TWIN CITIES TRANSIT SYSTEM

2009 Performance Evaluation

March 2010

Metropolitan Council

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Chapter 1. Purpose

Legislative Requirement

In 1996, the Minnesota State Legislature adopted a statute requiring the Metropolitan Council to perform an evaluation of the Twin Cities transportation system every four years beginning in 1997 and an evaluation of the transit system every four years beginning in 1999. The statute was amended in 2008 to require an evaluation of the transportation system prior to each update of the Transportation Policy Plan with an update of the regional transit system evaluation every two years. The portion of the statute relating to this report reads as follows:

> *473.1466 Transportation System Performance Evaluation.*
>
> *(4) include an evaluation of the regional transit system, including a comparison with peer metropolitan regions with regard to key operating and investment measurements.*
>
> *(b) The council must update the evaluation of the regional transit system every two years.*

The Metropolitan Council completed the first Transit System Audit (previously referred to as an "Audit") in 1999, per the legislative direction, and updated it in 2003 and 2007. This report is an update of the first three reports. In addition, the Council conducted a Transportation System Audit in 1997 and an update to the Transportation System Audit in 2001 and 2005, all of which had chapters on transit. This report is also an update of information in these reports.

Purpose

The Twin Cities transit system is complex, with approximately 22 separate entities providing public transit service in the region. Service is provided in both urban and rural areas and includes fixed-guideway, regular-route, and dial-a-ride services. Routes are classified as express, urban local, and suburban local for the purposes of this report. The mixture of transit services varies by provider and location. One of the primary focuses of this report is to aggregate information from individual jurisdictions to give a picture of overall transit trends in the region.

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

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

Chapter 2. Description of the Regional Transit System

Characteristics of the Transit System

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

- Commuter rail service was added to the region in November 2009. The inclusion of commuter rail in this evaluation will not occur until the next edition, when full-year statistics will be available.
- Light-rail transit (LRT) service was added to the regional system in 2004.
- Regular-route service is provided on a fixed schedule along specific routes, with vehicles stopping to pick up and drop off passengers at designated locations.
- Dial-a-ride (DAR) service does not follow a fixed route. Passengers board and arrive at prearranged times and locations within the designated service area. Typically, each trip is scheduled separately.
- Vanpool service provides vehicles and incentives to groups, typically 5 to 15 people, sharing rides to a common destination or area not served by regular-route transit service.

Twin Cities Transit Service Providers

The Twin Cities transit system is operated by the following transit service providers:

- Metropolitan Council Transit
    - Metro Transit (directly operated transit service)
        - Metro Transit Bus
        - Metro Transit Rail
    - Metropolitan Transportation Services (contracted transit services)
        - Contracted regular route
        - General Public Dial-a-ride
        - Metro Mobility Dial-a-ride
        - Public vanpools
- Suburban Transit Providers
    - Maple Grove Transit
    - Minnesota Valley Transit Authority
    - Plymouth Metrolink
    - Prior Lake Transit
    - Shakopee Transit
    - SouthWest Transit
- Other contracted transit
    - Northstar Corridor Development Agency (NCDA) commuter coach (Northstar)
    - NCDA Ramsey Star commuter coach
    - University of Minnesota campus system (U of M)

The following pages describe each service provider and include a map of its service area. The statistics included in this report have been reconciled with National Transit Database (NTD)[1] statistics reported annually by each provider.

[1] NTD = National Transit Database, a required annual reporting program administered by the Federal Transit Administration (FTA).

Metro Transit Bus

Metro Transit, an operating division of the Metropolitan Council, is the largest provider of regular-route transit service in the Minneapolis/St. Paul metropolitan area. In December 2008, Metro Transit provided service on 122 routes – 62 local routes, 55 express routes, and five additional express routes under contract to Maple Grove Transit. Its fleet of 876 buses – 721 standard 40-foot buses and 155 60-foot articulated buses – operated from five service garages. Metro Transit bus ridership grew by 5.2% in 2008 to 71.6 million. On-time performance[2] for the year was 87.3%, and Metro Transit recorded a 10.3% improvement in the on-street reliability of its bus service, increasing the miles between road calls from 4,536 in 2007 to 5,003 in 2008.

Metro Transit made several important advances in customer information in 2008 in an effort to make the transit system easier to understand and easier to use with confidence. In July, NexTrip was launched. NexTrip provides customers with real-time departure information by phone, computer, hand-held devices, and on variable message signs at key transit locations. In August, Metro Transit added its schedule information to the popular trip planning functionality on Google.

Metro Transit added 45 more hybrid-electric buses to its fleet in 2008, increasing the total to 67. These vehicles are cleaner, quieter, and more fuel-efficient than standard buses. Hybrid-electric buses, coupled with use of biofuels, are key elements in Metro Transit's Go Greener initiative to reduce greenhouse gas emissions and improve air quality.

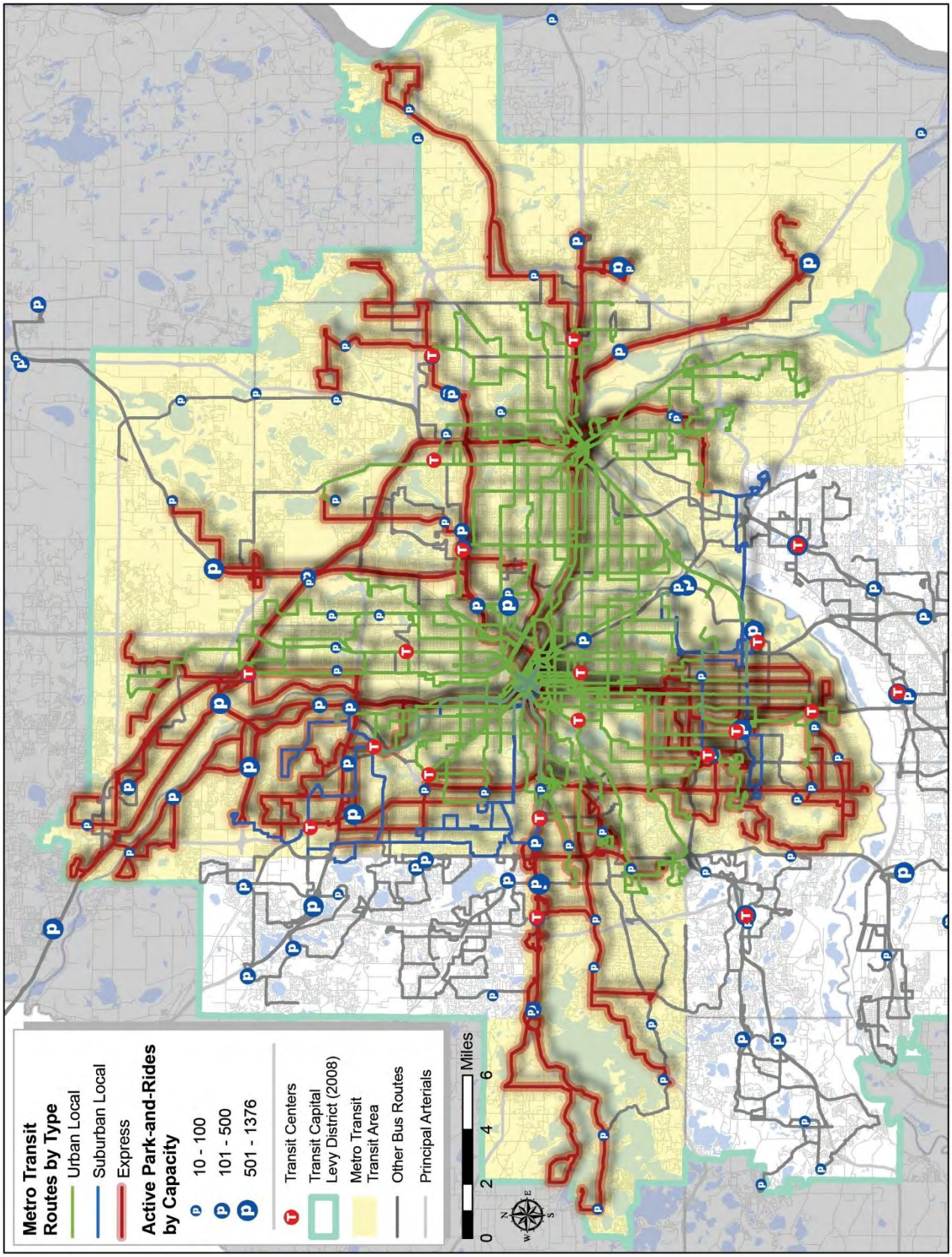
Table 2-1. 2008 Operating Statistics: Metro Transit Bus

	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Urban Local Bus	$181,730,000	$50,950,000	58,963,000	1,625,300	$2.22	$111.81
Suburban Local Bus	$7,850,000	$1,600,000	1,713,000	67,000	$3.65	$117.16
Express Bus	$34,290,000	$16,040,000	7,915,000	225,800	$2.31	$151.86
Other[3]	$2,460,000	$950,000	2,261,000	53,000		
Also in Maple Grove[4]	$2,700,000	$2,000,000	762,000	15,900		
Metro Transit Bus Total	**$229,030,000**	**$71,540,000**	**71,614,000**	**1,987,000**	**$2.20**	**$115.26**

[2] On-time performance for bus service is defined as buses departing each timepoint no more than 1 minute early and no more than 5 minutes late.

[3] Other includes service operated under contract to the Metropolitan Airports Commission (MAC) and the Minnesota State Fair as well as service operated for other special events.

[4] In order to match NTD reported totals, service costs, revenues, and ridership on service contracted by the suburban providers to Metro Transit is included both in the above figures for Metro Transit and in suburban provider program figures. System total figures are adjusted to only count these values once.


Metro Transit Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital Levy District (2008)
Metro Transit Transit Area
Other Bus Routes
Principal Arterials
Miles
0
2
4
6

Metro Transit Light Rail

Metro Transit, an operating division of the Metropolitan Council, operates the Hiawatha light-rail line. The Hiawatha light rail serves 19 stations along a 12.3-mile route that links downtown Minneapolis with the Mall of America via Minneapolis/St. Paul International Airport. Ridership has grown steadily since the Hiawatha light rail opened in 2004. Customers boarded light rail trains 10.2 million times in 2008, up 12.3 percent over 2007 and the first time ridership has exceeded 10 million.

The Hiawatha light rail is served with a fleet of 27 light-rail cars that are maintained and dispatched from an operations base just north of Franklin Avenue.

Light-rail park-and-ride capacity increased in 2008 with the opening of a 1,450-space, five-level parking ramp at 28th Avenue Station, just east of the Mall of America.

In 2009 and 2010, ten light-rail station platforms are being extended to accommodate the operation of three-car trains. Also in 2009, the American Boulevard 34th Avenue Station in Bloomington was constructed and opened. This station will serve as an anchor for a major transit-oriented development in that city's Airport South Loop district plan.

Metro Transit rail staff members are also playing key roles in the development of the Northstar commuter rail line, a 40-mile service linking Big Lake and downtown Minneapolis. The service, which began operations in late 2009, is operated with five locomotives and 18 passenger cars that are maintained at the service facility in Big Lake. On weekdays, Northstar operates five morning trips to Minneapolis and five return trips in the afternoon. One reverse commute trip is available on weekdays and three roundtrips are operated on each weekend day. Stations are located at Big Lake, Elk River, Anoka, Coon Rapids, Fridley, and Target Field Station in downtown Minneapolis, which also is served by an extension of the Hiawatha light rail.

Table 2-2. 2008 Operating Statistics: Metro Transit Rail

	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Metro Transit Rail Total	$23,700,000	$8,990,000	10,222,000	134,800	$1.44	$175.82


Target Field
Nicollet Mall
Warehouse District/ Hennepin Avenue
Government Plaza
Downtown East/Metrodome Station
Cedar-Riverside
Franklin Avenue
Lake Street/Midtown
38th Street
46th Street
50th Street/Minnehaha Park
VA Medical Center
Fort Snelling
Lindbergh Terminal
Humphrey Terminal
American Blvd
28th Avenue
Bloomington Central
Mall of America
Hiawatha LRT
Light Rail
LRT Stations
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Metro Transit Service Area
Other Bus Routes
Miles
0
0.5
1
1.5

Metropolitan Transportation Services

Metropolitan Transportation Services (MTS) is a division of the Metropolitan Council responsible for transportation planning and for operation of a portion of the regional transit system. MTS was formed in 1994 when the Regional Transit Board was merged with the Council. MTS provides contracted regular-route services, contracted dial-a-ride, and contracted vanpool service. As of the end of 2008, MTS provided 35 regular routes, contracted for six dial-a-ride services and partially funded 12 community-based dial-a-ride services, provided the regional Americans with Disabilities Act (ADA) and Special Transportation Services (STS) paratransit services (Metro Mobility), and operated approximately 70 vanpools. All of this service is operated by private providers out of 11 garages owned or leased by the service providers.

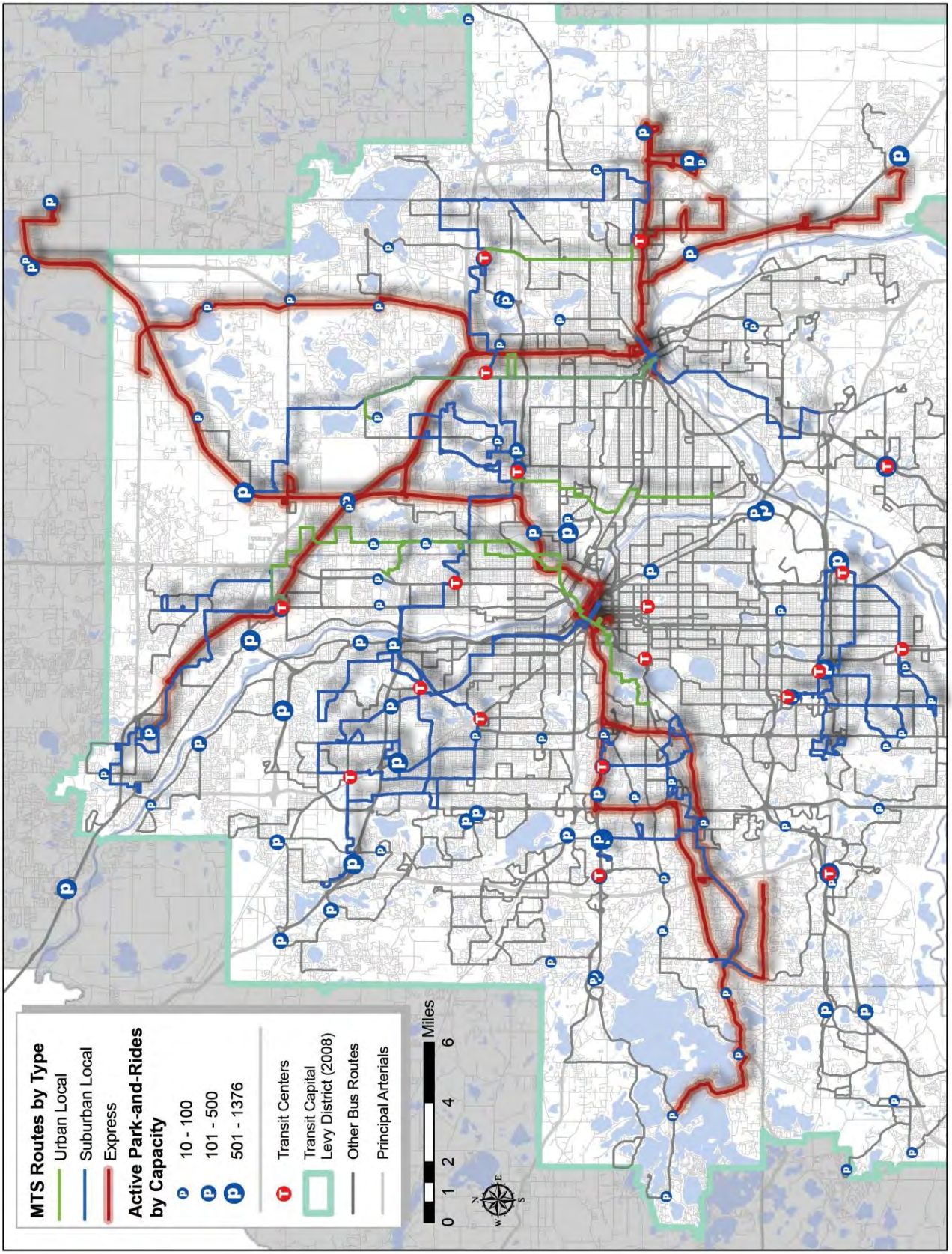
MTS routes serve numerous park-and-rides and transit centers throughout the region. Significant accomplishments in 2008 include initiating express service between Forest Lake/Columbus and downtown Minneapolis in response to the collapse of I-35W bridge, and implementing Job Access and Reverse Commute (JARC) funded service on four fixed routes.

