.

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
2021 Operating Expenditures	\$733,336	\$0	\$0	\$220,977	\$402,359	\$110,000
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$1,007,000	\$0	\$0	\$213,988	\$641,963	\$151,050

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

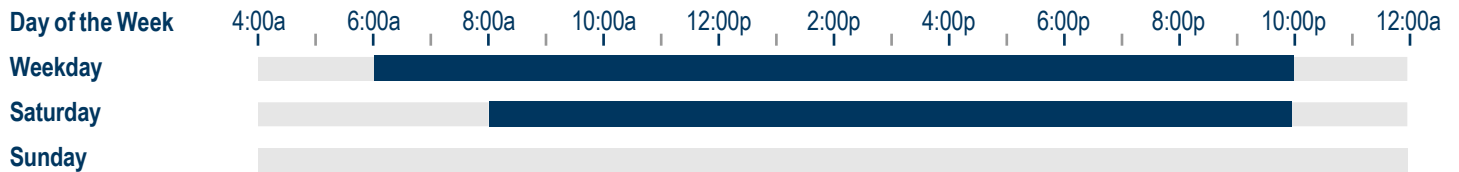
- Began Phase 2 of the improvements – a larger bus storage area.
- Ridership increased by 10 percent and is continuing to increase.
- Started the update to our Transit Development Plan and are reviewing ridership needs, route changes, financial forecasts and our Public Participation Plan.

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
2021 Operating Expenditures	\$457,487	\$135,833	\$0	\$87,442	\$142,715	\$91,497
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$552,500	\$93,610	\$0	\$0	\$348,390	\$110,500

East Grand Forks Transit: Dial-a-Ride



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

SYSTEM HIGHLIGHTS

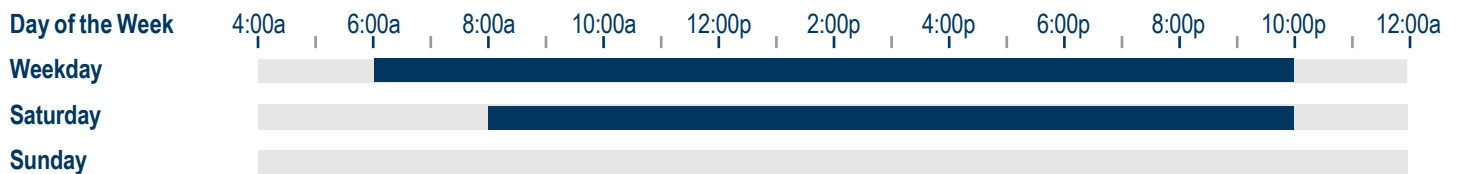
- Cities Area Transit completed its second year providing Dial-a-Ride service.
- Maintained costs coming out of the pandemic.
- On-time performance is greater than 97 percent.

SYSTEM CHARACTERISTICS

INFORMATION	EAST GRAND FORKS TRANSIT: DIAL-A-RIDE
Vehicle Fleet	1 Class 400 Bus, 9 Class 300 Vans
Service Type	Dial-a-Ride
Base Fare	\$3.00
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
2021 Operating Expenditures	\$120,823	\$0	\$0	\$24,384	\$78,315	\$18,123
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$117,000	\$0	\$0	\$0	\$99,450	\$17,550

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

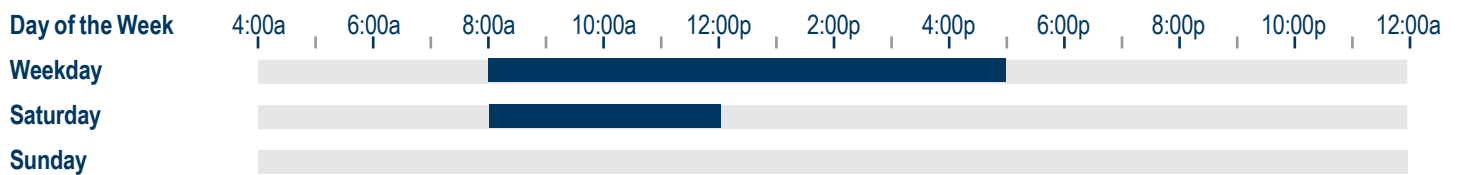
- The city bus shuttled folks from the mini-carnival on the east end of town to the Highway 2 Cruisers Car Show on the west end of town in July.
- The city bus provided grocery delivery throughout 2021 to those in need.
- Ridership increased 16 percent with 1,521 more riders in 2021 than 2020.

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
2021 Operating Expenditures	\$143,293	\$0	\$39,968	\$0	\$99,172	\$4,153
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$132,600	\$44,671	\$0	\$21,982	\$65,947	\$0

Hibbing Area Transit



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

SYSTEM HIGHLIGHTS

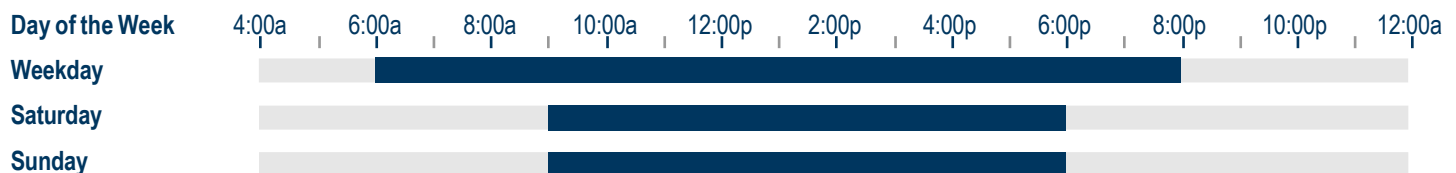
- Ridership increased by 2,033 rides (6 percent).
- Maintained service levels throughout pandemic.

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	07A/08



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$441,422	\$0	\$147,841	\$0	\$205,296	\$88,284
2021 Capital Expenditures	\$200,000	\$167,840	\$0	\$32,160	\$0	\$0
2022 Operating Budget	\$509,800	\$170,636	\$0	\$84,791	\$254,373	\$0

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

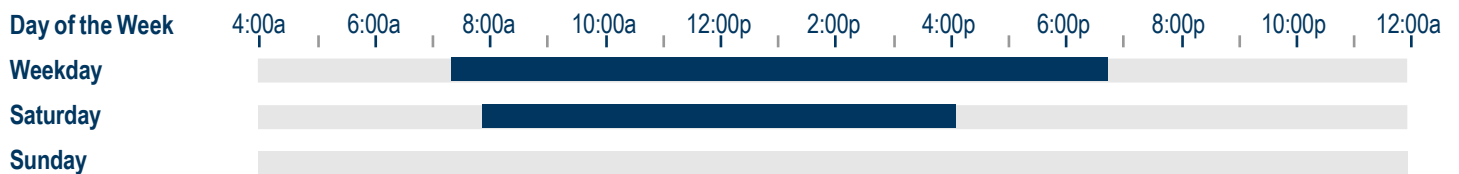
- Started in house dispatching operation to better serve local needs.
- Increased previous year ridership by 23 percent.
- Partnered with local schools and daycares to provide services for children attending summer activity programs.

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
2021 Operating Expenditures	\$476,140	\$0	\$125,995	\$0	329,347	\$20,798
2021 Capital Expenditures	\$100,000	\$83,920	\$0	\$16,080	\$0	\$0
2022 Operating Budget	\$512,200	\$171,455	\$0	\$85,186	\$255,559	\$0

Jefferson Lines



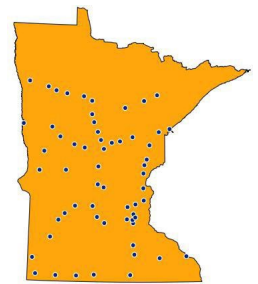
INFORMATION	JEFFERSON LINES
Transit Director	Cem Onbasi
Street	2100 East 26th Street
City/State/Zip	Minneapolis, MN 55404
Telephone	612-359-3408
Website	www.jeffersonlines.com

SYSTEM HIGHLIGHTS

- Jefferson Lines was recognized as one of the industry sustainable and environmental leaders.
- Won Minnesota's Best Transportation Company of 2021.
- Installed PlasmaAir air purification throughout entire motorcoach fleet and major facilities.
- Launched internal driver technology program for improved scheduled service communication.

SYSTEM CHARACTERISTICS

INFORMATION	JEFFERSON LINES
Vehicle Fleet	75 Class 700 Buses
Service Type	Intercity Bus
Base Fare	Varies by community, see website
Area Served	More than 55 communities in Minnesota and 15 additional states



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$7,226,941	\$703,260	\$2,945,511	\$0	\$703,260	\$2,874,909
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$9,419,426	\$2,570,313	\$0	\$0	\$2,325,450	\$4,523,663

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

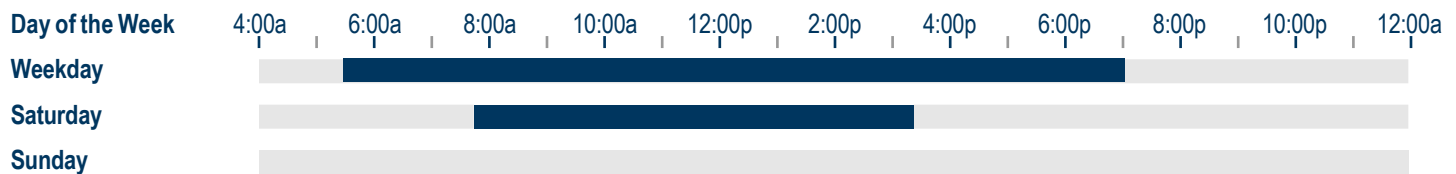
- 2021 was another accident-free year.
- Ridership for the Apple Express in 2021 saw a 17 percent increase by the end of the year from the end of December 2020.