Metropolitan Council Privately Contracted Regular Route

MTS contracts for regular route transit service through nine contracts (as of the end of 2008). The service is a mix of urban local, suburban local, and express services throughout the metropolitan region. Some of the larger contracted services include the Bloomington-Edina Line (BE Line) routes, Anoka County Traveler, and Roseville Area Transit.

Table 2-3. 2008 Operating Statistics: MTS Contracted Regular Routes

2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Urban Local Bus	$1,930,000	$511,000	499,000	24,800	$2.84	$79.44
Suburban Local Bus	$7,310,000	$1,436,000	1,652,000	136,300	$3.56	$55.83
Express Bus	$2,280,000	$803,000	389,000	13,400	$3.80	$175.37
Met Council Bus Total	**$11,520,000**	**$2,750,000**	**2,540,000**	**174,500**	**$3.40**	**$66.02**


MTS Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital Levy District (2008)
Other Bus Routes
Principal Arterials
Miles
0 1 2 4 6
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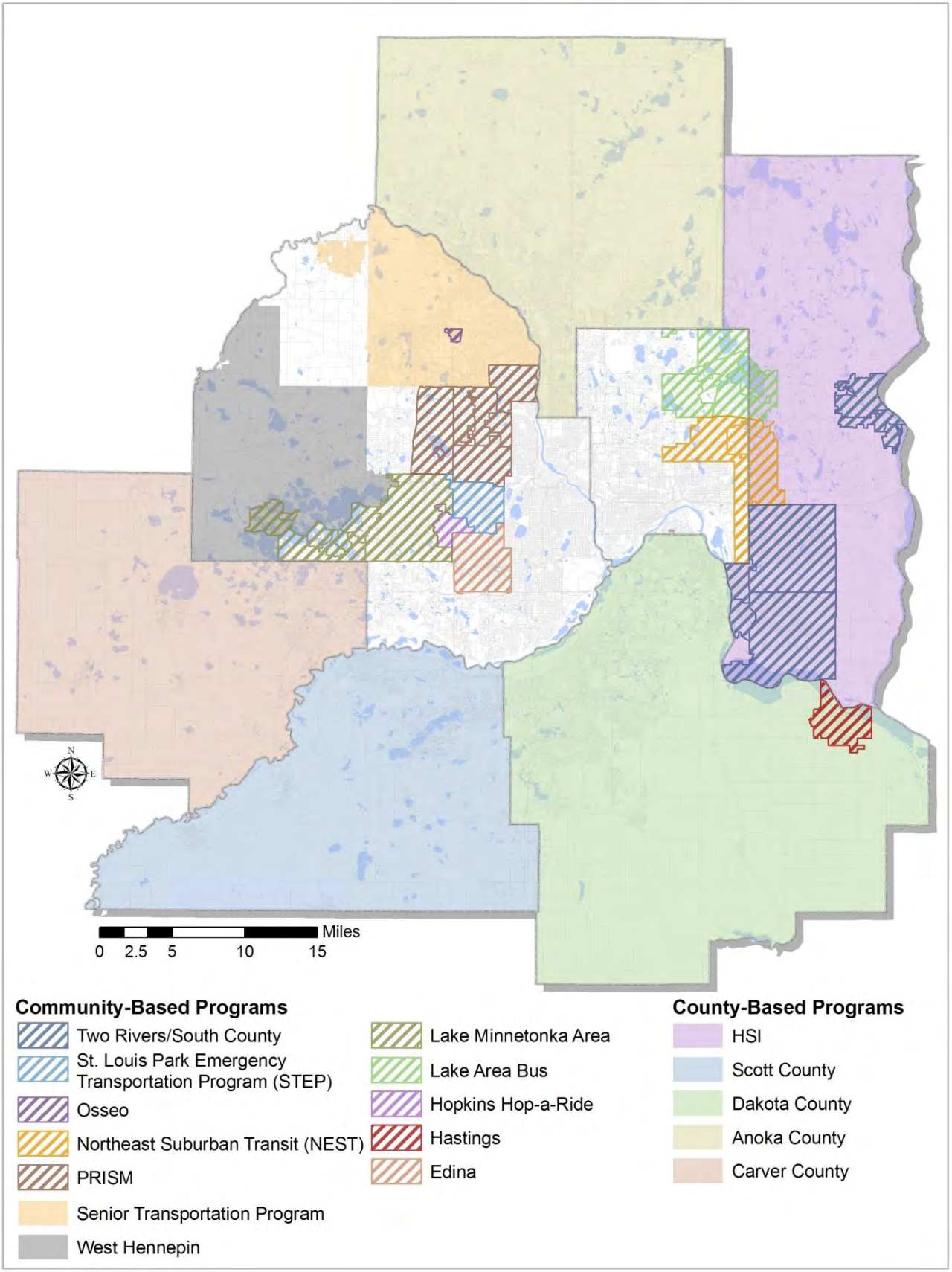
Dial-a-Ride Programs

The Metropolitan Council provided or funded a variety of dial-a-ride services in 2008. Most of these programs are locally operated and supported with a combination of local funds and fares, in addition to Council subsidies. Some of the dial-a-ride services are contracted through Metropolitan Transportation Services. All of these programs are available to the general public. In 2010, the dial-a-ride programs will be significantly restructured to change the focus from small, community-based programs to county-wide programs for all seven metropolitan counties. The programs will use consistent policies, fares, and operating procedures.

Table 2-4. 2008 Operating Statistics: Dial-a-Ride Programs

2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Anoka County Dial-a-Ride	$1,613,000	$220,000	58,000	23,300	$24.02	$69.23
Anoka County Volunteer	$97,000	$14,000	6,000	6,800	$13.83	$14.26
Carver Area Rural Transit	$636,000	$92,000	53,000	11,500	$10.26	$55.30
DARTS	$3,730,000	$425,000	165,000	74,800	$20.03	$49.87
Human Services Inc (HSI)	$1,442,000	$274,000	71,000	23,900	$16.45	$60.33
Scott County	$2,195,000	$283,000	115,000	27,300	$16.63	$80.40
Edina Dial-a-Ride	$64,000	$8,000	4,000	1,500	$14.00	$42.67
Hastings – TRAC	$395,000	$57,000	34,000	7,700	$9.94	$51.30
Hopkins Hop-a-Ride	$121,000	$17,000	11,000	2,500	$9.45	$48.40
Lake Area Bus	$404,000	$31,000	23,000	7,500	$16.22	$53.87
Minnetonka Dial-a-Ride	$516,000	$35,000	30,000	12,200	$16.03	$42.30
Northeast Suburban Transit	$277,000	$26,000	14,000	5,200	$17.93	$53.27
Osseo Dial-a-Ride	$24,000	$0	2,000	600	$12.00	$40.00
PRISM	$368,000	$30,000	25,000	7,900	$13.52	$46.58
Senior Transportation	$222,000	$21,000	10,000	5,200	$20.10	$42.69
STEP – Park People Mover	$34,000	$1,000	2,000	1,200	$16.50	$28.33
Two Rivers (Dial-a-Ride Only)	$733,000	$33,000	38,000	12,600	$18.42	$58.17
West Hennepin	$114,000	$3,000	2,000	2,700	$55.50	$42.22
Dial-a-Ride Total	**$12,985,000**	**$1,570,000**	**663,000**	**234,400**	**$17.22**	**$55.40**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Miles
0 2.5 5 10 15
Community-Based Programs
Two Rivers/South County
St. Louis Park Emergency Transportation Program (STEP)
Osseo
Northeast Suburban Transit (NEST)
PRISM
Senior Transportation Program
West Hennepin
Lake Minnetonka Area
Lake Area Bus
Hopkins Hop-a-Ride
Hastings
Edina
County-Based Programs
HSI
Scott County
Dakota County
Anoka County
Carver County

Metro Mobility

Metro Mobility, the regional Americans with Disabilities Act (ADA) and Special Transportation Services (STS) paratransit program for people with disabilities, contracts with private operators to provide the majority of its service, particularly in the urban core. Metro Mobility also contracts with a taxi company to provide premium same day service. The statistics for paratransit service provided through arrangements with two non-profits, two county providers are included in the Dial-a-Ride Programs section (Anoka County, DARTS, HSI, and Scott County). While many Metro Mobility trips are demand response and scheduled on an individual basis, additional service is provided through agency contracts covering arranged or repetitive group trips, and premium same day taxi service.

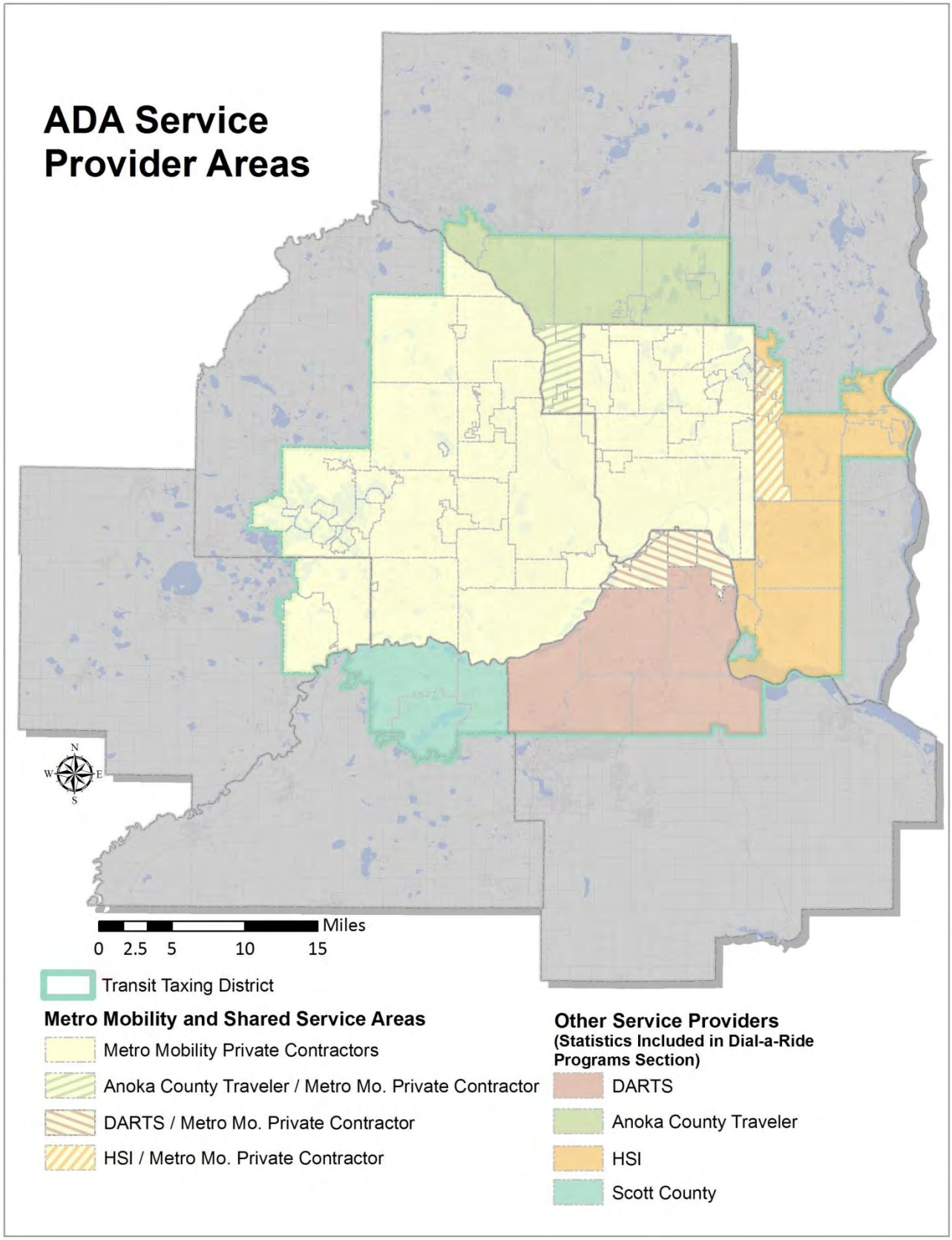
In 2008, Metro Mobility successfully implemented a revised service area scheme in order to eliminate ADA capacity denials system wide. A revised fare structure was also implemented in order to preserve service at present levels.

Metro Mobility was able to maintain an exceedingly high level of service quality (on time performance of 98 percent and productivity level of over two passengers per hour) despite an increase in ridership of nearly 5 percent. Total passenger trips delivered for 2008 totaled 1.22 million, establishing a new high water mark in ridership.

Table 2-5. 2008 Operating Statistics: Metro Mobility

	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Metro Mobility Total[5]	$31,196,000	$3,950,000	1,221,000	591,500	$22.31	$52.74

[5] Metro Mobility statistics include only private contracted service. Paratransit service provided by agencies that also provide general public service is included in the Dial-a-Ride Programs statistics.


ADA Service Provider Areas
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Miles
0 2.5 5 10 15
Transit Taxing District
Metro Mobility and Shared Service Areas
Metro Mobility Private Contractors
Anoka County Traveler / Metro Mo. Private Contractor
DARTS / Metro Mo. Private Contractor
HSI / Metro Mo. Private Contractor
Other Service Providers
(Statistics Included in Dial-a-Ride Programs Section)
DARTS
Anoka County Traveler
HSI
Scott County

Vanpools

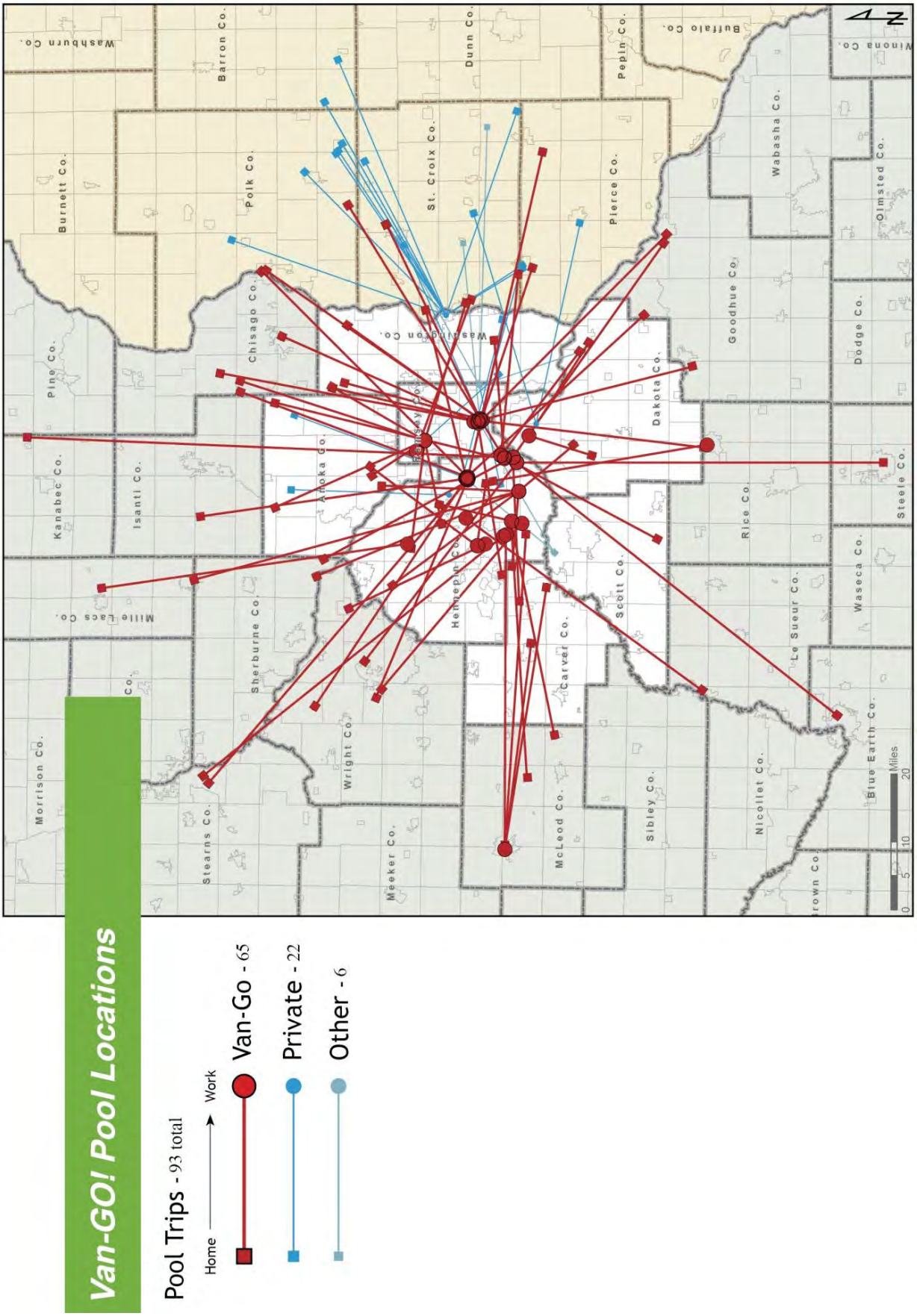
The Metropolitan Council operates a vanpool program called Van-Go! This program started in 2001 as a way of providing transit service for persons living or working in areas not served by regular route service. People driving long distances from low-density areas add a disproportionate amount of vehicle miles traveled (VMT). Removing or reducing these trips on the road network leads to significant benefits in term of traffic congestion, air pollution and greenhouse gas emissions.

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

At the high point in 2008, there were 71 vanpools in operation, with a Council subsidy per passenger just under $3. This figure only represents the Council share of lease costs for the vans. Van-Go! participants also pay the cost of fuel, parking, and car washes.

Table 2-6. 2008 Operating Statistics: Vanpools

	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Vanpool Total	$1,350,000	$736,000	209,800	29,800	$2.93	$45.30

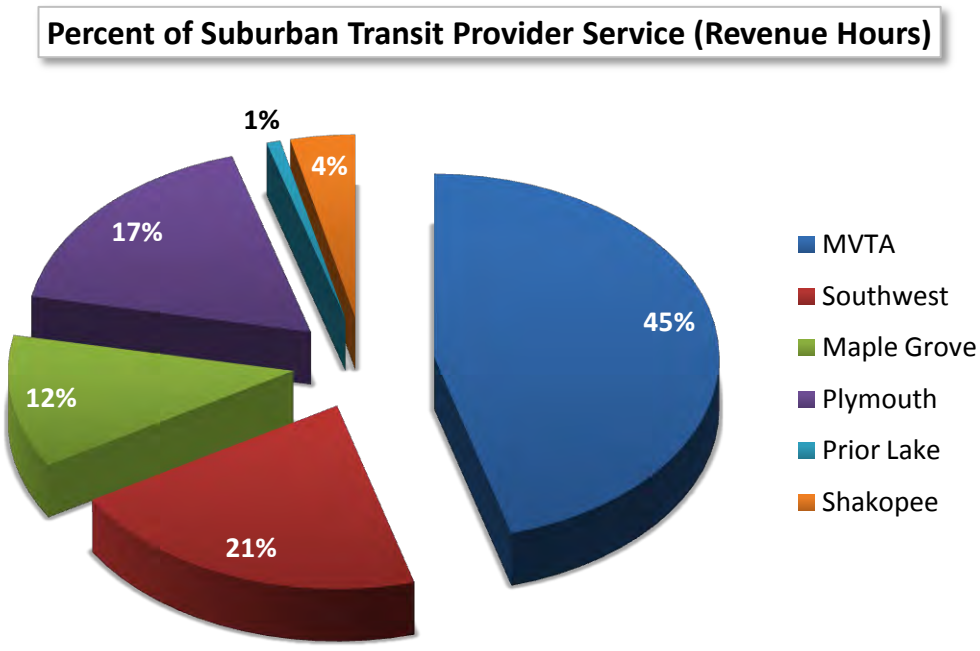

Van-GO! Pool Locations
Pool Trips - 93 total
Home
Work
Van-Go - 65
Private - 22
Other - 6
Miles
0
5
10
20
Washburn Co.
Barron Co.
Dunn Co.
Pepin Co.
Buffalo Co.
Winona Co.
Burnett Co.
Polk Co.
St. Croix Co.
Pierce Co.
Wabasha Co.
Olmsted Co.
Pine Co.
Chisago Co.
Washington Co.
Goodhue Co.
Dodge Co.
Kanabec Co.
Isanti Co.
Anoka Co.
Ramsey Co.
Dakota Co.
Steele Co.
Mille Lacs Co.
Sherburne Co.
Hennepin Co.
Rice Co.
Scott Co.
Waseca Co.
Le Sueur Co.
Morrison Co.
Wright Co.
Carver Co.
Blue Earth Co.
Stearns Co.
Meeker Co.
McLeod Co.
Sibley Co.
Nicollet Co.

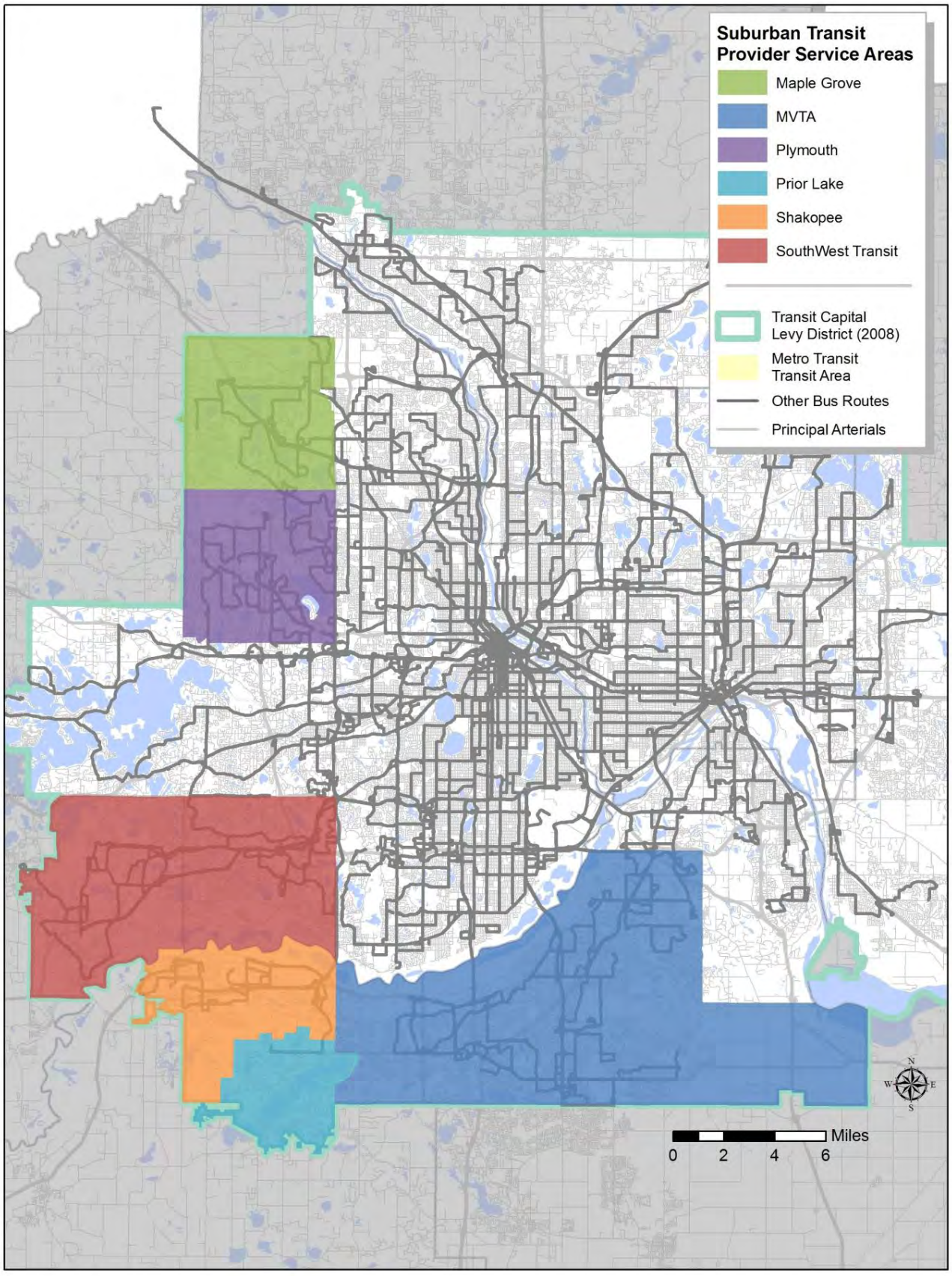
Suburban Transit Providers

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

Twelve communities have chosen to opt out of the regional transit system. Four cities have chosen to provide their own transit service and eight others have formed two consortiums, SouthWest Transit Commission and Minnesota Valley Transit Authority (MVTA), to provide service. Those cities and authorities now determine the location of routes, type of service, service provider and frequency of routes. Some of the communities contract with Metro Transit for service and some with private contractors or other governmental transit providers. In 2002, the City of Minnetonka also “opted out” but has entered into an agreement with the Metropolitan Council to have Metro Transit and MTS continue to provide service for the City.

Suburban transit provider communities primarily provide express service from park-and-ride facilities in their service areas to downtown Minneapolis, downtown St. Paul and the University of Minnesota. Suburban transit providers also offer varying levels of suburban local routes, serving both residential areas as well as commercial districts and job centers.




Suburban Transit Provider Service Areas
Maple Grove
MVTA
Plymouth
Prior Lake
Shakopee
SouthWest Transit
Transit Capital Levy District (2008)
Metro Transit Transit Area
Other Bus Routes
Principal Arterials
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Miles
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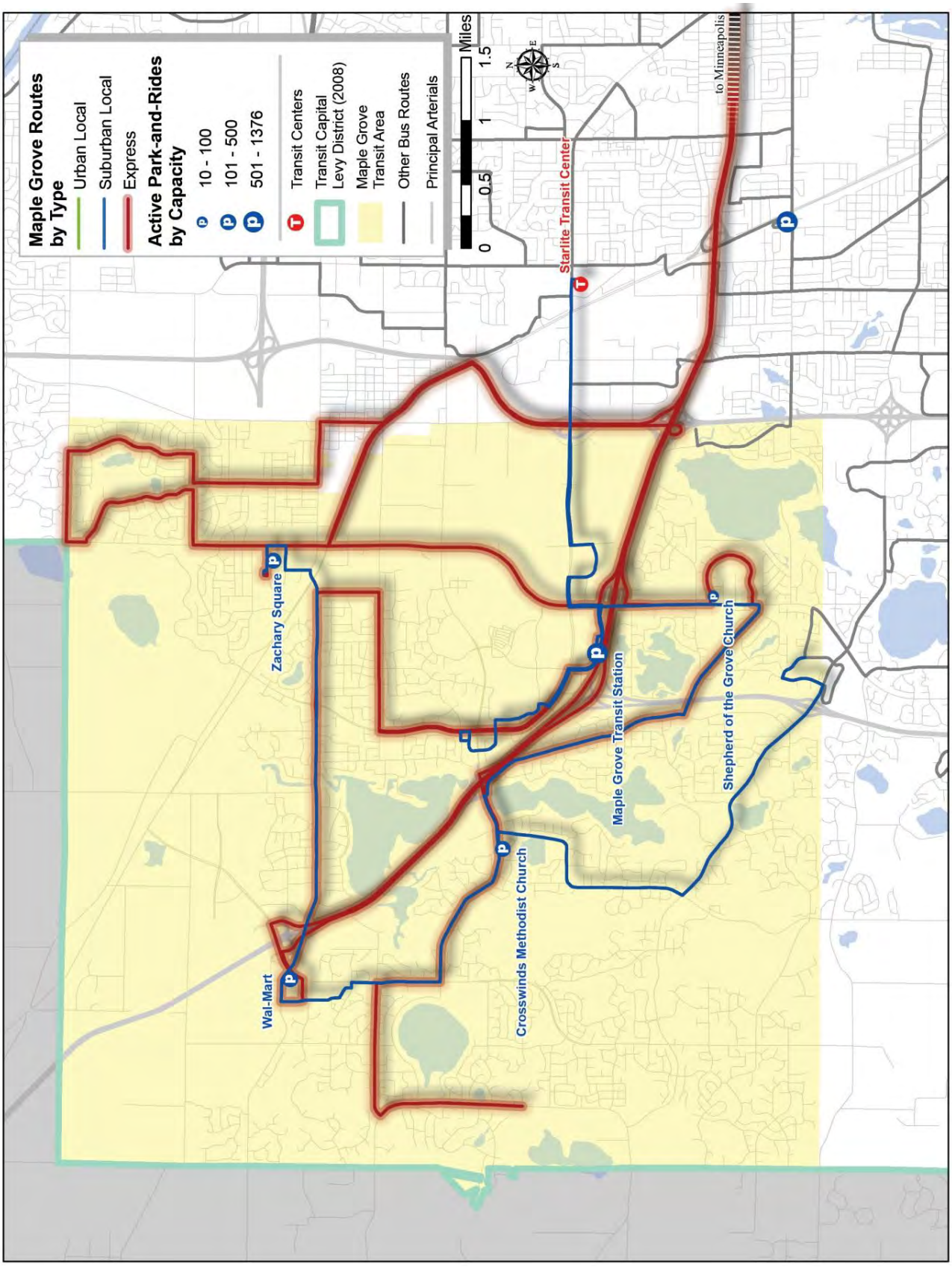
Maple Grove Transit

Maple Grove Transit (MGT) was formed in June 1990 to serve the City of Maple Grove, located in northern Hennepin County. Transit service is provided by contracts with transit companies but the city administrator conducts transit planning, administration, customer service, and marketing. An eight-member Transit Commission provides user input into operations and planning into the MGT system. Presently, MGT operates a fleet of 40 buses offering commuter express service to and from Minneapolis utilizing 43 round trips on six routes. The commuter service utilizes five park-and-rides lots. The Maple Grove Transit Station opened in December 2003 and is currently running at 95% capacity. It consists of 926-stalls and an indoor, climate-controlled waiting area. In 2008, MGT saw ridership increase to approximately 807,000, a 19% increase over 2007 ridership.

Table 2-7. 2008 Operating Statistics: Maple Grove

2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Dial-a-Ride	$420,000	$39,000	25,000	9,600	$15.24	$43.75
Suburban Local Bus	$110,000		11,000	900	$10.00	$122.22
Express Bus	$3,130,000	$1,781,000	771,000	16,500	$1.75	$189.70
Maple Grove Total	**$3,660,000**	**$1,820,000**	**807,000**	**27,000**	**$2.28**	**$135.56**


Maple Grove Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital Levy District (2008)
Maple Grove Transit Area
Other Bus Routes
Principal Arterials
Miles
0
0.5
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1.5
N
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S
W
to Minneapolis
Starlite Transit Center
Zachary Square
Wal-Mart
Crosswinds Methodist Church
Maple Grove Transit Station
Shepherd of the Grove Church

Minnesota Valley Transit Authority

The Minnesota Valley Transit Authority (MVTA) was established as a Joint Powers Board in 1990 and serves the residents and businesses of Apple Valley, Burnsville, Eagan, Rosemount, and Savage. The population of the service area is about 210,000. The MVTA has long been an innovator in operating and managing its service. Implementing a system of penalties and incentives to ensure excellence in service delivery and customer service has resulted in few driver complaints and many driver compliments. The agency has employees covering service planning, facility-, vehicle- and operations-management oversight, finance, customer service, marketing and related areas.

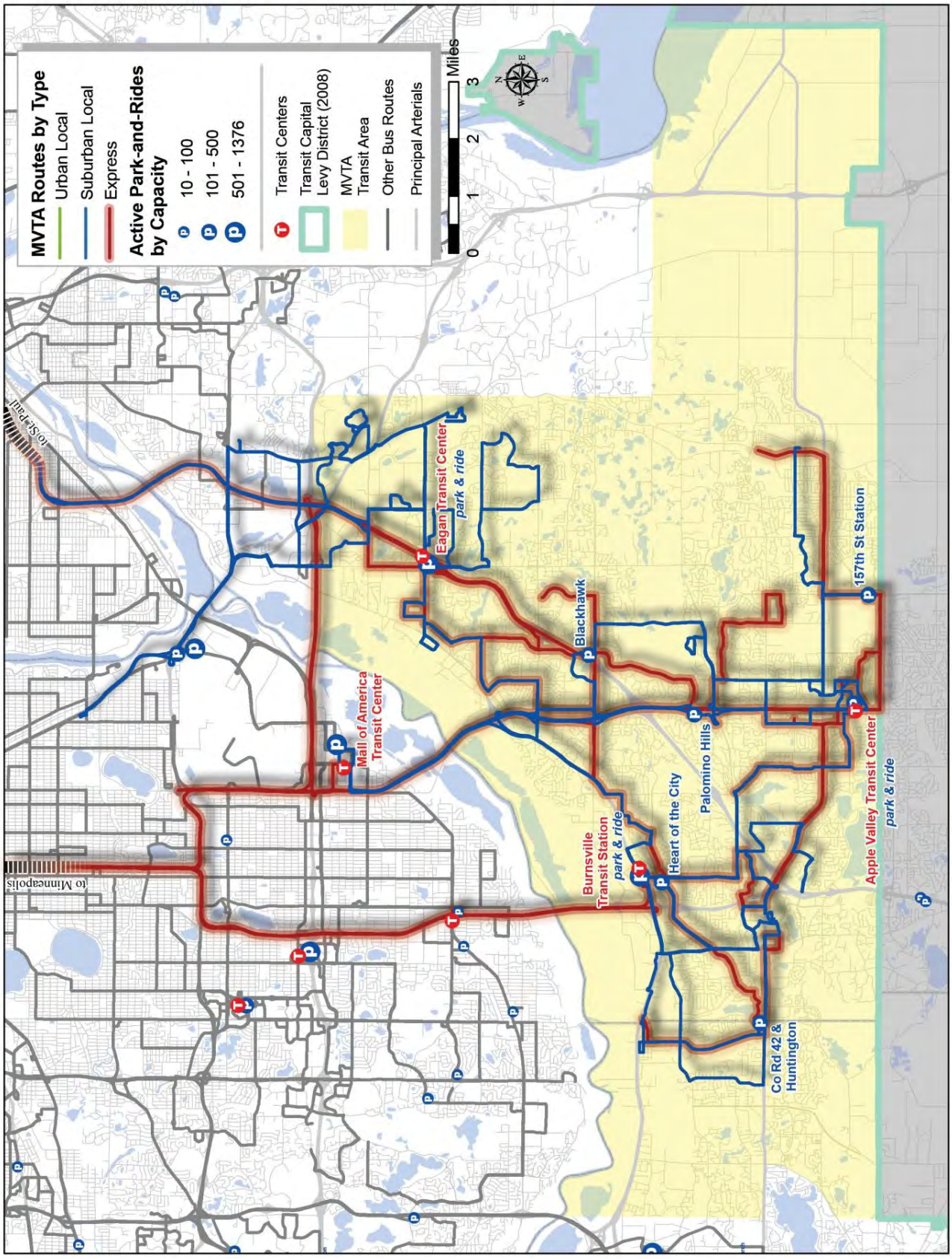
The MVTA will operate one of the first Bus Rapid Transit (BRT) line in the region on Cedar Avenue. It is also working with the University of Minnesota Intelligent Vehicles Lab and the HUMANFirst Lab in creating technology to assist with bus operations on the shoulders of Cedar Avenue. This will include implementing a specialized training simulator to increase the driver's confidence in operating on the shoulders.