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
2021 Operating Expenditures	\$334,844	\$55,566	\$0	\$60,709	\$159,601	\$68,969
2021 Capital Expenditures	\$164,000	\$77,080	\$0	\$70,520	\$0	\$16,400
2022 Operating Budget	\$383,800	\$57,071	\$0	\$60,708	\$249,969	\$76,760

Land to Air Express (Blue Earth Blue Sky)



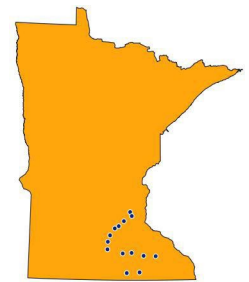
INFORMATION	LAND TO AIR EXPRESS
Transit Director	Cem Onbasi
Street	50 Sibley Parkway
City/State/Zip	Mankato, MN 56001
Telephone	612-359-3408
Website	www.landtoairexpress.com

SYSTEM HIGHLIGHTS

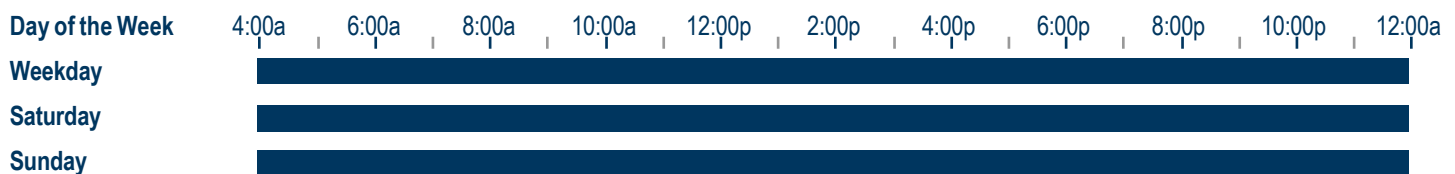
- Installed PlasmaAir air purification throughout entire vehicle fleet and bus depot.
- Launched enhanced cleaning program (“Land to Air Promise”).
- Enhanced direct, same-day service between Twin Cities to Rochester.

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
2021 Operating Expenditures	\$1,182,416	\$0	\$981,230	\$0	\$0	\$201,186
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$1,298,200	\$566,300	\$0	\$0	\$566,300	\$165,600

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

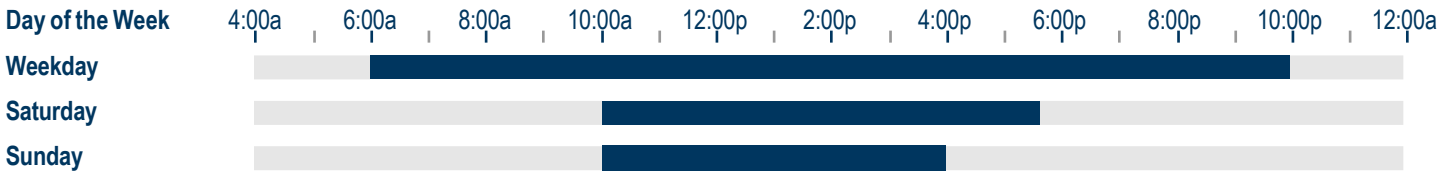
- Mankato Transit System continued providing service to residents throughout the COVID-19 pandemic without interruption.
- Enhanced driver safety and comfort through the installation of security cameras and protective door barriers on all Class 700 buses.
- Enhanced rider safety and comfort with increased sanitization regiments, 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
2021 Operating Expenditures	\$2,529,484	\$472,555	\$0	\$477,162	\$1,073,871	\$505,897
2021 Capital Expenditures	\$492,000	\$0	\$0	\$442,800	\$0	\$49,200
2022 Operating Budget	\$3,383,820	\$485,498	\$0	\$549,306	\$1,878,337	\$670,680

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

- Paratransit ridership increased 82.5 percent and Demand Response ridership increased 130 percent from 2020.
- 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
2021 Operating Expenditures	\$786,454	\$0	\$0	\$260,750	\$407,736	\$117,968
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$1,116,520	\$0	\$0	\$201,960	\$772,000	\$142,560

Minnesota River Valley Transit



INFORMATION	MINNESOTA RIVER VALLEY TRANSIT
Transit Director	Sherri Terhune
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.
- Recovered 90 percent of ridership from pre-COVID levels.

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
2021 Operating Expenditures	\$781,333	\$0	\$225,845	\$0	\$505,451	\$50,037
2021 Capital Expenditures	\$100,000	\$83,920	\$0	\$16,080	\$0	\$0
2022 Operating Budget	\$906,800	\$303,422	\$0	\$150,845	\$452,534	\$0

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

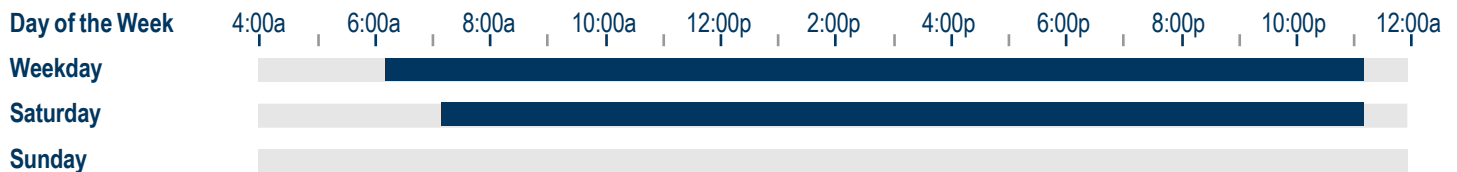
- Installed permanent barriers around bus driver compartments and new air filtration systems in all buses.
- Installed two new, modern shelters with solar lights at a grocery store and county courthouse.
- Completed the 2021-2025 MATBUS Transit Development Plan, including the Human Services Coordination Plan Update.

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 GMSTA (MVST)	LOCAL
2021 Operating Expenditures	\$2,944,036	\$430,738	\$0	\$491,416	\$1,433,076	\$588,807
2021 Capital Expenditures	\$190,000	\$152,000	\$0	\$19,000	\$0	\$19,000
2022 Operating Budget	\$3,116,500	\$410,289	\$0	\$1,474,246	\$2,082,911	\$623,300

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

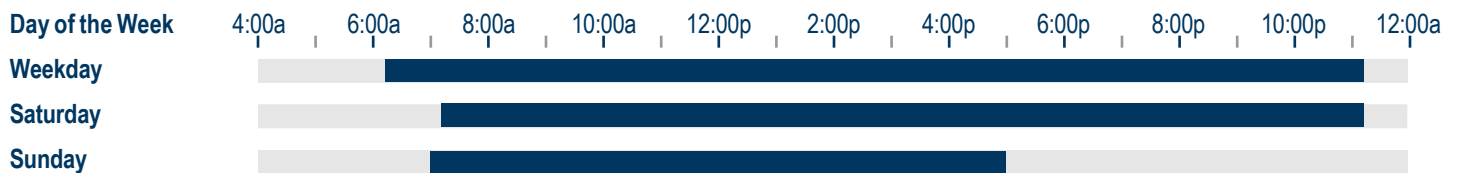
- Installed permanent barriers around bus and van driver compartments and new air filtration systems in all buses.
- Continued to suspend fares on MAT Paratransit through March 2021 for social distancing during the pandemic.
- Awarded bid for two replacement paratransit buses

SYSTEM CHARACTERISTICS

INFORMATION	MOORHEAD METRO AREA TRANSIT: DIAL-A-RIDE
Vehicle Fleet	4 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
2021 Operating Expenditures	\$530,697	\$0	\$0	\$118,129	\$332,964	\$79,605
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$567,000	\$0	\$0	\$0	\$481,950	\$85,050

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

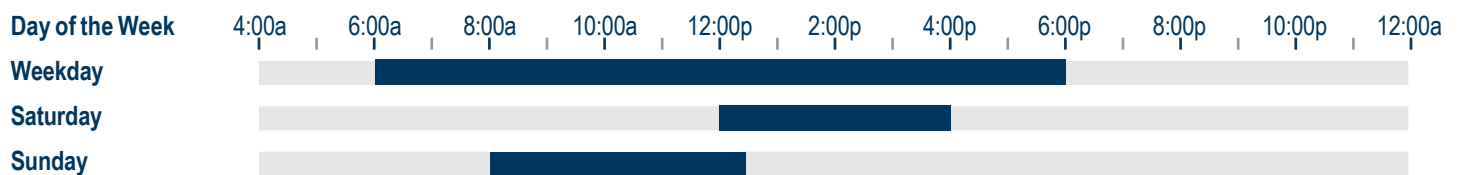
- City of Morris Transit office moved from a small office in City Hall to a large, spacious office in the community center down the block.
- Continues to work with MnDOT to obtain an electric bus.
- Hired a consultant to develop a conceptual design for an addition to the existing garage facility.