The MVTA contracts for operation and maintenance of buses with Schmitty & Sons Transit. The fleet includes some 110 buses from small buses to 45' coaches. At the end of 2008, the MVTA operated a total of 22 routes: four flex-routes and/or shuttles operating in the suburban area; eight express routes into downtown Minneapolis; two express routes into downtown St. Paul, six local routes and 2 peak-period reverse-commute services. These routes operated out of MVTA-owned garages in Burnsville and Eagan. The MVTA routes serve nine park-and-rides: the Apple Valley, Burnsville, Eagan, and 157th St. Transit Stations, and the Savage, Heart of the City, Blackhawk, and Palomino Hills park-and-rides, and the Rosemount Community Center, with more than 4,100 spaces in total.

In 2008, the MVTA provided about 2.6 million rides, a seven % increase above 2007. A new park-and-ride facility was established at the Rosemount Community Center to accommodate riders taking the new express bus route serving Rosemount.

Table 2-8. 2008 Operating Statistics: MVTA

2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Suburban Local Bus	$6,940,000	$690,000	731,000	54,400	$8.52	$127.91
Express Bus	$8,320,000	$4,300,000	1,865,000	49,600	$2.16	$167.61
MVTA Total	**$15,260,000**	**$4,990,000**	**2,596,000**	**104,000**	**$3.96**	**$146.73**


MVTA Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital Levy District (2008)
MVTA Transit Area
Other Bus Routes
Principal Arterials
Miles
0
1
2
3
to St. Paul
to Minneapolis
Eagan Transit Center park & ride
Mall of America Transit Center
Blackhawk
157th St Station
Palomino Hills
Heart of the City
Burnsville Transit Station park & ride
Apple Valley Transit Center park & ride
Co Rd 42 & Huntington

Plymouth Metrolink

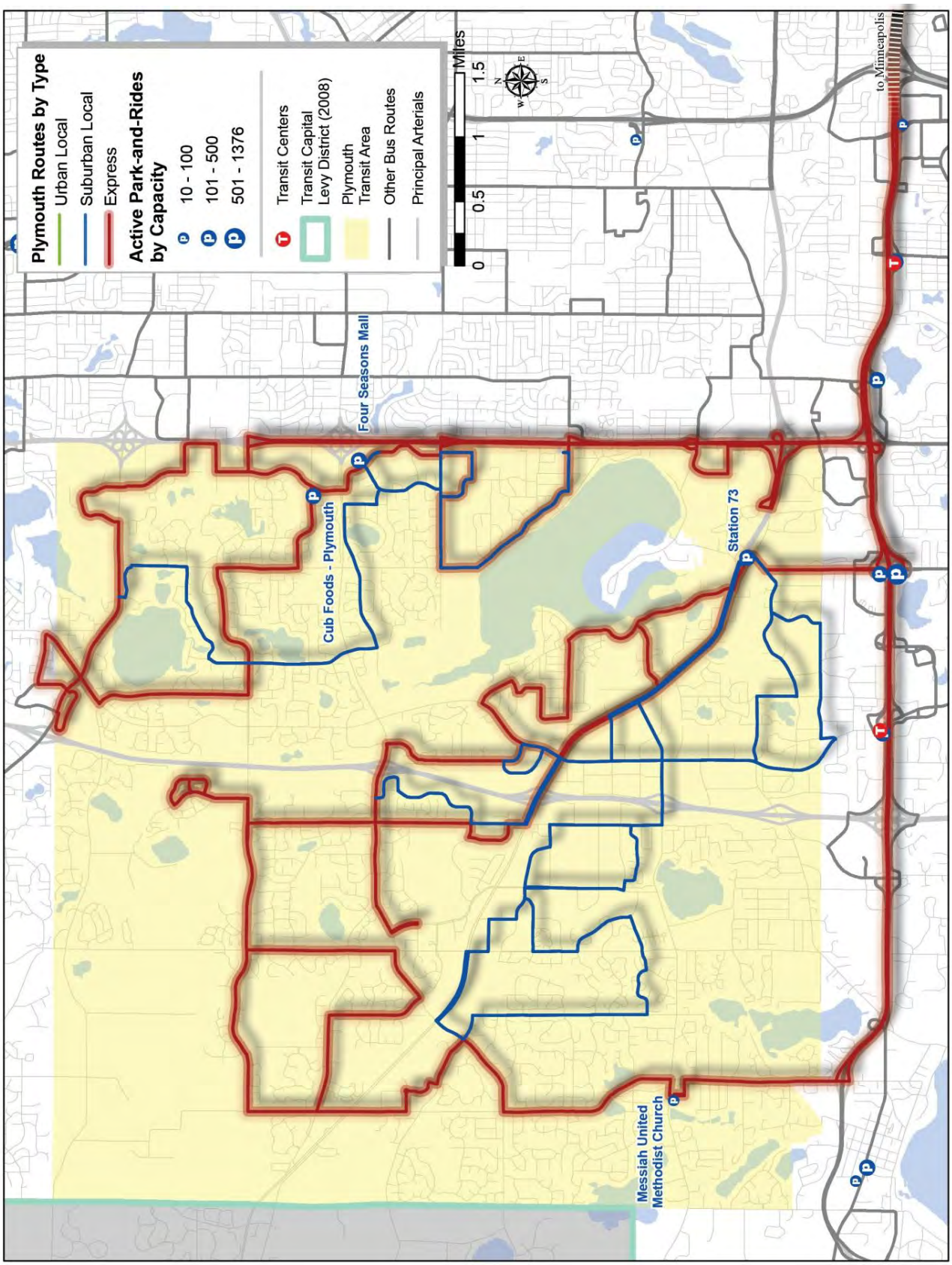
Established in 1984, Plymouth Metrolink was formed under the replacement transit service demonstration legislation (Minnesota Statutes, Chapter 473, Article 388). Plymouth Metrolink offers express service routes, reverse commute routes, and dial-a-ride service. The 2009 Plymouth City Council goals for transportation are to advance transportation and transit issues to improve the local economy, promote business growth and development, and improve area roadways and highways to reduce commuter congestion.

The City Council established the Plymouth Advisory Committee on Transit (PACT) on November 16, 1999. The Scope of the PACT includes but is not limited to making recommendations to the City Council, as it deems necessary on items or other matters affecting transit in the community. The PACT serves in an advisory capacity to the City Council.

Currently, Plymouth Metrolink operates a fleet of 47 buses and has express service to Minneapolis and local service in Plymouth, and dial-a-ride service for Plymouth. Currently the fleet consists of 28 express buses and 19 buses used for the shuttle routes and dial-a-ride service. Plymouth Metrolink has seven express routes to Minneapolis, two reverse commute routes from Minneapolis, and four local shuttle routes that service the express routes. The City of Plymouth has two park-and-ride surface lots and one ramp. The surface lots are at 45th Avenue and Nathan Lane, which serves northeast Plymouth, and Olive Lane and County Road Six, which serves southwest Plymouth. Station 73 is located at County Road 73 and Highway 55, serves southeast Plymouth, and has a heated lobby and restrooms. In the future, as northwest Plymouth develops, a park-and-ride will serve that area. In the interim, an enclosed and heated bus shelter with restrooms is provided in "the Reserve," which is a high-density neighborhood.

Table 2-9. 2008 Operating Statistics: Plymouth

2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Dial-a-Ride	$960,000	$84,000	58,000	17,800	$15.10	$53.93
Suburban Local Bus	$858,000	$0	72,000	5,800	$11.92	$147.93
Express Bus	$2,222,000	$1,014,000	412,000	16,500	$2.93	$134.67
Plymouth Total	**$4,040,000**	**$1,098,000**	**532,000**	**40,100**	**$5.53**	**$100.75**


Plymouth Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital Levy District (2008)
Plymouth Transit Area
Other Bus Routes
Principal Arterials
Miles
0
0.5
1
1.5
to Minneapolis
Four Seasons Mall
Cub Foods - Plymouth
Station 73
Messiah United Methodist Church

Prior Lake Transit

The City of Prior Lake is located about 30 miles southwest of downtown Minneapolis in Scott County. The city experienced high rates of development over the last 15 years, and now has a population of nearly 23,000 people.

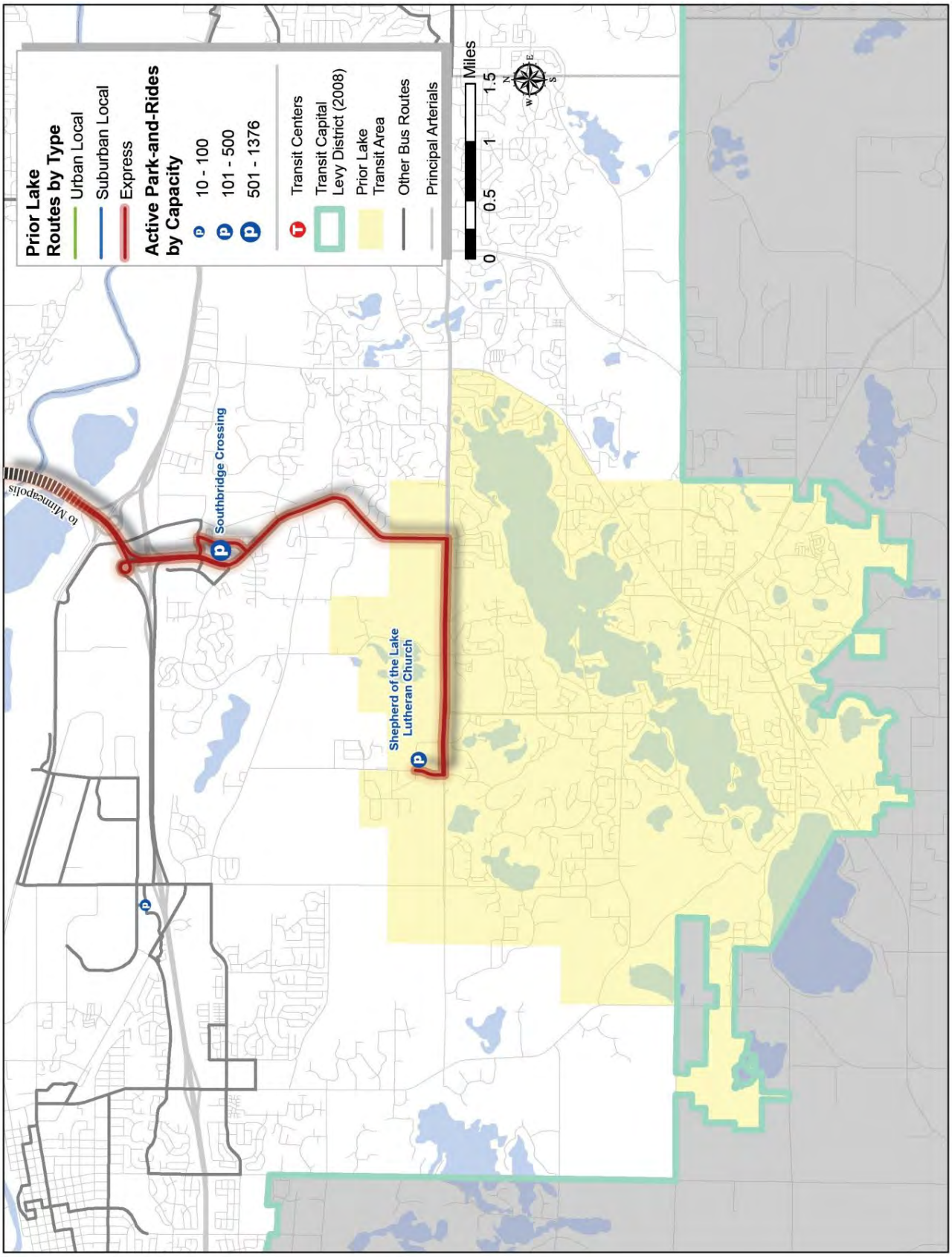
In the early 1980s, the City of Prior Lake opted out of the Metro Transit system and partnered with MVTA for bus service. In 2002, the city chose to create its own transit service, and began operating *Laker Lines*, an express service from Prior Lake to downtown Minneapolis. In 2004, the city also began operating the *Local Laker Link*, a summer circulator service within the City boundaries. The city contracts operation and maintenance of bus service with private contractors, but all administrative and planning functions are done by one city staff member.

Since 2002, when the city first began operation of *Laker Lines*, there has been a consistent annual increase in ridership. As a result, the city has continued to increase service options. In July 2007, the city partnered with the City of Shakopee and Scott County to begin operation of BlueXpress. This partnership included construction of the Southbridge Crossings Transit Station, a 500-space park-and-ride facility, acquisition of a new motor coach, and expansion of available commuter trips from six to 16.

In 2008, *Laker Lines* continued to operate from the Shepherd of the Lake park-and-ride (110 spaces) and the Southbridge Crossings Transit Station (500 spaces). *Laker Lines* alone served more than 54,000 rides in 2008, an increase of 57% from 2007.

Table 2-10. 2008 Operating Statistics: Prior Lake

2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Express Bus	$460,000	$139,000	54,000	1,800	$5.94	$255.56
Prior Lake Total	**$460,000**	**$139,000**	**54,000**	**1,800**	**$5.94**	**$255.56**


Prior Lake
Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides
by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital
Levy District (2008)
Prior Lake
Transit Area
Other Bus Routes
Principal Arterials
Miles
0
0.5
1
1.5
N
E
S
W
Southbridge Crossing
Shepherd of the Lake
Lutheran Church
to Minneapolis

Shakopee Transit

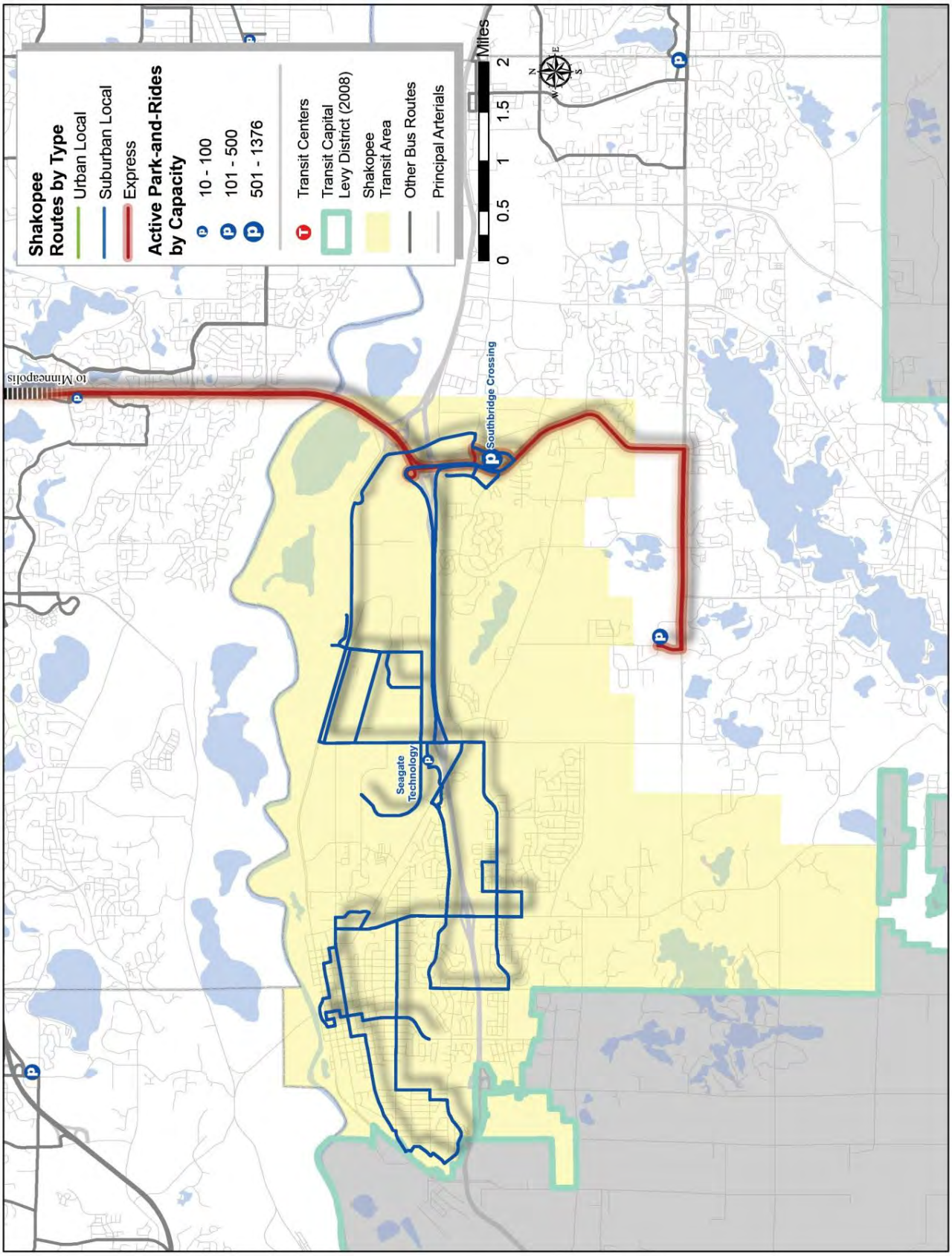
In 1984 and 1985, the City of Shakopee established itself as a local transit provider under the name Shakopee Area Transit. From that time until the start of 2007, the core transit service provided was dial-a-ride within the city. Since its inception, the city has also supported a limited number of vanpools that have provided commuter service to Minneapolis and St. Paul, as well as express bus connections to first Eden Prairie Center and then MVTA's Burnsville Transit Hub.

In 2005, in partnership with Scott County and other Scott County cities, the city adopted a "Unified Transit Management Plan" for transit serving residents of the city and the county. That plan has gone through an update. In keeping with that plan, in January 2008, dial-a-ride service was transitioned to Scott County's transit operation. In July of that same year, the cities of Shakopee and Prior Lake and Scott County opened the 500-space Southbridge Crossings Transit Station and launched the BlueXpress commuter express service (Route 490) to downtown Minneapolis. The operation and maintenance of BlueXpress buses is contracted to a private contractor. In addition, the city (which now operates under the name "Shakopee Transit') operates two circulator routes within the city (Routes 496E and W), a shuttle to the BlueXpress service (Route 498), and a summer shuttle. These latter services are contracted to Scott County Transit.

Development of a second park-and-ride site (Eagle Creek Station) with 545 spaces is ongoing, and completion is expected with the completion of CR 21 in 2011. With the redesign of Shakopee's transit services, total ridership has grown dramatically, from 64,600 in 2007 to 106,700 in 2008. That represents a 72% increase in ridership. Again, in partnership with the City of Prior Lake, Shakopee is planning an expansion of service resulting from a successful JARC grant application. When implemented, an additional bus and morning and afternoon runs are expected to result in more ridership.

Table 2-11. 2008 Operating Statistics: Shakopee

2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Suburban Local Bus	$280,000	$12,000	16,300	5,000	$16.44	$56.00
Express Bus	$690,000	$220,000	90,400	3,500	$5.20	$197.14
Shakopee Total	**$970,000**	**$232,000**	**106,700**	**8,500**	**$6.92**	**$114.12**


Shakopee
Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides
by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital
Levy District (2008)
Shakopee
Transit Area
Other Bus Routes
Principal Arterials
Miles
0
0.5
1
1.5
2
N
W
E
S
to Minneapolis
Southbridge Crossing
Seagate
Technology

SouthWest Transit Commission

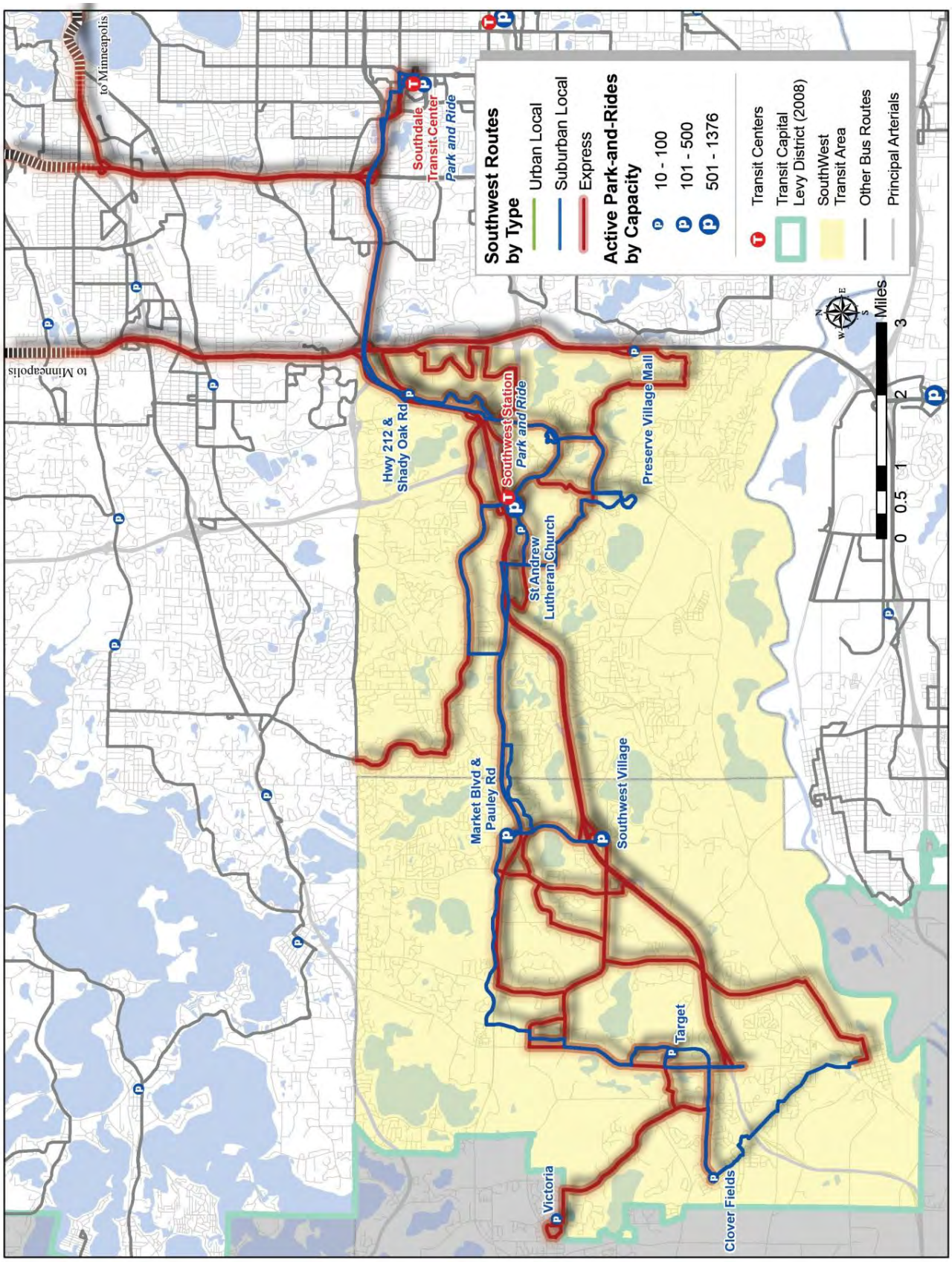
The SouthWest Transit Commission (SWT) was formed in July of 1986 by a joint powers agreement between the cities of Eden Prairie, Chanhassen, and Chaska to provide public transit services. The primary mission of SWT is to provide transit services that are the highest in quality, safety, cost effectiveness, and customer satisfaction. SWT provides fixed route transit services within the three communities and connects the communities to other metropolitan destinations, including downtown Minneapolis, the University of Minnesota, and the Southdale area, as well as providing reverse commute services to businesses within the three communities. A private contractor provides driver services while maintenance is provided for directly. SouthWest Transit exceeded the one-million rides mark in 2008, resulting in a fifth consecutive year of double-digit ridership increases. New park-and-ride facilities opened in 2008 to serve the newly opened Highway 212 corridor.

Table 2-12. 2008 Operating Statistics: SouthWest Transit

2008 NTD Statistics	Operating Cost	Fare Revenue[6]	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Suburban Local Bus	$1,890,000	$129,000	95,000	12,000	$18.03	$157.50
Express Bus	$6,300,000	$2,314,000	992,000	33,800	$3.86	$186.39
Other[7]	$320,000	$138,000	60,000	2,000	-	-
SouthWest Transit Total	**$8,510,000**	**$2,581,000**	**1,147,000**	**47,800**	**$5.17**	**$178.03**

[6] SouthWest Transit fare revenue for NTD reporting varies from route-type data due to accounting corrections during the NTD reporting process. Actual fare revenues are reported here, NTD reported figures are used elsewhere in the report.

[7] Includes State Fair Service and any discrepancy between route analysis and NTD.


Southwest Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital Levy District (2008)
SouthWest Transit Area
Other Bus Routes
Principal Arterials
Miles
0 0.5 1 2 3
to Minneapolis
to Minneapolis
Southdale Transit Center Park and Ride
Hwy 212 & Shady Oak Rd
Southwest Station Park and Ride
Preserve Village Mall
St Andrew Lutheran Church
Market Blvd & Pauley Rd
Southwest Village
Target
Victoria
Clover Fields

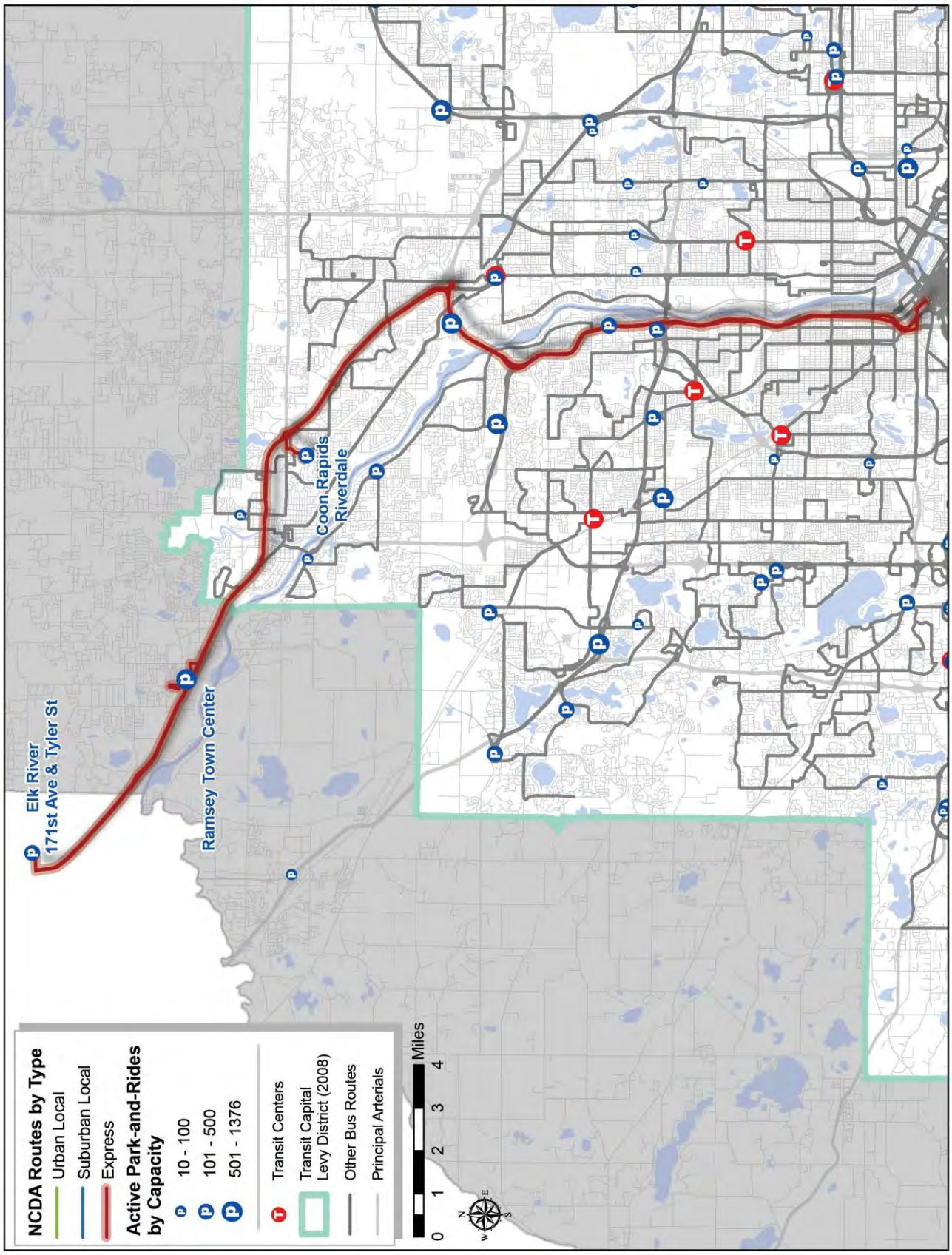
NCDA Transit Service

One route, the Northstar Commuter Coach (Route 888), is operated by the Northstar Corridor Development Authority (NCDA). A similar route, the Ramsey Star Express service, or route 856, serves the Ramsey Town Center and downtown Minneapolis. This route began operations in 2007 and 2008 was the first full year of operations. Together, these services routes serve 1,384 park-and-ride spaces. The 888 provided service from the Elk River and Riverdale park-and-ride lots. The 856 provides service from the City of Ramsey's park and ride lot. All services terminated at the 5th Street transit station in downtown Minneapolis.

In May 1997, 30 counties, cities, townships and regional rail authorities created the joint powers board known as the Northstar Corridor Development Authority (NCDA) to address the increased need for additional transportation solutions between St. Cloud and Minneapolis. Over the next decade, the NCDA overcame many hurdles to make the Northstar Commuter Rail Project a reality. The NCDA worked with Metro Transit, the MN Dept. of Transportation, and the Federal Transit Administration to deliver Northstar Commuter Rail on time and under budget. When Northstar service launched in Nov. 2009, it became part of the Metro Transit, adding much needed transportation capacity to the region and creating an easy and safe way for people to travel.