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
2021 Operating Expenditures	\$455,973	\$0	\$151,374	\$0	\$213,405	\$91,195
2021 Capital Expenditures	\$195,000	\$159,920	\$0	\$25,580	\$0	\$9,500
2022 Operating Budget	\$517,000	\$173,023	\$0	\$85,994	\$257,982	\$0

Paul Bunyan Transit

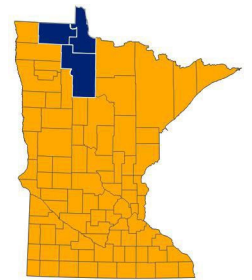


INFORMATION	PAUL BUNYAN TRANSIT
Transit Director	Lezlie Grubich
Street	706 Railroad Street Southeast
City/State/Zip	Bemidji, MN 56601
Telephone	218-751-8765
Website	www.paulbunyantransit.com

SYSTEM HIGHLIGHTS

- Monthly ridership average from the start of the pandemic to end of 2020 was 3,995 rides/month. In 2021, the monthly average rose to 5334 rides/month, an increase of 33.5 percent.
- Monthly revenues followed a similar pattern of success in 2020 the average revenues per month was \$11,689/month. In 2021, the monthly average rose to \$15,835/month, an increase of 35.5 percent.

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
2021 Operating Expenditures	\$1,578,387	\$0	\$419,423	\$0	\$1,087,477	\$71,486
2021 Capital Expenditures	\$290,000	\$235,920	\$0	\$35,080	\$0	\$19,000
2022 Operating Budget	\$2,096,000	\$701,705	\$0	\$348,624	\$1,045,871	\$0

Prairie Five RIDES



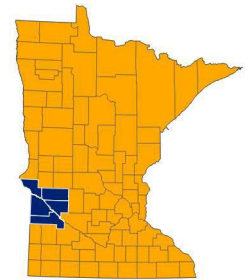
INFORMATION	PRAIRIE FIVE RIDES
Contact	Paul Coyour
Street	719 North 7th Street P.O. Box 159
City/State/Zip	Montevideo, MN 56265
Telephone	320-269-6578
Website	www.prairiefive.org/programs/prairie-five-rides-transportation-program/

SYSTEM HIGHLIGHTS

- Ridership increased 20 percent from beginning to end of 2021.
- Approved with CCT and UCAP to partner with a touch-less fare system.
- Had a driver selected as MPTA Bus Driver of the year.

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
2021 Operating Expenditures	\$2,539,289	\$0	\$662,281	\$288,216	\$1,495,654	\$93,139
2021 Capital Expenditures	\$661,000	\$536,640	\$0	\$78,260	\$0	\$46,100
2022 Operating Budget	\$3,120,600	\$956,533	\$0	\$541,017	\$1,623,050	\$0

Prairie Lakes Transit (Faribault-Martin County)



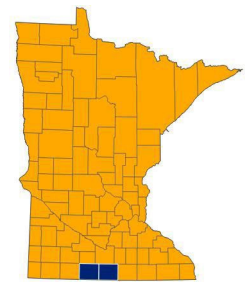
INFORMATION	PRAIRIE LAKES TRANSIT
Transit Director	Jeremy Monahan
Street	PO Box 996
City/State/Zip	Fairmont, MN 56031
Telephone	507-235-5558
Website	www.PLTransit.com

SYSTEM HIGHLIGHTS

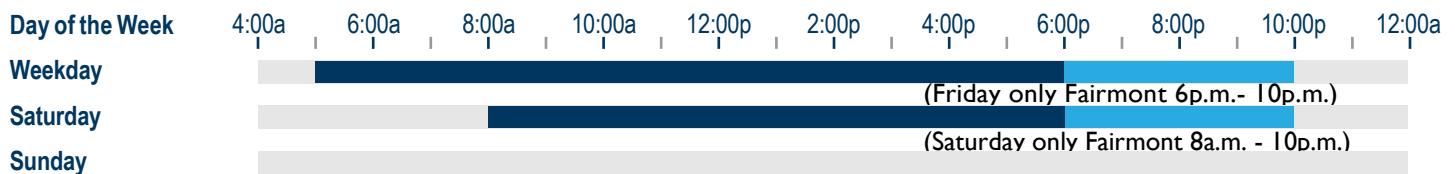
- Completed office renovation project in Fairmont Transit Facility to centralize all operations.
- Completed order of six replacement buses through 5311 program and one replacement bus through 5339 program. All vehicles have new safety features with driver assist technology
- Began recovery of lost ridership from pandemic-related causes after reinstating fare collection in February.

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
2021 Operating Expenditures	\$1,207,682	\$0	\$332,664	\$0	\$819,340	\$55,678
2021 Capital Expenditures	\$670,000	\$539,920	\$0	\$73,080	\$0	\$57,000
2022 Operating Budget	\$1,351,480	\$606,740	\$0	\$186,185	\$558,555	\$0

Prairieland Transit (Southwestern Minnesota Opportunity Council)



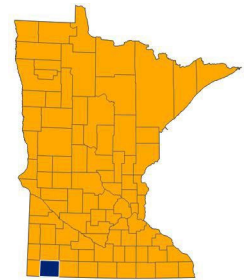
INFORMATION	PRAIRIELAND TRANSIT (SMOC)
Transit Director	Karen DeBoer
Street	1106 3rd Avenue, P.O. Box 787
City/State/Zip	Worthington, MN 56187
Telephone	507-376-3322
Website	www.smoc.us

SYSTEM HIGHLIGHTS

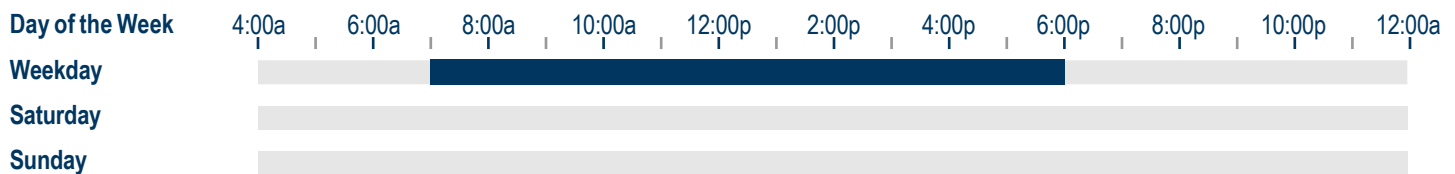
- Full public transit hours were resumed in 2021. County routes, City of Worthington Route and Demand Response subsidies were provided.
- The 20-year partnership with a private third party contractor ended in 2021.

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
2021 Operating Expenditures	\$331,739	\$0	\$91,856	\$0	\$222,365	\$17,518
2021 Capital Expenditures	\$95,000	\$76,000	\$0	\$9,500	\$0	\$9,500
2022 Operating Budget	\$514,900	\$172,000	\$0	\$85,725	\$257,175	\$0

Rainbow Rider Transit

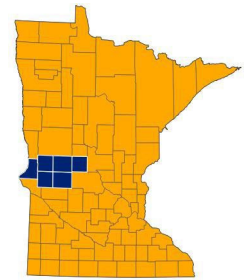


INFORMATION	RAINBOW RIDER TRANSIT
Transit Director	Brenda Brittin
Street	249 Poplar Avenue
City/State/Zip	Lowry, MN 56349
Telephone	800-450-7770
Website	www.rainbowriderbus.com

SYSTEM HIGHLIGHTS

- Provided an equal amount of service (52,000 revenue hours) as in 2019, and were fully staffed through most of 2021.
- Provided over 1,500 rides (nearly double of rides provided in 2019 and a 19 percent increase over 2020) using our volunteer driver service which consists of only 10 drivers.
- Final ridership for 2021 increased 35 percent from 2020 – just 40 percent short of 2019.

SYSTEM CHARACTERISTICS



INFORMATION	RAINBOW RIDER TRANSIT
Vehicle Fleet	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 counties
State/Fed District	12/7

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
2021 Operating Expenditures	\$3,254,766	\$0	\$804,705	\$0	\$2,319,847	\$130,213
2021 Capital Expenditures	\$586,000	\$463,920	\$0	\$63,580	\$0	\$47,500
2022 Operating Budget	\$3,849,400	\$1,292,322	\$0	\$639,270	\$1,917,809	\$0

Rochester Public Transit: Fixed Route



INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Transit Director	Ia Xiong
Street	201 4th Street Southeast
City/State/Zip	Rochester, MN 55904
Telephone	507-328-7433
Website	www.RPTride.com

SYSTEM HIGHLIGHTS

- Increased service hours by 7 percent.
- Installed bipolar ionization filters on all buses.

SYSTEM CHARACTERISTICS

INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Vehicle Fleet	5 Class 400 Buses, 65 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
2021 Operating Expenditures	\$8,991,913	\$1,244,890	\$0	\$3,483,717	\$2,464,924	\$1,798,383
2021 Capital Expenditures	\$328,000	\$262,400	\$0	\$32,800	\$0	\$32,800
2022 Operating Budget	\$10,943,300	\$1,286,221	\$0	\$1,867,105	\$5,601,314	\$2,188,660

Rochester Public Transit: Dial-a-Ride



INFORMATION	ROCHESTER PUBLIC TRANSIT: DIAL-A-RIDE
Transit Director	Ia Xiong
Street	201 4th Street Southeast
City/State/Zip	Rochester, MN 55904
Telephone	507-328-2520
Website	www.RPTride.com

SYSTEM HIGHLIGHTS

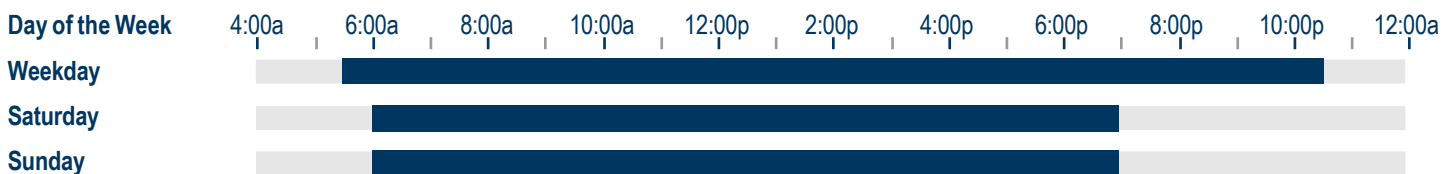
- Ridership Increased 77 percent over the previous year.
- All buses are in a state of good repair.

SYSTEM CHARACTERISTICS

INFORMATION	ROCHESTER PUBLIC TRANSIT: DIAL-A-RIDE
Vehicle Fleet	6 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$3.00
Area Served	Rochester and 4 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
2021 Operating Expenditures	\$932,407	\$0	\$246,402	\$0	\$499,524	\$186,481
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$1,024,800	\$341,000	\$0	\$170,950	\$512,850	\$0

Rolling Hills Transit (Semcac Transportation)



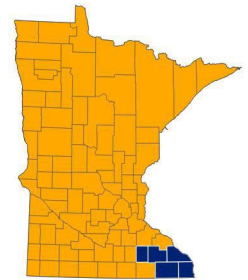
INFORMATION	ROLLING HILLS TRANSIT (SEMCAAC)
Transit Director	Mindy Fields
Street	400 Commerce Drive Southeast
City/State/Zip	Kasson, MN 55944
Telephone	800-528-7622
Website	www.semcac.org

SYSTEM HIGHLIGHTS

- Provided 47,687 rides in 280,821 miles.
- Achieved 98 percent on-time performance.
- Helped deliver Meals on Wheels and provided rides/deliveries for food shelf locations.

SYSTEM CHARACTERISTICS

INFORMATION	ROLLING HILLS TRANSIT (SEMCAAC)
Vehicle Fleet	15 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
2021 Operating Expenditures	\$1,531,533	\$0	\$399,992	\$0	\$1,074,244	\$57,297
2021 Capital Expenditures	\$300,000	\$251,760	\$0	\$48,240	\$0	\$0
2022 Operating Budget	\$1,646,084	\$743,559	\$0	\$225,631	\$676,894	\$0

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

- Implemented a new fare collection system.
- Achieved 99 percent on-time performance.
- Maintained consistent service while experiencing hiring and staffing challenges as well as the ongoing effects of the COVID-19 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
2021 Operating Expenditures	\$7,780,243	\$1,304,586	\$0	\$1,465,654	\$3,453,955	\$1,556,049
2021 Capital Expenditures	\$1,180,000	\$944,000	\$0	\$118,000	\$0	\$118,000
2022 Operating Budget	\$9,936,700	\$1,349,186	\$0	\$0	\$6,600,174	\$1,987,340

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

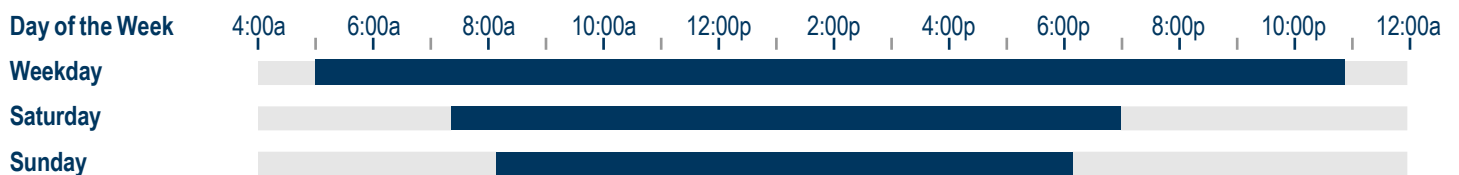
- Ridership increased by 2 percent.
- 312 new customers were deemed eligible for the service.
- Achieved 96 percent on-time performance.
- Maintained full service throughout the year despite challenges associated with COVID-19 and hiring in the Central Minnesota market.

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
2021 Operating Expenditures	\$4,913,441	\$0	\$0	\$1,011,897	\$3,164,527	\$737,016
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$4,929,100	\$0	\$0	\$0	\$4,189,735	\$739,365

Saint Cloud Northstar Link



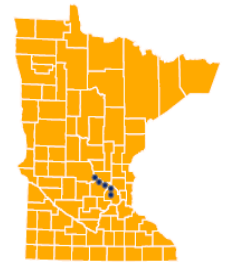
INFORMATION	SAINT CLOUD NORTHSTAR LINK
Contact	Ryan I. Daniel
Street	665 Franklin Avenue Northeast
City/State/Zip	Saint Cloud, MN 56304
Telephone	877-546-5010
Website	www.catchthelink.com

SYSTEM HIGHLIGHTS

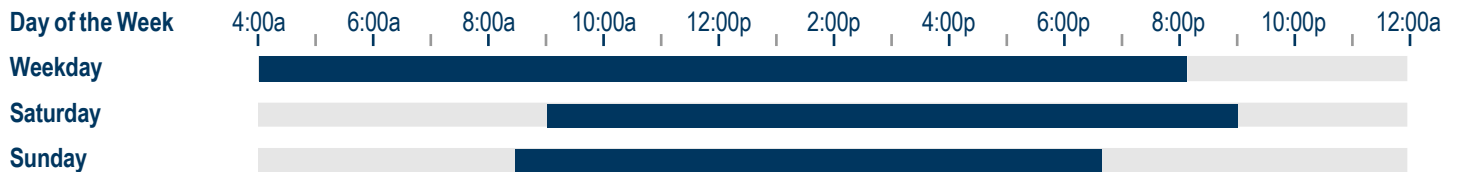
- Achieved 99 percent on-time performance
- Provided matching service for the full Northstar Rail schedule throughout the year.

• 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
2021 Operating Expenditures	\$887,768	\$0	\$0	\$183,200	\$527,015	\$177,554
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$831,983	\$0	\$0	\$0	\$665,586	\$166,397

SMART Transit (Cedar Valley Services)



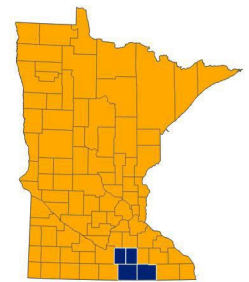
INFORMATION	SMART TRANSIT (CEDAR VALLEY SERVICES)
Transit Director	Kirk Kuchera
Street	2111 4th Street Northwest
City/State/Zip	Austin, MN 55912
Telephone	507-433-2379
Website	www.smartbusmn.org

SYSTEM HIGHLIGHTS

- Continued to focus on keeping staff and passengers safe as COVID-19 continued.
- Recouped 20 percent of the lost trips from pandemic and reinstated fare collection.
- Began planning phase of new Owatonna facility (completion in 2022).

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
2021 Operating Expenditures	\$3,251,351	\$0	\$904,197	\$0	\$2,181,985	\$165,170
2021 Capital Expenditures	\$3,085,000	\$395,840	\$0	\$60,660	\$0	\$28,500
2022 Operating Budget	\$3,766,700	\$1,260,472	\$0	\$626,557	\$1,879,671	\$0

Three Rivers Hiawathaland Transit



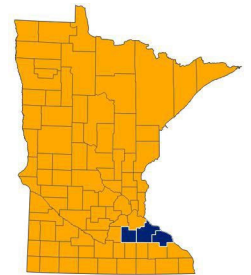
INFORMATION	THREE RIVERS HIAWATHALAND TRANSIT
Transit Director	Peter Schepers
Street	55049 241st Avenue
City/State/Zip	Plainview, MN 55964
Telephone	507-216-9130
Website	www.threeriverscap.org/transportation/hiawathaland-transit

SYSTEM HIGHLIGHTS

- Returned to full operations with regular deviated route services resuming in July 2021.
- Started construction on a new bus garage in Zumbrota and moved into a new garage in Red Wing with ability to expand services.
- 40 percent increase in ridership from 2020.

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, 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
2021 Operating Expenditures	\$3,931,910	\$0	\$1,040,665	\$0	\$2,746,280	\$144,964
2021 Capital Expenditures	\$590,000	\$487,680	\$0	\$83,320	\$0	\$19,000
2022 Operating Budget	\$4,354,500	\$1,462,072	\$0	\$723,107	\$2,169,321	\$0

Timber Trails Public Transit (Kanabec County)



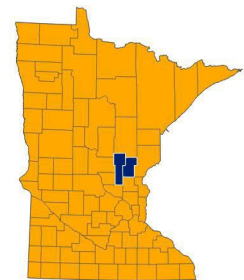
INFORMATION	TIMBER TRAILS PUBLIC TRANSIT (KANABEC CTY)
Transit Director	Helen Pieper
Street	300 Industrial Road
City/State/Zip	Mora, MN 55051
Telephone	320-364-1350
Website	www.timbertrailstransit.com

SYSTEM HIGHLIGHTS

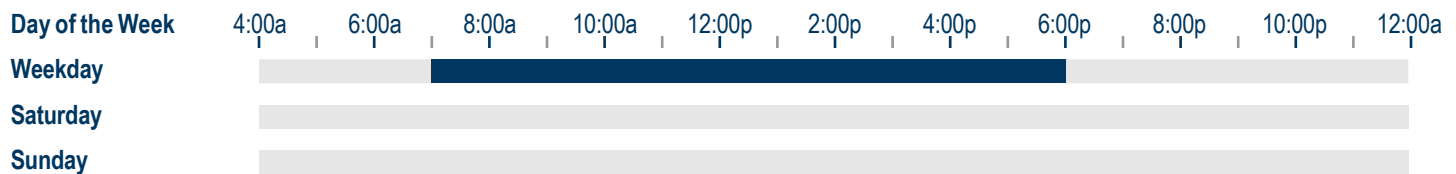
- Timber Trails was very happy to see riders returning to the buses.
- Partnered with our local RTCC in hosting a large booth at the county fair. Lots of wonderful feedback from our community.