Table 2-13. 2008 Operating Statistics: NCDA

2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Northstar Commuter Coach	$880,000	$581,000	169,000	3,500	$1.77	$251.43
Ramsey Star	$350,000	$141,000	56,000	1,400	$3.73	$250.00
NCDA Total	**$1,230,000**	**$722,000**	**225,000**	**4,900**	**$2.26**	**$251.02**


Elk River
171st Ave & Tyler St
Ramsey Town Center
Coon Rapids
Riverdale
NCDA Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital Levy District (2008)
Other Bus Routes
Principal Arterials
Miles
0
1
2
3
4

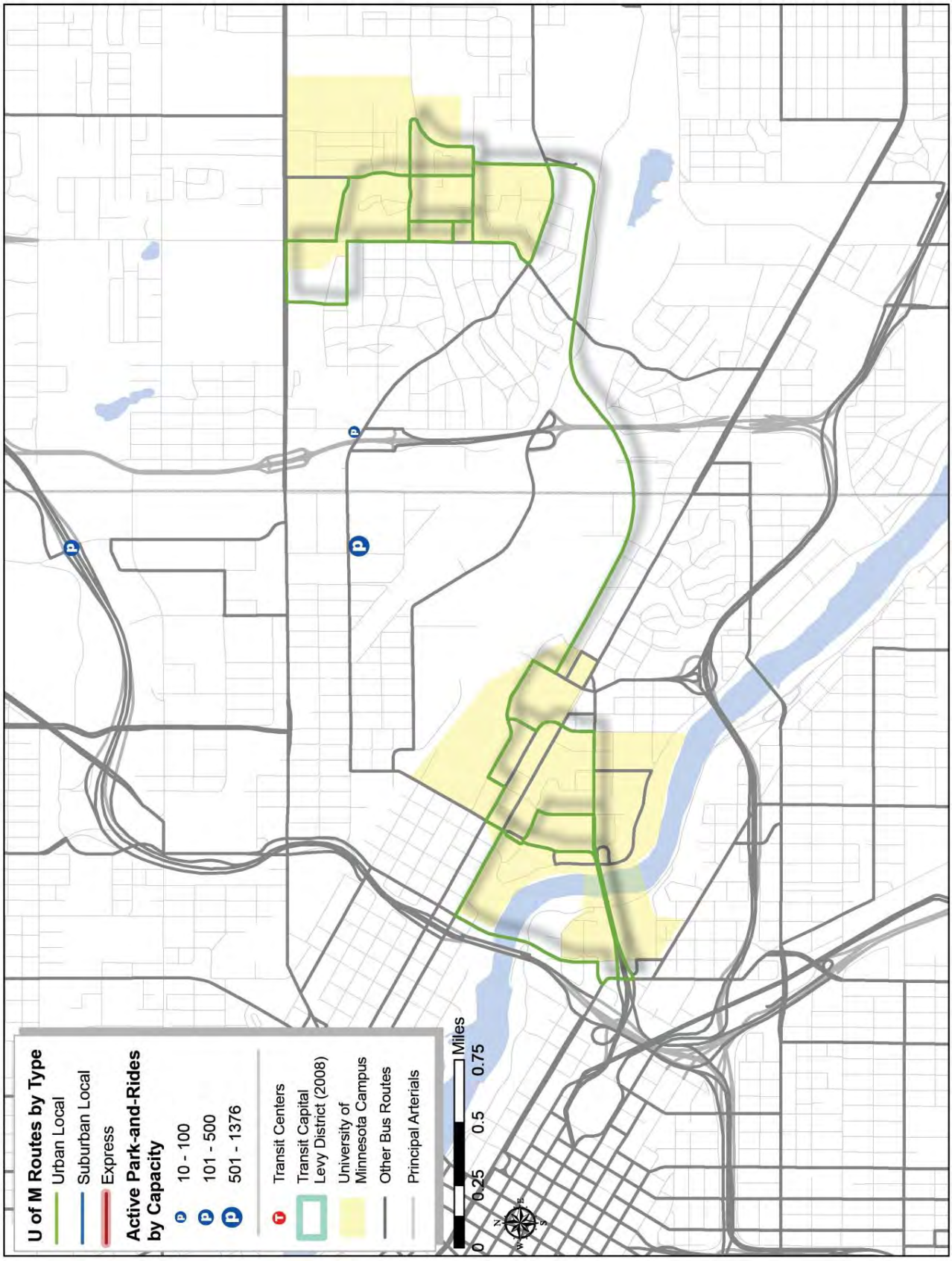
University of Minnesota Service

With more than 300 employees, Parking and Transportation Services at the University of Minnesota (PTS) is responsible for all aspects of transportation for Minnesota's third largest traffic generator (second only to the cities of Minneapolis and St. Paul). Serving 80,000 students, staff, faculty and campus visitors, PTS establishes, maintains, and improves a comprehensive transportation system that reduces congestion, eases accessibility, and enhances a friendly University community. The University contracts with a private provider to operate and maintain the system of buses on four primary routes with an annual ridership of approximately 3.5 million riders. A free campus shuttle service provides a "schedule-less" service with buses running every five minutes during the regular school day. Additionally, the department also provides a free specialized curb-to-curb on-campus transportation service to persons with either temporary or permanent physical disabilities.

In 2008, the campus shuttle system received a new fleet of 40-foot and 60-foot Van Hool buses, the first of their type to be used in the Midwest. the 16 Van Hool buses replace an older fleet that was experiencing repeated breakdowns. The life expectancy of the new buses is 500,000 miles over the span of approximately 12 years. Following the University's initiative toward sustainability across all campuses, the University also purchased its first hybrid bus in order to use less gas and cause less pollution.

Table 2-14. 2008 Operating Statistics: University of Minnesota

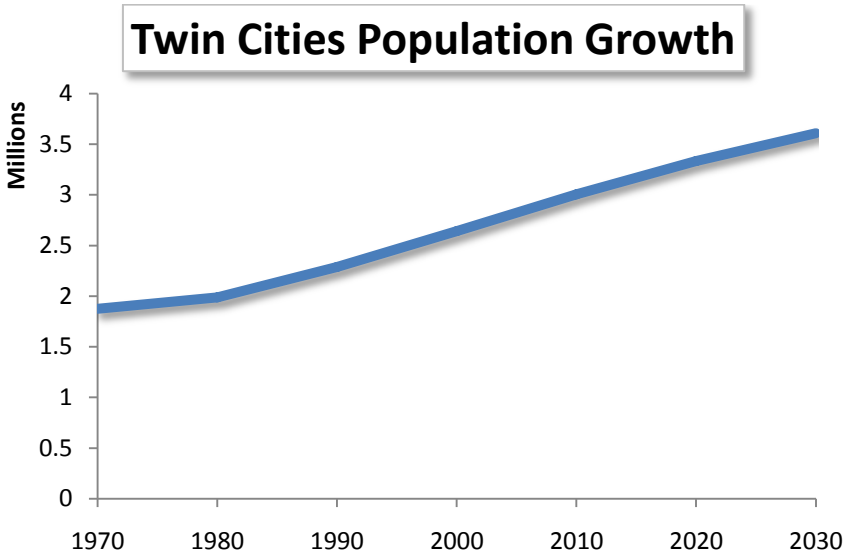
2008 NTD Statistics	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
Urban Local	$4,550,000	$0	3,547,000	35,700	$1.28	$127.45
Dial-a-Ride	$140,000	$0	4,000	2,700	$35.00	$51.85
University of MN Total	**$4,690,000**	**$0**	**3,551,000**	**38,400**	**$1.32**	**$122.14**


U of M Routes by Type
Urban Local
Suburban Local
Express
Active Park-and-Rides by Capacity
10 - 100
101 - 500
501 - 1376
Transit Centers
Transit Capital Levy District (2008)
University of Minnesota Campus
Other Bus Routes
Principal Arterials
Miles
0
0.25
0.5
0.75

Chapter 3. Demographic Trends

Population

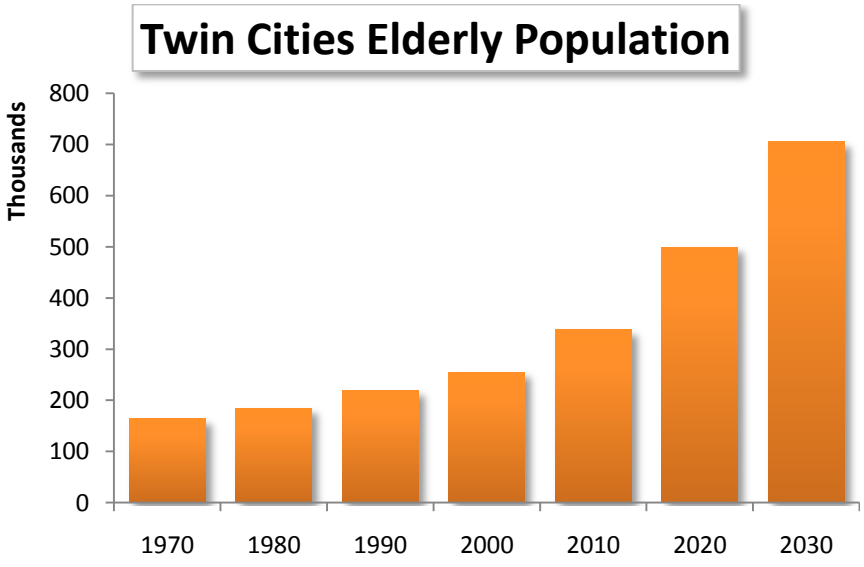
The Twin Cities region is growing and is projected to continue to grow. Between 1990 and 2000, the region added 353,000 people to bring the total population to 2,642,000. The Metropolitan Council projects that by 2030 there will be 3,608,000 people living in the region, or an additional 37% over the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



U.S. Census/Council forecasts 2010-2030, 2008

Changes in Elderly Population

Historically, the elderly have used transit at higher percentages than other age groups. Currently, 18% of transit riders are over age 55. As the baby-boom generation grows older, the number of elderly persons will increase substantially. In 1970, 164,000 people in the Twin Cities were over age 65. By 2000, this had grown to 255,000. The Council projects that by 2030, more than 700,000 people will be over age 65. The elderly will also be a higher percentage of the population. In 2000, 9.7% was over age 65 but it is projected that by 2030, nearly 20% of the population will be over age 65.

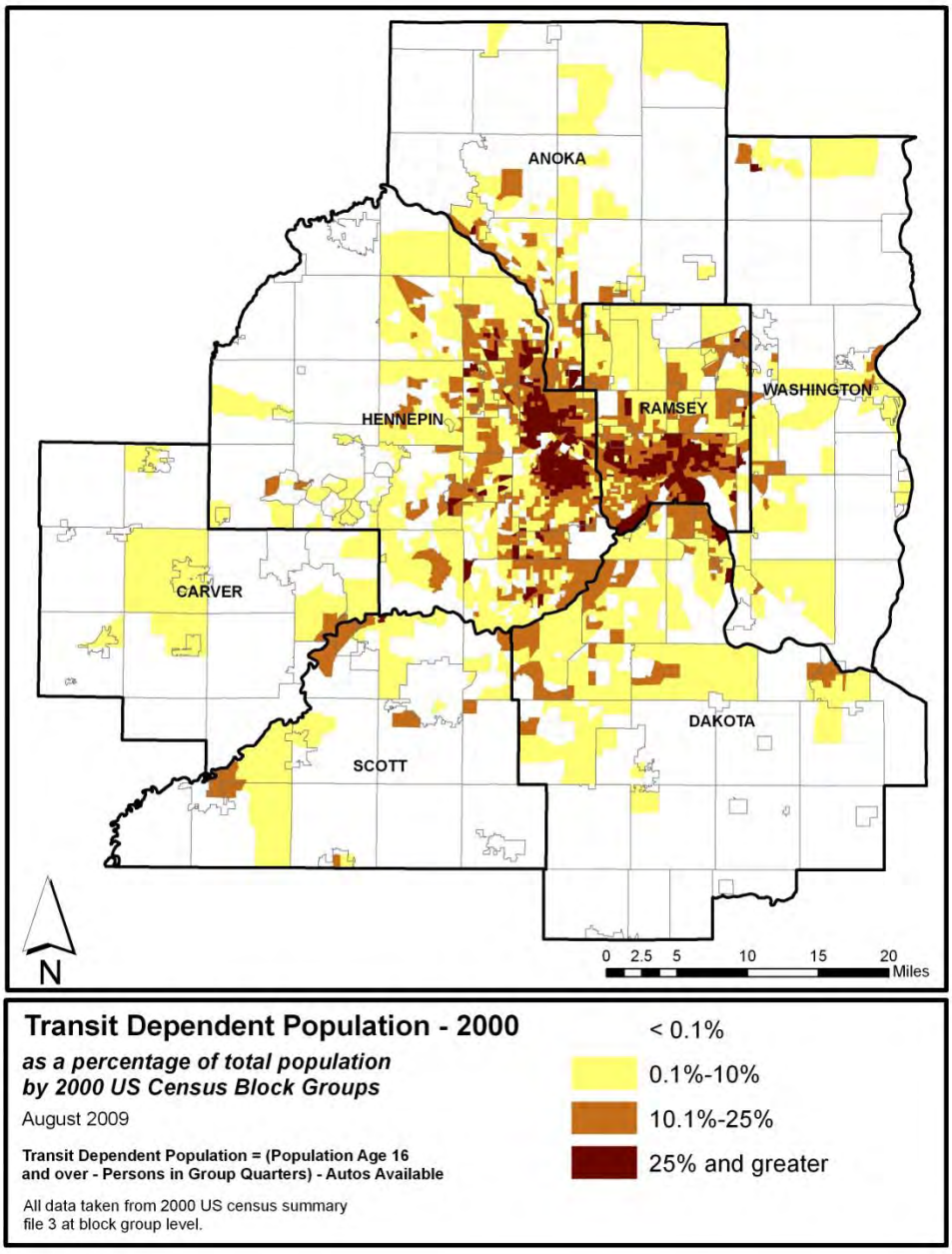


U.S. Census/Council forecasts 2010-2030, 2008

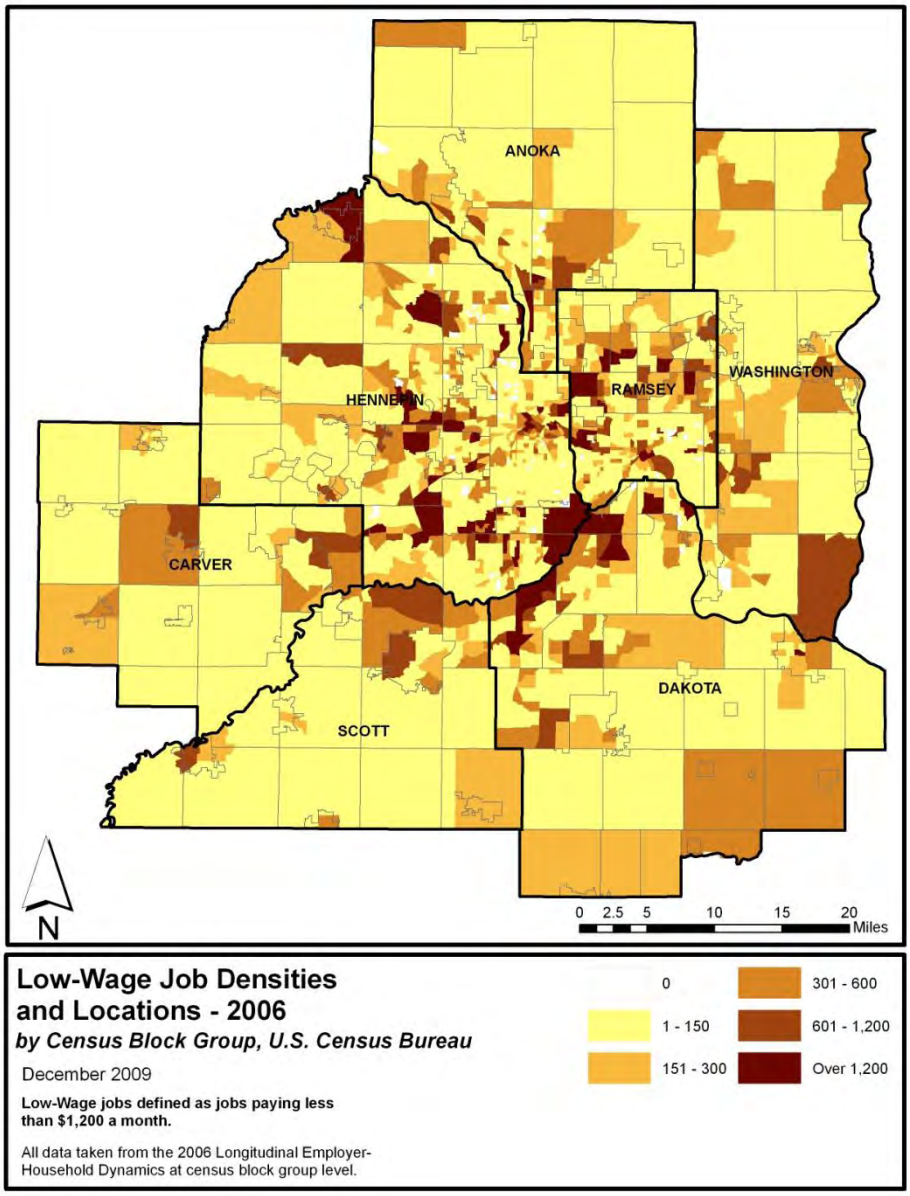
Transit Dependency

Transit dependency can be measured by using a variety of methods. One such method is determining the percent of persons who are over age 16 (considered "working age") and living in a household with no automobiles available. Using this methodology, the following map indicates where the concentrations of transit dependent persons in the metro area are, as a percentage of total population.