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	11B, 15A/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$585,944	\$0	\$141,602	\$0	\$412,620	\$31,721
2021 Capital Expenditures	\$95,000	\$76,000	\$0	\$9,500	\$0	\$9,500
2022 Operating Budget	\$678,000	\$226,560	\$0	\$112,860	\$338,580	\$0

Trailblazer Transit



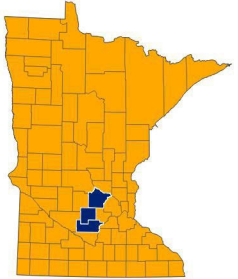
INFORMATION	TRAILBLAZER TRANSIT
Transit Director	Gary Ludwig
Street	207 West 11th Street
City/State/Zip	Glencoe, MN 55336
Telephone	320-864-1000
Website	www.trailblazertransit.com

SYSTEM HIGHLIGHTS

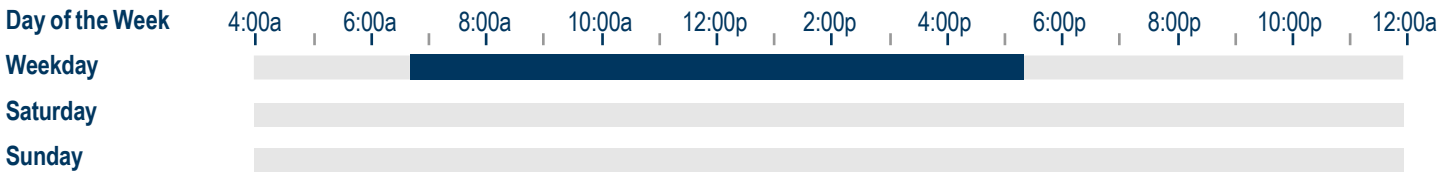
- Achieved 97.53 percent annual on-time performance.
- Coordinated with NEMT provider to transport individuals with COVID-19 (274 rides).
- Participated in food security efforts including the delivery of 85,749 fresh and frozen meals between Jan. 4 and Dec. 31, 2021.

SYSTEM CHARACTERISTICS

INFORMATION	TRAILBLAZER TRANSIT
Vehicle Fleet	44 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
2021 Operating Expenditures	\$5,082,335	\$0	\$1,093,256	\$0	\$3,805,227	\$183,852
2021 Capital Expenditures	\$1,265,000	\$1,035,520	\$0	\$162,980	\$0	\$66,500
2022 Operating Budget	\$7,207,200	\$2,251,166	\$0	\$1,239,008	\$3,717,025	\$0

Transit Alternatives (Productive Alternatives)



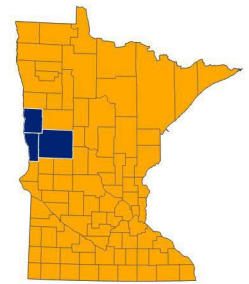
INFORMATION	TRANSIT ALTERNATIVES
Transit Director	Daryn Toso
Street	1225 North Tower Road
City/State/Zip	Fergus Falls, MN 56537
Telephone	218-998-3002
Website	www.otterexpress.com

SYSTEM HIGHLIGHTS

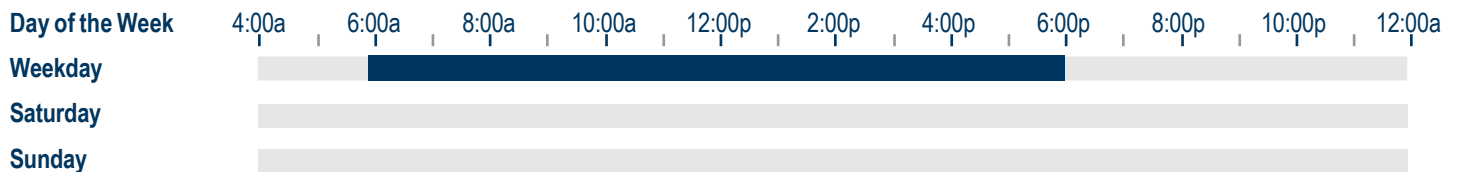
- Maintained all routes through COVID-19 with the exception of two commuter routes, which are the least-used routes.
- Decorated a bus for the public Christmas light display drive through.
- Participated in an event called “Touch a Truck” for the public but mostly directed at children to become familiar with our services.

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
2021 Operating Expenditures	\$1,956,942	\$0	\$566,087	\$200,573	\$1,131,301	\$58,982
2021 Capital Expenditures	\$893,000	\$718,320	\$0	\$95,380	\$0	\$79,300
2022 Operating Budget	\$2,135,000	\$714,395	\$0	\$355,151	\$1,065,454	\$0

Transit Connection (Tri-County Action Program)



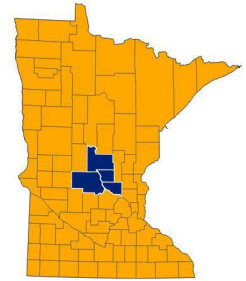
INFORMATION	TRANSIT CONNECTION
Transit Director	Nick Terhune
Street	1200 23rd Avenue South, PO Box 683
City/State/Zip	Waite Park, MN 56387
Telephone	320-251-1612
Website	www.tricap.org

SYSTEM HIGHLIGHTS

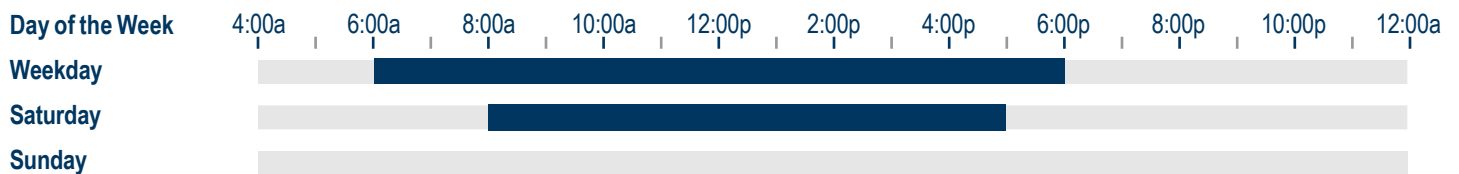
- Transported 2 full bus loads of kids from River of Life Church in Cold Spring to Rocori School for the free lunch program throughout the summer.
- Partnered with Morrison County and the Little Falls food shelf using grant funds to deliver food directly to homes.

SYSTEM CHARACTERISTICS

INFORMATION	TRANSIT CONNECTION
Vehicle Fleet	16 Class 400 Buses, 12 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.25 - \$3.75
Area Served	Benton, Stearns, Sherburne, Morrison and Mille Lacs counties
State/Fed District	9B,12B,13A,13B,14A,14B,15A,15B,30A,31A/6,7,8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$3,017,191	\$0	\$794,220	\$295,445	\$1,793,094	\$134,433
2021 Capital Expenditures	\$300,000	\$251,760	\$0	\$48,240	\$0	\$0
2022 Operating Budget	\$3,165,000	\$1,059,010	\$0	\$526,498	\$1,579,493	\$0

Tri-Valley Heartland Express



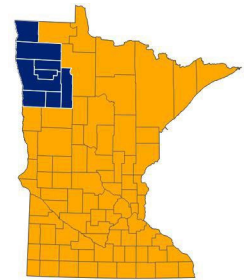
INFORMATION	TRI-VALLEY HEARTLAND EXPRESS
Transit Director	Cynthia Pic
Street	1345 Fairfax Avenue
City/State/Zip	Crookston, MN 56716
Telephone	218-281-0700
Website	www.tvoc.org/services/transportation

SYSTEM HIGHLIGHTS

- Collaborated with local health organizations to provide transportation for mental health issues due to COVID-19.
- Provided free rides for kids in Crookston and Thief River Falls to Eat United Program, a free lunch program, throughout the summer months
- Increased ridership by 14 percent from 2020.
- Continue to collaborate with the TRF Food Shelf and delivered food boxes to families in the TRF area.

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, Mahnomon, 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
2021 Operating Expenditures	\$3,178,279	\$0	\$876,365	\$324,127	\$1,834,012	\$143,775
2021 Capital Expenditures	\$190,000	\$152,000	\$0	\$19,000	\$0	\$19,000
2022 Operating Budget	\$3,665,900	\$1,219,893	\$0	\$611,502	\$1,834,505	\$0

TRUE Transit

(VINE Faith in Action)



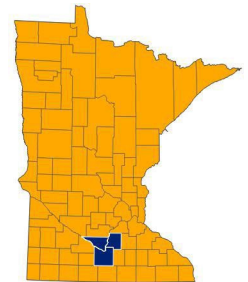
INFORMATION	TRUE TRANSIT
Transit Director	Ron Decker
Street	421 East Hickory Street
City/State/Zip	Mankato, MN 56001
Telephone	507-388-8783
Website	www.truetransit.org

SYSTEM HIGHLIGHTS

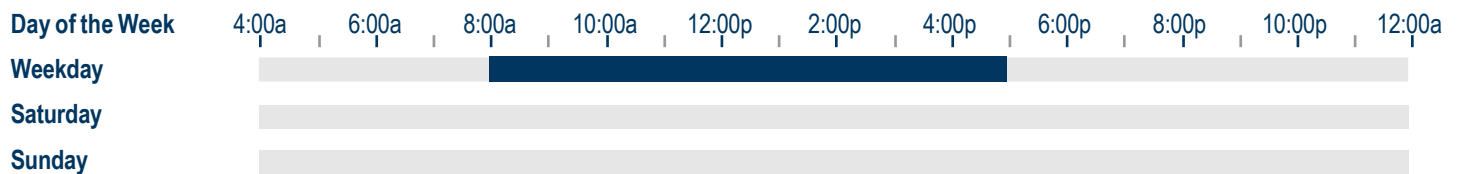
- 2021 MPTA Public Transit Agency of the Year.
- Increased ridership by 35 percent.
- Operated fare-free during COVID-19.

SYSTEM CHARACTERISTICS

INFORMATION	TRUE TRANSIT
Vehicle Fleet	1 Class 300 Bus, 4 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	\$5.00
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
2021 Operating Expenditures	\$739,243	\$0	\$214,380	\$0	\$509,218	\$15,644
2021 Capital Expenditures	\$82,000	\$68,814	\$0	\$13,186	\$0	\$0
2022 Operating Budget	\$858,800	\$287,395	\$0	\$142,851	\$428,554	\$0

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

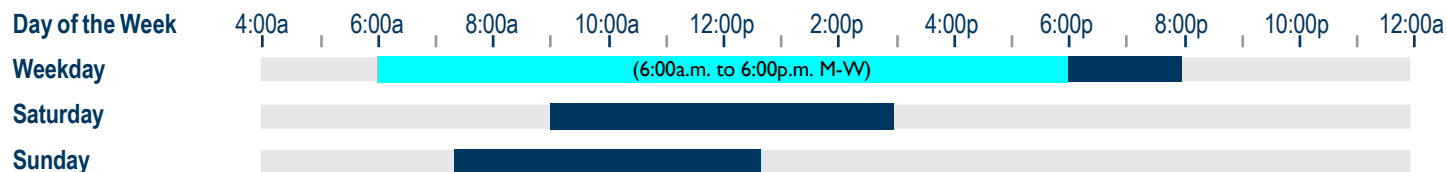
- Transit staff driven safety meetings.
- Emergency response partner and mutual aid coordination.
- Driver placing third in State Rodeo.

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	02, 02B, 09, 09A/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2021 Operating Expenditures	\$838,326	\$0	\$206,458	\$0	\$594,177	\$37,692
2021 Capital Expenditures	\$195,000	\$159,920	\$0	\$25,580	\$0	\$9,500
2022 Operating Budget	\$996,100	\$333,293	\$0	\$165,702	\$497,105	\$0

Watowan Take Me There



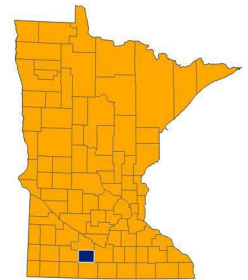
INFORMATION	WATOWAN TAKE ME THERE
Transit Director	Allison Karau
Street	1304 7th Avenue South
City/State/Zip	Saint James, MN 56081
Telephone	507-375-7835
Website	www.co.watowan.mn.us/ 213/TMT-Public-Transportation

SYSTEM HIGHLIGHTS

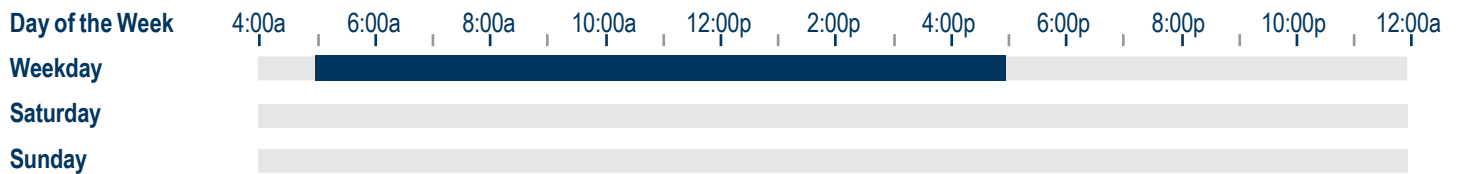
- Despite COVID-19 carrying into 2021 and TMT being down a bus for months due to drivers being on medical leave, ridership was only down a few hundred riders from 2019. The agency recovered all riders lost from COVID (up 37 percent from 2020 COVID-19 loss year).
- Bus shed improvements.

SYSTEM CHARACTERISTICS

INFORMATION	WATOWAN TAKE ME THERE
Vehicle Fleet	4 Class 400 Buses, 1 Minivan
Service Type	Dial-a-Ride
Base Fare	\$1.50 or 1 token
Area Served	Watowan 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
2021 Operating Expenditures	\$424,842	\$0	\$106,532	\$0	\$301,229	\$17,081
2021 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2022 Operating Budget	\$514,600	\$172,682	\$0	\$85,479	\$256,438	\$0

Winona Transit Service



WINONA
TRANSIT SERVICE

INFORMATION	WINONA TRANSIT SERVICE
Transit Director	Monica Hennessy Mohan
Street	P.O. Box 378
City/State/Zip	Winona, MN 55987
Telephone	507-457-8200
Website	www.cityofwinona.com/175/Winona-Transit-Service

SYSTEM HIGHLIGHTS

- 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.

SYSTEM CHARACTERISTICS

INFORMATION	WATONWAN TAKE ME THERE
Vehicle Fleet	1 Class 400 Bus, 8 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	\$1.25 for Route Deviation, \$2.50 for Dial-a-Ride
Area Served	Cities of Winona and Goodview
State/Fed District	28/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	FEDERAL CARES	STATE GF	STATE GMTA (MVST)	LOCAL
2020 Operating Expenditures	\$862,386	\$34,645	\$492,803	\$0	\$218,653	\$116,285
2020 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	\$0
2020-21 Operating Budget	\$1,906,000	\$42,551	\$492,803	\$0	\$1,205,732	\$31,766

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Financial Statistics

GREATER MINNESOTA CATEGORY	EXPENDITURES
Urbanized	\$39,649,705
Elderly and Disabled	\$7,752,225
Small Urban	\$1,829,802
Rural	\$53,432,112
Intercity Bus	\$6,600,302
GM Funded Service	\$20,010,348
Other Transit Service	\$887,768
Total	\$130,162,262

Greater Minnesota Transit Systems – 2021 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 GMFTA (MVST)	LOCAL SHARE
Urbanized	\$39,649,705	\$4,739,316	\$0	\$10,851,117	\$16,129,332	\$7,929,941
Elderly & Disabled	\$7,752,225	\$0	\$0	\$1,876,947	\$4,712,445	\$1,162,834
Small Urban	\$1,829,802	\$0	\$545,617	\$0	\$918,225	\$365,960
Rural	\$53,432,112	\$0	\$13,611,852	\$2,371,197	\$35,116,332	\$2,332,730
Other Transit Services	\$887,768	\$0	\$0	\$183,200	\$527,015	\$177,554
Total	\$103,551,613	\$4,739,316	\$14,157,469	\$15,282,461	\$57,403,349	\$11,969,019

Table A-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMFTA (MVST)	LOCAL SHARE
Blue Earth Blue Sky LLC	\$1,182,416	\$0	\$981,230	\$0	\$0	\$201,186
Greyhound Lines, Inc	\$246,555	\$58,653	\$0	\$0	\$58,653	\$129,249
Jefferson Lines	\$7,226,941	\$703,260	\$2,945,511	\$0	\$703,260	\$2,874,909
Intercity Bus Total	\$8,655,911	\$761,913	\$3,926,741	\$0	\$761,913	\$3,205,344

Table A-3: Other GM Funded Service operating expenditures

OTHER GM FUNDED SERVICE	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMFTA (MVST)	LOCAL SHARE
Metropolitan Council Northstar Commuter Rail	\$8,937,155	\$0	\$0	\$0	\$692,583	\$8,244,572
Metropolitan Council Transit Link	\$2,417,281	\$574,118	\$1,127,892	\$0	\$0	\$715,272
Other GM Funded Service Total	\$11,354,437	\$574,118	\$1,127,892	\$0	\$692,583	\$8,959,844

Table A-4: Urbanized system operating expenditures

URBANIZED SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Duluth Transit Authority	\$16,601,697	\$1,095,148	\$0	\$4,785,020	\$7,401,190	\$3,320,339
East Grand Forks Transit	\$457,487	\$135,833	\$0	\$87,442	\$142,715	\$91,497
La Crescent Apple Express	\$344,844	\$55,566	\$0	\$60,709	\$159,601	\$68,969
Mankato Transit System	\$2,529,484	\$472,555	\$0	\$477,162	\$1,073,871	\$505,897
Moorhead Metro Area Transit	\$2,944,036	\$430,738	\$0	\$491,416	\$1,433,076	\$588,807
Rochester Public Transit	\$8,991,913	\$1,244,890	\$0	\$3,483,717	\$2,464,924	\$1,798,383
St. Cloud Metro Bus	\$7,780,243	\$1,304,586	\$0	\$1,465,654	\$3,453,955	\$1,556,049
Total	\$39,649,705	\$4,739,316	\$0	\$10,851,117	\$16,129,332	\$7,929,941

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	\$733,336	\$0	\$0	\$220,977	\$402,359	\$110,000
East Grand Forks Transit Dial-A-Ride	\$120,823	\$0	\$0	\$24,384	\$78,315	\$18,123
Mankato Dial-A-Ride	\$786,454	\$0	\$0	\$260,750	\$407,736	\$117,968
Moorhead Metro Area Transit Dial-A-Ride	\$530,697	\$0	\$0	\$118,129	\$332,964	\$79,605
Rochester Dial-A-Ride	\$667,475	\$0	\$0	\$240,809	\$326,545	\$100,121
St. Cloud Metro Bus Dial-A-Ride	\$4,913,441	\$0	\$0	\$1,011,897	\$3,164,527	\$737,016
Total	\$7,752,225	\$0	\$0	\$1,876,947	\$4,712,445	\$1,162,834