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



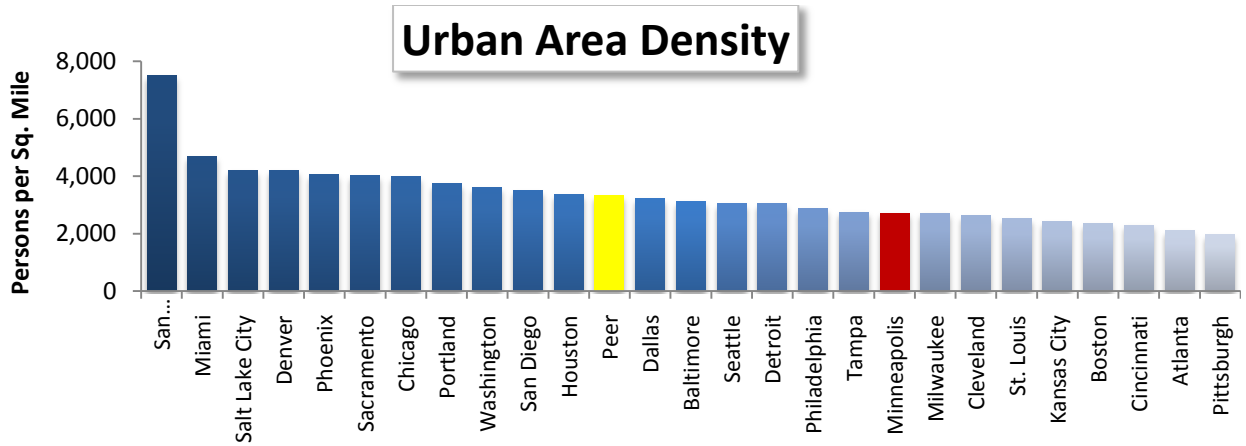
Transit is an important aspect of moving transit dependent populations between their homes and their jobs. The majority of low-income and poverty-afflicted households are concentrated in the central cities and mostly near the downtown core or within one mile. By contrast, low-wage and entry-level jobs are spread throughout the region. Nearly three of every four low-wage jobs in the seven-county metro are outside of Minneapolis and St. Paul. This illustrates the difficulty in providing transportation access for low-income workers to many job opportunities using transit because the jobs are not as concentrated as the locations of where workers live. The following maps depict the location of low-income workers and low-wage jobs.[1]

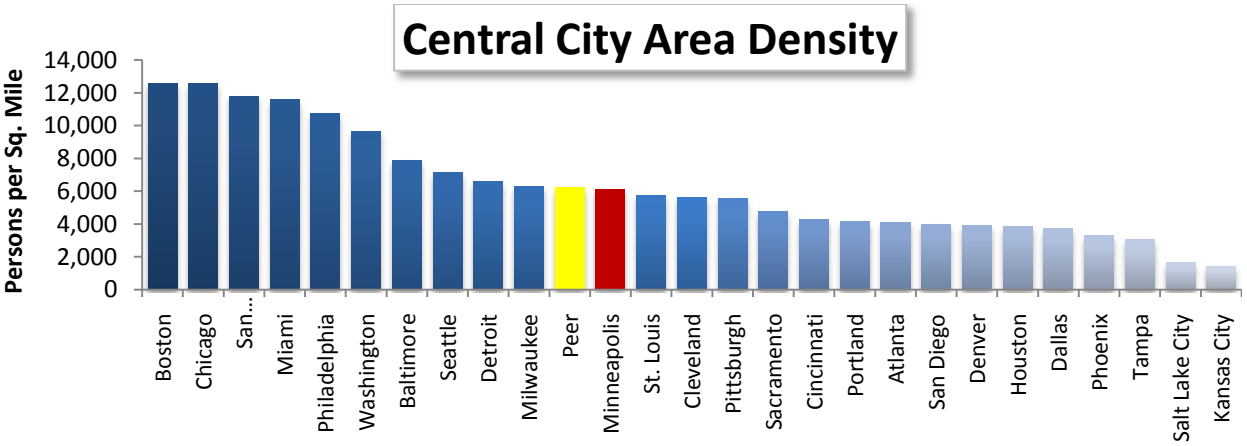


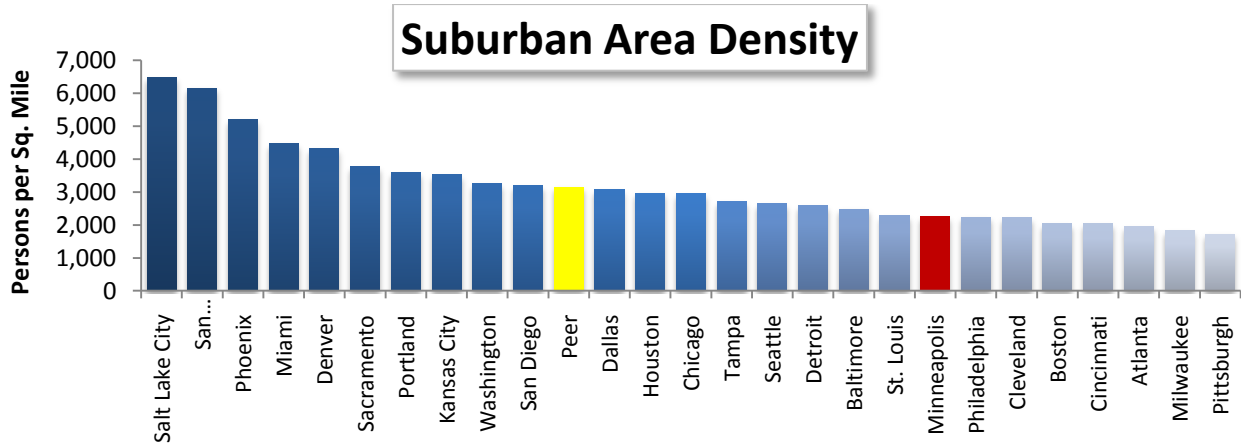
[1] Longitudinal Employer-Household Dynamics (LEHD) is a Census Bureau-maintained dataset that uses federal and state employment records together with Census household data to link home and work locations for residents.

Population Density

The Twin Cities metro area is less dense compared to other similarly sized urbanized areas. In 2008, it was 18th of the 26 similar stand-alone urbanized areas (UAs). Conversely, the central cities of Minneapolis and St. Paul are the 11th densest out of the 26 cities. This means that the region's suburban areas are less dense than average and more difficult to serve with transit. With less than 30% of the region's urban area population in the two central cities, the majority of the population is in the less dense (than average) suburban areas.

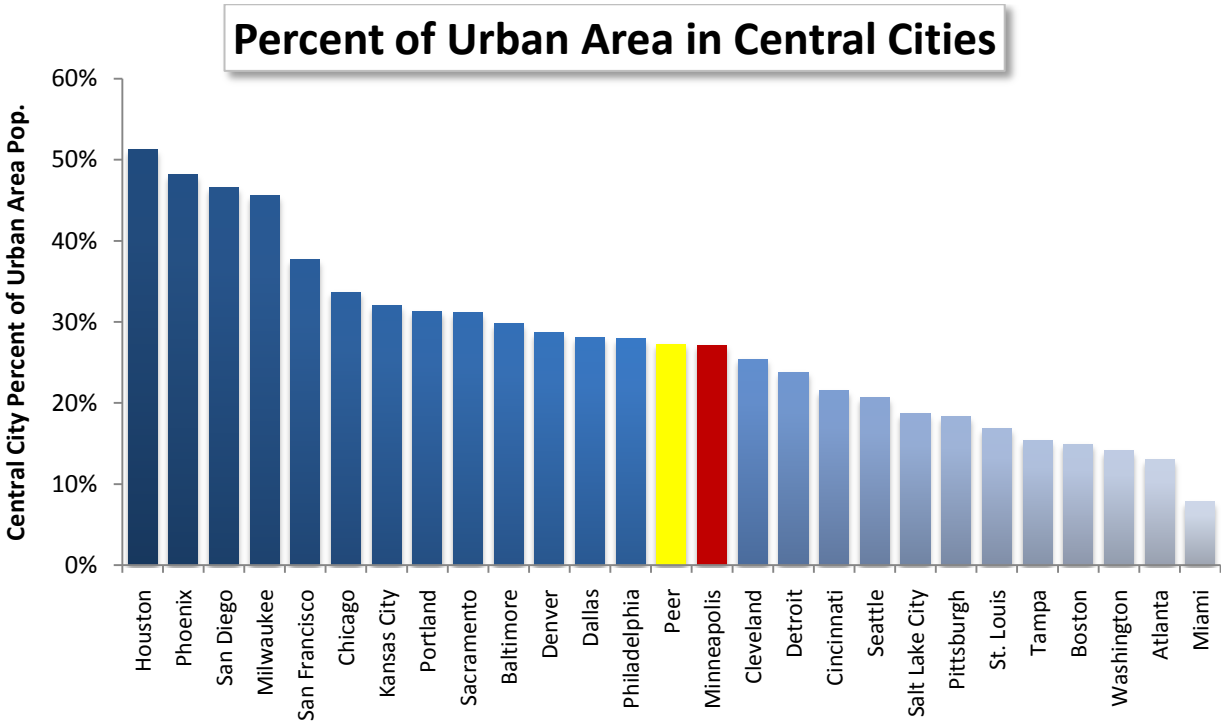






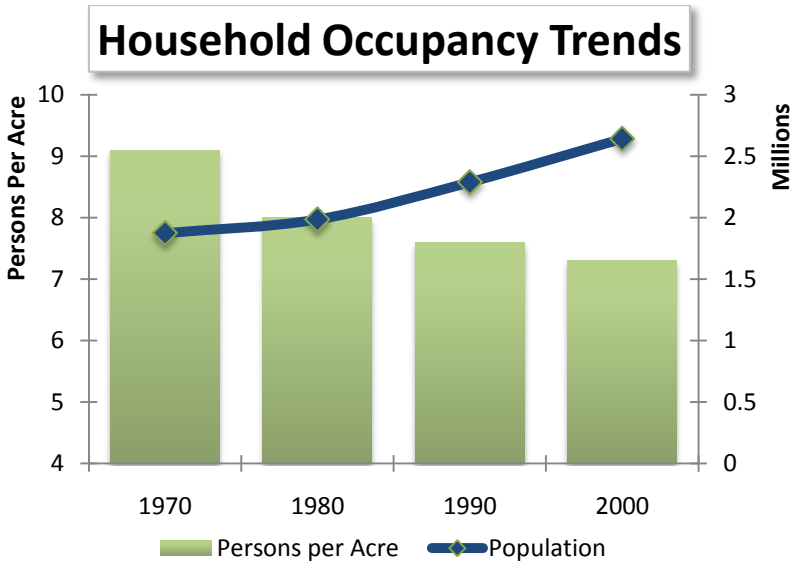
There are several reasons:

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



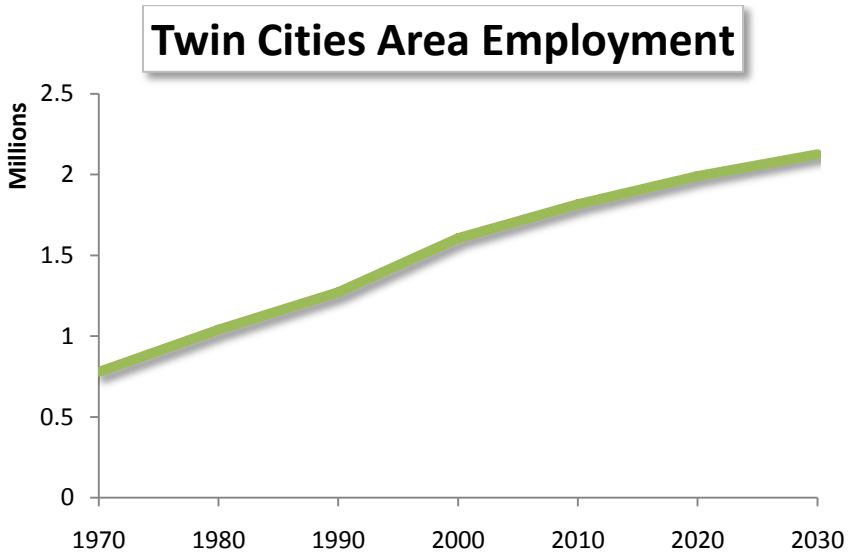
The number of persons per acre in the urbanized core of the region has been declining. From 1970 to 2000, the number of people per acre went from 9.1 to 7.3. Since 2000, population per acre has leveled off.

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



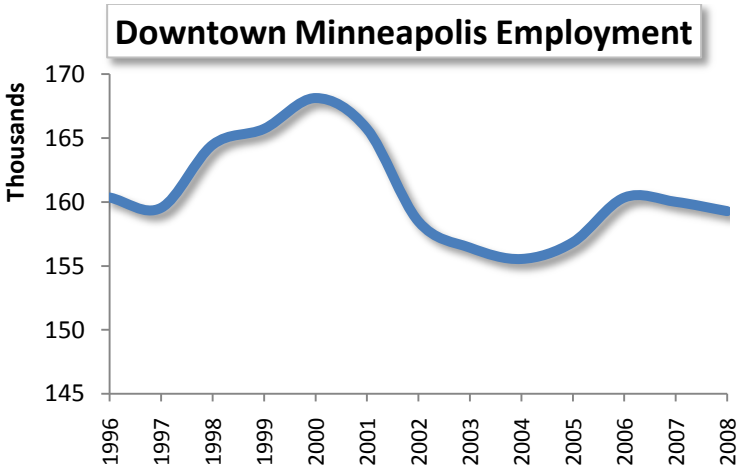
Employment

In 1990, there were 1,272,773 jobs in the seven-county area. In 2000, this increased to 1,606,263, a growth of 26%. By 2030, employment is expected to increase by 32% to 2.13 million jobs.



U.S. Census/Council forecasts, 2008

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



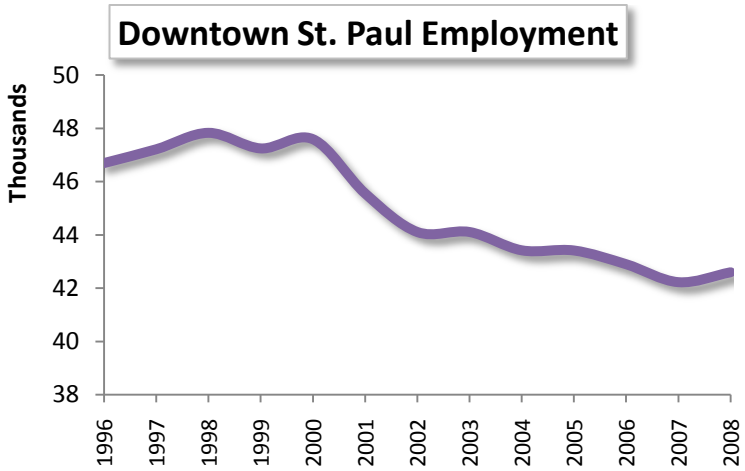
Downtown Minneapolis Employment	
1998	164,463
1999	165,714
2000	168,122
2001	165,708
2002	158,468
2003	156,422
2004	155,537
2005	156,841
2006	160,340
2007	160,005
2008	159,277

Note: Annual average from DEED Quarterly Census of Employment and Wages (QCEW) online data tool, collected 8/26/09.

The largest transit market in the Twin Cities is downtown Minneapolis. Transit takes about 40% of the people employed in downtown Minneapolis to work during peak hours. Employment increased in this market through the 1990s but declined from 2000-2004 because of an economic downturn and because jobs tended to locate in the suburbs. From 2004-2006, downtown employment saw a slight rebound. However, downtown employment

remained steady or declined since then, and the most recent economic downtown that began in 2008 has contributed to significant job loss across the metropolitan area. The economic downturns are reflected in lower transit ridership as less commuters are going to work every day.

Downtown St. Paul is the second largest node of employment in the Twin Cities area. However, downtown employment is considerably less than downtown Minneapolis. Downtown St. Paul employment saw a dramatic decline during the economic downturn in 2000. Unlike Minneapolis, St. Paul employment has failed to rebound. Employment in downtown peaked in 1998 and has seen a decline of 11% over the past 10 years.