Table A-6: Small urban system operating expenditures

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Hibbing Area Transit	\$441,422	\$0	\$147,841	\$0	\$88,284	\$50,704
Morris Transit	\$455,973	\$0	\$151,374	\$0	\$91,195	\$36,285
Winona Transit Service	\$932,407	\$0	\$246,402	\$0	\$186,481	\$116,285
Total	\$1,829,802	\$0	\$545,617	\$0	\$365,960	\$203,274

Table A-7: Rural system operating expenditures

RURAL SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Arrowhead Transit	\$8,945,668	\$0	\$2,187,316	\$881,750	\$5,386,971	\$489,631
Becker County Transit	\$521,482	\$0	\$132,219	\$0	\$366,841	\$22,421
Brainerd and Crow Wing Public Transit	\$1,248,339	\$0	\$328,281	\$0	\$868,862	\$51,196
Brown County Heartland Express	\$834,367	\$0	\$241,082	\$0	\$554,285	\$39,000
Central Community Transit	\$2,947,981	\$0	\$625,267	\$0	\$2,220,618	\$102,097
Chisago-Isanti County Heartland Express	\$490,928	\$0	\$142,341	\$0	\$305,879	\$42,708
Faribault/Martin County (Prairie Lakes Transit)	\$1,207,682	\$0	\$332,664	\$0	\$819,340	\$55,678
Fosston Transit	\$143,293	\$0	\$39,968	\$0	\$99,172	\$4,153
Hubbard County Heartland Express	\$476,140	\$0	\$125,995	\$0	\$329,347	\$20,798
Minnesota River Valley Transit	\$781,333	\$0	\$225,845	\$0	\$505,451	\$50,037
Paul Bunyan Transit	\$1,578,387	\$0	\$419,423	\$0	\$1,087,477	\$71,486
Prairie Five Rides	\$2,539,289	\$0	\$662,281	\$288,216	\$1,495,654	\$93,139
Prairieland Transit (SMOC)	\$331,739	\$0	\$91,856	\$0	\$222,365	\$17,518
Rainbow Rider Transit	\$3,254,766	\$0	\$804,705	\$0	\$2,319,847	\$130,213
Rolling Hills Transit (SEMCAAC)	\$1,531,533	\$0	\$399,992	\$0	\$1,074,244	\$57,297
Southern MN Area Rural Transit (Cedar Valley)	\$3,251,351	\$0	\$904,197	\$0	\$2,181,985	\$165,170
Three Rivers Hiawathaland Transit	\$3,931,910	\$0	\$1,040,665	\$0	\$2,746,280	\$144,964
Timber Trails Public Transit (Kanabec County)	\$585,944	\$0	\$141,602	\$0	\$412,620	\$31,721
Trailblazer Transit	\$5,082,335	\$0	\$1,093,256	\$0	\$3,805,227	\$183,852
Transit Alternatives (Productive Alternatives)	\$1,956,942	\$0	\$566,087	\$200,573	\$1,131,301	\$58,982
Transit Connection (Tri-CAP)	\$3,017,191	\$0	\$794,220	\$295,445	\$1,793,094	\$134,433
Tri-Valley Heartland Express	\$3,178,279	\$0	\$876,365	\$324,127	\$1,834,012	\$143,775

RURAL SYSTEMS	TOTAL	FEDERAL	CARES ACT	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Community Transit (UCAP)	\$3,592,824	\$0	\$908,856	\$381,087	\$2,150,837	\$152,044
VINE Faith in Action, Inc. (TRUE Transit)	\$739,243	\$0	\$214,380	\$0	\$509,218	\$15,644
Wadena County Friendly Rider Transit	\$838,326	\$0	\$206,458	\$0	\$594,177	\$37,692
Watonwan Take Me There	\$424,842	\$0	\$106,532	\$0	\$301,229	\$17,081
Total	\$53,432,112	\$0	\$13,611,852	\$2,371,197	\$35,116,332	\$2,332,730

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	\$887,768	\$0	\$0	\$183,200	\$527,015	\$177,554
Total	\$887,768	\$0	\$0	\$183,200	\$527,015	\$177,554

Greater Minnesota Transit Systems – 2021 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	\$5,004,000	\$3,555,480	\$948,120	\$500,400
Small Urban	\$495,000	\$411,680	\$73,820	\$9,500
Rural	\$12,998,000	\$8,500,034	\$3,422,866	\$1,075,100
Total	\$18,497,000	\$12,467,194	\$4,444,806	\$1,585,000

Table B-2: Urbanized system capital budgeted

URBANIZED SYSTEMS	ASSET CATEGORY	TOTAL BUDGETED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
City of La Crescent	Vehicle replacement	\$164,000	\$77,080	\$70,520	\$16,400
City of Mankato	Vehicle replacements	\$492,000	\$0	\$442,800	\$49,200
City of Moorhead	Vehicle replacements	\$190,000	\$152,000	\$19,000	\$19,000
City of Rochester	Vehicle replacements	\$328,000	\$262,400	\$32,800	\$32,800
Duluth Transit Authority	Vehicle replacements	\$2,650,000	\$2,120,000	\$265,000	\$265,000
St Cloud Metropolitan Transit Commission	Vehicle replacements	\$1,180,000	\$944,000	\$118,000	\$118,000
Total Urban		\$5,004,000	\$3,555,480	\$948,120	\$500,400

Table B-3: Small Urbanized system capital budgeted

SMALL URBANIZED SYSTEMS	ASSET CATEGORY	TOTAL BUDGETED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Hibbing Area Transit	Vehicle replacements	\$200,000	\$167,840	\$32,160	\$0
Minnesota River Valley Transit	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Morris Transit	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Morris Transit	Vehicle replacement	\$95,000	\$76,000	\$9,500	\$9,500
Total Urban		\$495,000	\$411,680	\$73,820	\$9,500

Table B-4: Rural system capital budgeted

RURAL SYSTEMS	ASSET CATEGORY	TOTAL BUDGETED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Arrowhead Economic Opportunity Agency	Vehicle replacements	\$1,776,000	\$1,490,419	\$285,581	\$0
Arrowhead Economic Opportunity Agency	Vehicle replacements	\$570,000	\$456,000	\$57,000	\$57,000
Becker County Transit	Vehicle replacement	\$95,000	\$76,000	\$9,500	\$9,500
City of Brainerd	Vehicle replacement	\$95,000	\$76,000	\$9,500	\$9,500
Brown County Human Services	Vehicle replacements	\$190,000	\$152,000	\$19,000	\$19,000
Cedar Valley Services, Inc.	Facility Build in Owatonna	\$2,600,000	\$0	\$2,080,000	\$520,000
Cedar Valley Services, Inc.	Vehicle replacements	\$200,000	\$167,840	\$32,160	\$0
Cedar Valley Services, Inc.	Vehicle replacements)	\$285,000	\$228,000	\$28,500	\$28,500
Central Community Transit Joint Powers Board	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Central Community Transit Joint Powers Board	Vehicle replacements	\$285,000	\$228,000	\$28,500	\$28,500
Faribault-Martin County Transit Board	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Faribault - Martin County Transit Board	Vehicle replacements	\$570,000	\$456,000	\$57,000	\$57,000
Hubbard County	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Kanabec County	Vehicle replacement	\$95,000	\$76,000	\$9,500	\$9,500
Paul Bunyan Transit	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Paul Bunyan Transit	Vehicle replacements	\$190,000	\$152,000	\$19,000	\$19,000
Prairie Five CAC, Inc.	Vehicle replacements	\$200,000	\$167,840	\$32,160	\$0
Prairie Five CAC, Inc.	Vehicle replacements	\$461,000	\$368,800	\$46,100	\$46,100
Productive Alternatives, Inc.	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Productive Alternatives, Inc.	Vehicle replacements	\$793,000	\$634,400	\$79,300	\$79,300
Rainbow Rider Transit Board	Replace Tablets in Vehicles & Replace Domain Server	\$11,000	\$0	\$8,800	\$2,200
Rainbow Rider Transit Board	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Rainbow Rider Transit Board	Vehicle replacements	\$475,000	\$380,000	\$47,500	\$47,500
SEMCAC	Vehicle replacements	\$300,000	\$251,760	\$48,240	\$0
Southwestern Minnesota Opportunity Council, Inc.	Vehicle replacement	\$95,000	\$76,000	\$9,500	\$9,500
Three Rivers Community Action, Inc.	Vehicle replacements	\$400,000	\$335,680	\$64,320	\$0
Three Rivers Community Action, Inc.	Vehicle replacements	\$190,000	\$152,000	\$19,000	\$19,000

RURAL SYSTEMS	ASSET CATEGORY	TOTAL BUDGETED	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Trailblazer Joint Powers Board	Vehicle replacements	\$600,000	\$503,520	\$96,480	\$0
Trailblazer Joint Powers Board	Vehicle replacements	\$665,000	\$532,000	\$66,500	\$66,500
Tri-County Action Program, Inc.	Vehicle replacements	\$300,000	\$251,760	\$48,240	\$0
Tri-Valley Opportunity Council, Inc.	Vehicle replacements	\$190,000	\$152,000	\$19,000	\$19,000
United Community Action Partnership	Vehicle replacements	\$300,000	\$251,760	\$48,240	\$0
United Community Action Partnership, Inc.	Vehicle replacements	\$190,000	\$152,000	\$19,000	\$19,000
Vine Faith in Action	Vehicle replacement	\$82,000	\$68,814	\$13,186	\$0
Wadena County Highway Department	Vehicle replacement	\$100,000	\$83,920	\$16,080	\$0
Wadena County Highway Department	Vehicle replacement	\$95,000	\$76,000	\$9,500	\$9,500
Total Rural		\$12,998,000	\$8,500,034	\$3,422,866	\$114,000

Greater Minnesota Transit Systems – 2022 Operating Budget

Historically, transit systems have collected revenues from rides provided and applied the funding as local match on contracts. For approximately the past year and a half because of the financial hardship caused by the COVID-19 pandemic, MnDOT included additional state funding to supplement the local share - instead of transit systems using collected revenues as local match. The additional funding caused contract totals to not align with the sum of all funding types by provider in table series C that includes 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 because CARES Act funds are 100% reimbursable on the operating deficit.

Table C-1: Greater Minnesota transit system operating budget

SYSTEM CATEGORY	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Urbanized	\$46,535,220	\$4,811,782	\$5,737,654	\$26,724,825	\$9,260,960
Elderly & Disabled	\$8,815,720	\$0	\$645,256	\$6,873,024	\$1,297,440
Small Urban	\$2,051,600	\$684,660	\$341,735	\$1,025,205	\$0
Rural	\$64,480,704	\$21,358,978	\$10,780,431	\$32,341,294	\$0
Other Transit Services	\$831,983	\$0	\$0	\$665,586	\$166,397
Total	\$122,715,227	\$26,855,420	\$17,505,076	\$67,629,934	\$10,724,797

Table C-2: Intercity bus operating budget

INTERCITY BUS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Blue Earth Blue Sky LLC	\$8,807,700	\$2,325,450	\$0	\$2,325,450	\$4,156,800
Greyhound Lines, Inc	\$611,726	\$244,863	\$0	\$0	\$366,863
Jefferson Lines	\$1,298,200	\$566,300	\$0	\$566,300	\$165,600
Intercity Bus Total	\$10,717,626	\$3,136,613	\$0	\$2,891,750	\$4,689,263

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

OTHER GM FUNDED SERVICES	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Metropolitan Council Northstar Commuter Rail	\$21,876,500	\$0	\$0	\$1,539,321	\$20,337,179
Metropolitan Council Transit Link	\$1,840,900	\$818,025	\$0	\$0	\$1,022,875
Total	\$23,717,400	\$818,025	\$0	\$1,539,321	\$21,360,054

TABLE	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
C-1	\$122,715,227	\$26,855,420	\$17,505,076	\$67,629,934	\$10,724,797
C-2	\$10,717,626	\$3,136,613	\$0	\$2,891,750	\$4,689,263
C-3	\$23,717,400	\$818,025	\$0	\$1,539,321	\$21,360,054
Grand Total	\$157,150,253	\$30,810,058	\$17,505,076	\$72,061,005	\$36,774,114

Table C-4: Urbanized system operating budget

URBANIZED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Duluth Transit Authority	\$18,018,600	\$1,129,907	\$3,321,243	\$9,963,730	\$3,603,720
East Grand Forks Transit	\$552,500	\$93,610	\$0	\$348,390	\$110,500
La Crescent Apple Express	\$383,800	\$57,071	\$0	\$249,969	\$76,760
Mankato Transit System	\$3,353,400	\$485,498	\$549,306	\$1,647,917	\$670,680
Mankato Transit System - New Service	\$230,420	\$0	\$0	\$230,420	\$0
Moorhead MAT	\$3,116,500	\$410,289	\$0	\$2,082,911	\$623,300
Rochester Public Transit	\$10,943,300	\$1,286,221	\$1,867,105	\$5,601,314	\$2,188,660
St. Cloud Metro Bus	\$9,936,700	\$1,349,186	\$0	\$6,600,174	\$1,987,340
Total	\$46,535,220	\$4,811,782	\$5,737,654	\$26,724,825	\$9,260,960

Table C-5: Elderly & Disabled system operating budget

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Duluth Transit Authority - STRIDE	\$1,007,000	\$0	\$213,988	\$641,963	\$151,050
City of East Grand Forks - Dial-A-Ride	\$117,000	\$0	\$0	\$99,450	\$17,550
City of Mankato Dial-A-Ride	\$950,400	\$0	\$201,960	\$605,880	\$142,560
City of Mankato Dial-A-Ride New Service	\$166,120	\$0	\$0	\$166,120	\$0
Moorhead MAT Paratransit	\$567,000	\$0	\$0	\$481,950	\$85,050
Rochester - Dial-A-Ride	\$1,079,100	\$0	\$229,309	\$687,926	\$161,865
St. Cloud Metro Bus Dial-A-Ride	\$4,929,100	\$0	\$0	\$4,189,735	\$739,365
Total	\$8,815,720	\$0	\$645,256	\$6,873,024	\$1,297,440

Table C-6: Small urban system operating budget

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Hibbing Area Transit	\$509,800	\$170,636	\$84,791	\$254,373	\$0
Morris Transit	\$517,000	\$173,023	\$85,994	\$257,982	\$0
Winona Transit Service	\$1,024,800	\$341,000	\$170,950	\$512,850	\$0
Small Urban Total	\$2,051,600	\$684,660	\$341,735	\$1,025,205	\$0

Table C-7: Rural system operating budget

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
Arrowhead Transit	\$12,068,840	\$3,817,580	\$2,062,815	\$6,188,445	\$0
Becker County Transit	\$608,000	\$203,441	\$101,140	\$303,420	\$0
Brainerd and Crow Wing County Transit	\$1,287,400	\$431,297	\$214,026	\$642,077	\$0
Brown County Heartland Express	\$1,047,300	\$350,412	\$174,222	\$522,666	\$0
Central Community Transit	\$4,061,000	\$1,259,342	\$700,415	\$2,101,244	\$0
Faribault/Martin County (Prairie Lakes Transit)	\$1,351,480	\$606,740	\$186,185	\$558,555	\$0
Fosston Transit	\$132,600	\$44,671	\$21,982	\$65,947	\$0
Hubbard County Heartland Express	\$512,200	\$171,455	\$85,186	\$255,559	\$0
Minnesota River Valley Transit JPA (LeSueur/St. Peter)	\$906,800	\$303,422	\$150,845	\$452,534	\$0
Paul Bunyan Transit	\$2,096,000	\$701,505	\$348,624	\$1,045,871	\$0
Prairie Five Rides	\$3,120,600	\$956,533	\$541,017	\$1,623,050	\$0
Prairieland Transit (SMOC)	\$514,900	\$172,000	\$85,725	\$257,175	\$0
Rainbow Rider Transit	\$3,849,400	\$1,292,322	\$639,270	\$1,917,809	\$0
Rolling Hills Transit (SEMCAC)	\$1,646,084	\$743,559	\$225,631	\$676,894	\$0
SMART (Cedar Valley Services)	\$3,766,700	\$1,260,472	\$626,557	\$1,879,671	\$0
Three Rivers Hiawathaland Transit	\$4,354,500	\$1,462,072	\$723,107	\$2,169,321	\$0
Timber Trails Public Transit (Kanabec County)	\$678,000	\$226,560	\$112,860	\$338,580	\$0
Trailblazer Transit	\$7,207,200	\$2,251,166	\$1,239,008	\$3,717,025	\$0
Transit Alternatives (Productive Alternatives)	\$2,135,000	\$714,395	\$355,151	\$1,065,454	\$0
Transit Connection (Tri-CAP)	\$3,165,000	\$1,059,010	\$526,498	\$1,579,493	\$0
Tri-Valley Heartland Express	\$3,665,900	\$1,219,893	\$611,502	\$1,834,505	\$0
Community Transit (UCAP)	\$3,936,300	\$1,317,760	\$654,635	\$1,963,905	\$0
VINE Faith in Action, Inc. (TRUE Transit)	\$858,800	\$287,395	\$142,851	\$428,554	\$0
Wadena County Friendly Rider Transit	\$996,100	\$333,293	\$165,702	\$497,105	\$0
Watonwan Take Me There	\$514,600	\$172,682	\$85,479	\$256,438	\$0
Total	\$64,480,704	\$21,358,978	\$10,780,431	\$32,341,294	\$0

Table C-8: Other transit service operating budget

OTHER TRANSIT SERVICE	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE
St. Cloud Metropolitan Transit Commission - Northstar Link	\$831,983	\$0	\$0	\$665,586	\$166,397
Total	\$831,983	\$0	\$0	\$665,586	\$166,397

Glossary

Glossary

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

Accessible vehicle

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

Americans with Disabilities Act (ADA)

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

Base fare

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

Bus Roadeo

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

Capital cost

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

CARES Act Funding

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

Commuter service

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

Coordination

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

Dedicated funding source

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

Demand response/Dial-a-Ride service

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

Fare

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

Fare box

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

Fare box recovery ratio

Total fare revenue divided by the total operating cost.

FAST Act

The first federal law in 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.”

GM

Greater Minnesota

GMTA

Greater Minnesota Transit Assistance

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 like a commuter train or bus.

Pass

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

Peak period

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

Public transportation

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

Ridership

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

Passenger trip

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

Revenue hours

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

Route deviation

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

Rural Transit Assistance Program (RTAP)

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

Section 5307 (Urbanized Area Formula Program)

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

Section 5309 (Capital Program)

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

Section 5310 (Elderly and Persons with Disabilities Capital Program)

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

Section 5311 (Non-urbanized Area Formula Program)

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

Section 5339 (Facilities Program)

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

Service area

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

Service hours

See revenue hours.

Service span

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

Subscription service

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

Transit

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

Transit dependent

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

Vehicle Classification

MnDOT classifies transit vehicles according to the following categories:

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