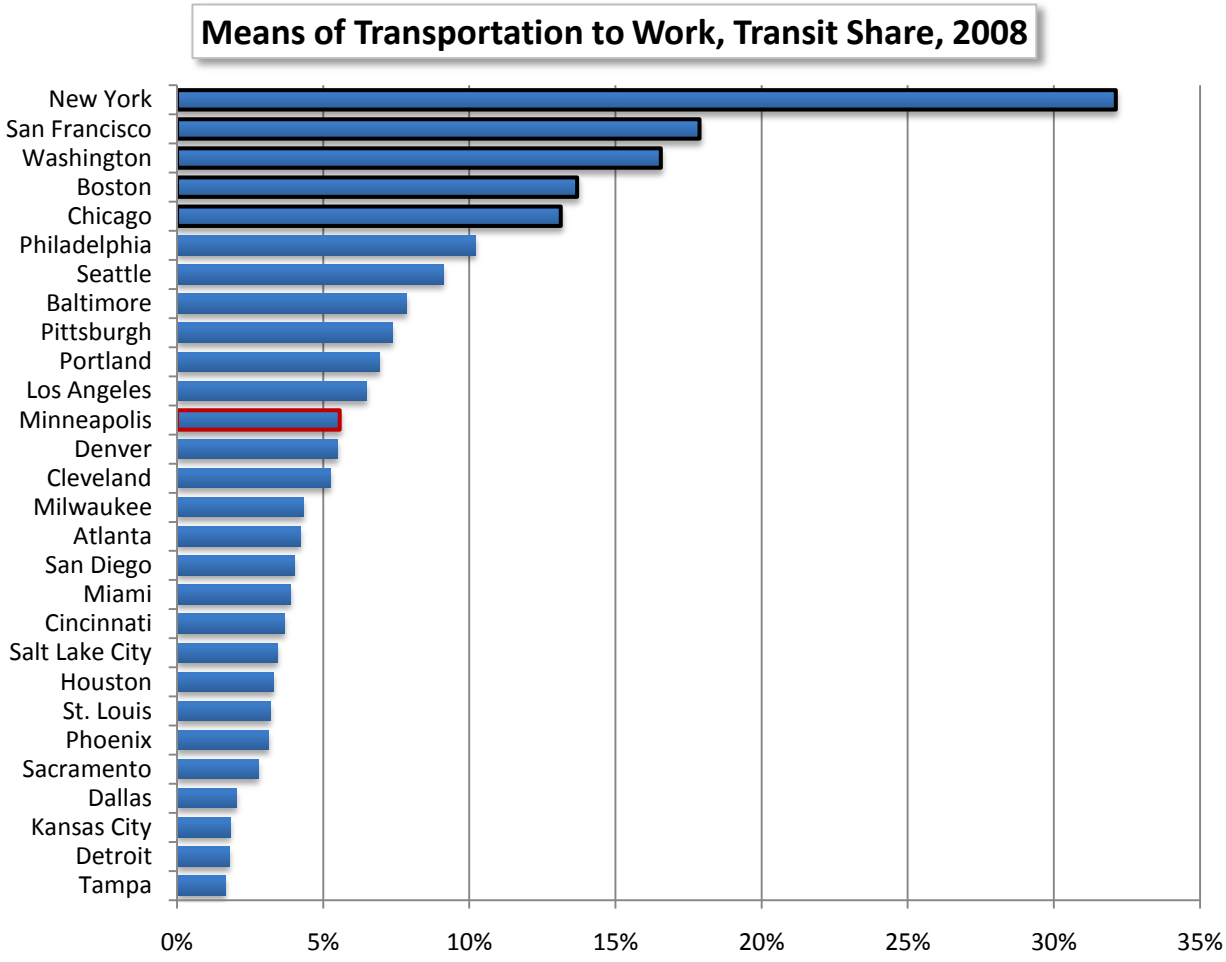


Downtown STP Employment	
1998	47,833
1999	47,248
2000	47,594
2001	45,557
2002	44,111
2003	44,111
2004	43,423
2005	43,417
2006	42,901
2007	42,228
2008	42,599

Note: Annual average from DEED Quarterly Census of Employment and Wages (QCEW) online data tool, collected 8/26/09.

Transit Mode Split

The Twin Cities urban area is 12th in the nation among the largest urban areas in terms of transit mode share in traveling to work in 2008. There are several obvious breaks in the following chart that create different "tiers" among the urban areas. If the top five urban areas are considered "tier I," then the next nine regions with transit mode shares over 5% would be the "tier II" urban areas. The Minneapolis/St. Paul region would fall into the bottom third of the "tier II" urban areas.

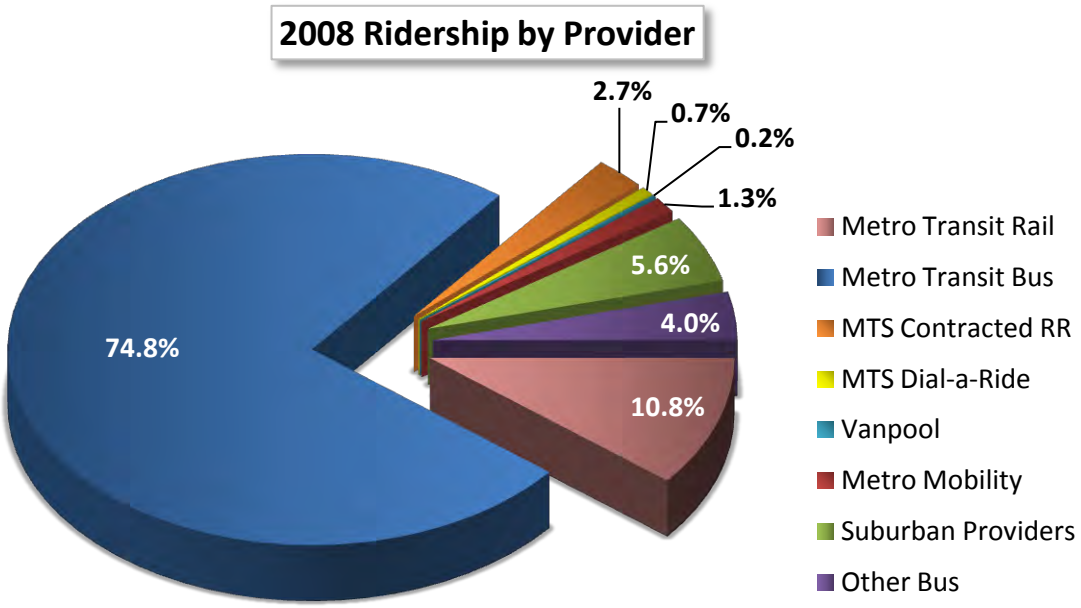


Chapter 4. Regional Transit Ridership and Operating Statistics

This chapter provides information on regional transit ridership and operating statistics. The statistics are grouped by the various service providers described in Chapter 2.

Summary of Transit System Statistics

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



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

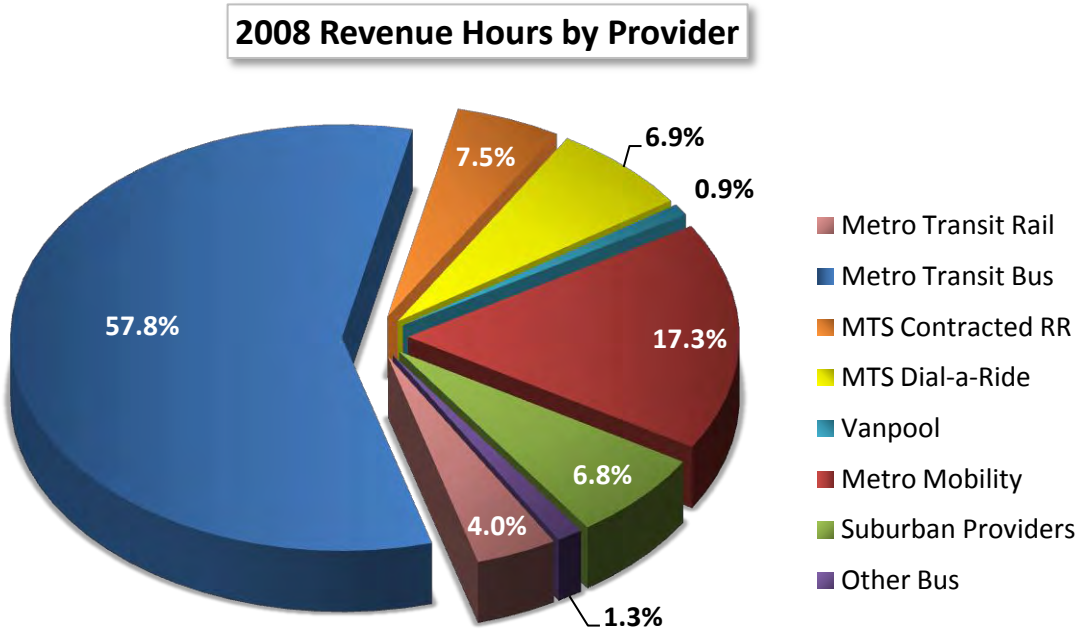


Table 4-1. 2008 Regional Transit Operating Statistics, by Provider

System (2008 statistics)	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy Per Passenger	Cost Per Revenue Hour
Metropolitan Council – Directly Operated[1]						
Metro Transit Bus	$226,330,000	$69,540,000	70,852,000	1,971,000	$2.21	$123.81
Metro Transit Rail	$23,700,000	$8,990,000	10,222,000	134,800	$1.44	$175.82
Metro Transit Subtotal	**$250,030,000**	**$78,530,000**	**81,074,000**	**2,105,800**	**$2.12**	**$127.38**
Metropolitan Council – MTS Contracted						
Metro Mobility	$31,196,000	$3,950,000	1,221,000	591,500	$22.31	$52.74
Contracted RR	$11,520,000	$2,750,000	2,540,000	174,500	$3.40	$66.02
Dial-a-Ride	$12,985,000	$1,570,000	663,000	234,400	$17.22	$55.40
Vanpool	$1,350,000	$736,000	209,800	29,800	$2.93	$45.30
MTS Subtotal	**$57,051,000**	**$9,006,000**	**4,633,800**	**1,030,200**	**$10.37**	**$55.38**
Non-Metro Council Providers						
Suburban Providers	$32,900,000	$10,860,000	5,252,700	229,200	$4.28	$144.15
Northstar Commuter	$880,000	$581,000	169,000	3,500	$1.77	$251.43
Ramsey Star	$350,000	$141,000	56,000	1,400	$3.73	$250.00
University of Minn.	$4,690,000	$0	3,551,000	38,400	$1.32	$122.14
Regional Total	**$345,901,000**	**$99,118,000**	**94,736,500**	**3,408,500**	**$2.61**	**$105.97**

Table 4-2. 2008 Regional Transit Operating Statistics, by Mode/Type

System (2008 statistics)	Operating Cost	Fare Revenue	Passengers	Revenue Hours	Subsidy/ Passenger	Cost / Rev. Hour	Fare Recov.	Pass. / Rev. Hr.
Urban Local	$188,250,000	$51,461,000	63,009,000	1,685,500	$2.17	$111.64	27.3%	37.4
Suburban Local	$25,238,000	$3,867,000	4,290,300	281,400	$4.98	$89.69	15.3%	15.2
Express	$58,922,000	$27,333,000	12,713,400	365,800	$2.48	$161.08	46.4%	34.8
Bus Subtotal	**$272,370,000**	**$82,661,000**	**80,012,700**	**2,333,000**	**$2.37**	**$116.75**	**30.4%**	**34.3**
Light Rail	$23,700,000	$8,990,000	10,222,000	134,800	$1.44	$175.82	37.9%	75.8
Dial-a-Ride	$45,701,000	$5,643,000	1,971,000	856,000	$20.29	$53.39	12.4%	2.3
Other	$4,130,000	$1,824,000	2,530,800	84,800	-	-	-	-
Regional Total	**$345,901,000**	**$99,118,000**	**94,736,500**	**3,408,600**	**$2.60**	**$101.48**	**28.7%**	**27.8**

Ridership

[1] Metro Transit also carries certain regional costs such as the cost of selling fare media, distribution of schedules and other regionwide costs.

Ridership in the region increased 20% between 1996 and 2001 due to increased funding, service redesign, customer service education and a strong economy, but there was a significant decline in ridership in 2004, when a Metro Transit driver strike occurred. The addition of light rail in mid-2004 and changes in the economy (growth and higher gas prices) have led to significant ridership increases since then, despite minimal funding increases and some service reductions. As of 2008, ridership continues to climb, reaching just under 95 million riders.

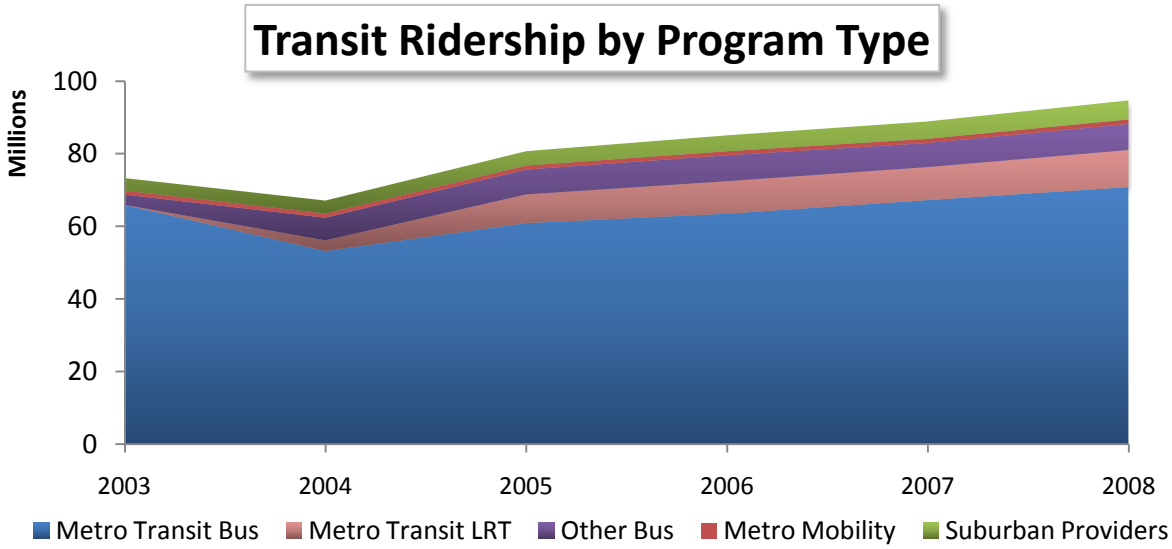


Table 4-3. Regional Transit Ridership, 2003-2008

	2003	2004	2005	2006	2007	2008
Metro Transit Bus[2]	65,956,000	53,224,000	60,933,000	63,517,000	67,270,000	70,852,000
Metro Transit Rail	-	2,940,000	7,900,000	8,960,000	9,100,000	10,222,000
Suburban Transit Providers	3,430,000	3,574,000	3,953,000	4,377,000	4,786,000	5,252,700
MTS Contracted Regular Route	1,915,000	1,727,000	2,056,000	2,439,000	2,294,000	2,540,000
MTS Dial-a-Ride	670,000	666,000	664,000	672,000	692,000	663,000
Metro Mobility / ADA	1,118,000	1,154,000	1,105,000	1,111,000	1,163,000	1,221,000
Vanpool	102,900	130,700	149,900	157,500	176,300	209,800
Subtotal	**73,191,900**	**63,415,700**	**76,760,900**	**81,233,500**	**85,481,300**	**90,960,500**
NCDA	144,300	174,200	180,200	181,900	188,000	225,000
University of Minnesota	-	3,553,000	3,801,000	3,688,000	3,273,000	3,551,000
Regional Total	**73,336,200**	**67,142,900**	**80,742,100**	**85,103,400**	**88,942,300**	**94,736,500**

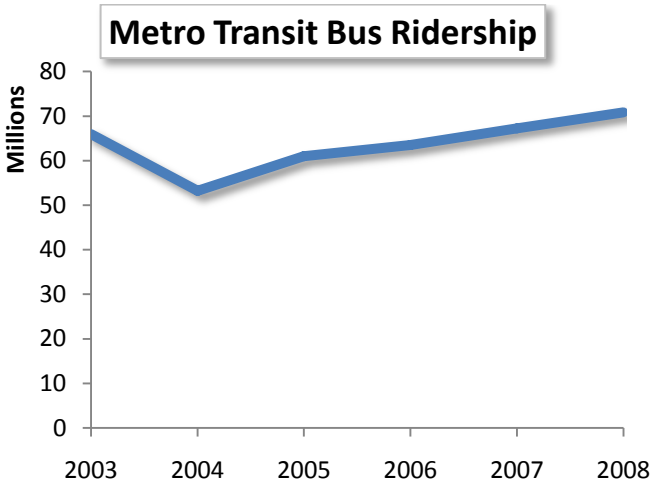
Ridership, by Program

[2] Metro Transit provides service under contract to some Suburban Transit Providers. These statistics are reported ONLY under Suburban Transit Provider statistics in this section.

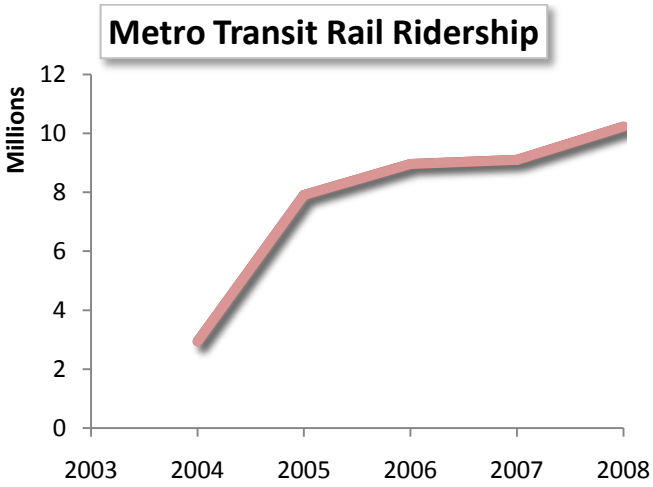
Metro Transit Bus

From 2002 to 2005, Metro Transit Bus had seen a 10.4% decrease in ridership. This was due to a combination of factors: decreased funding, fare increases, service reductions, a drivers' strike in 2004, the economic downturn, and rider transitions to light rail.

However, from 2005 to 2008, ridership has increased by 16.3% as the economy recovered and gas prices increased. The opening of light rail also provided bus ridership with an additional transit link. In 2008, bus ridership topped 70 million for the first time since 2001.



Metro Transit Rail

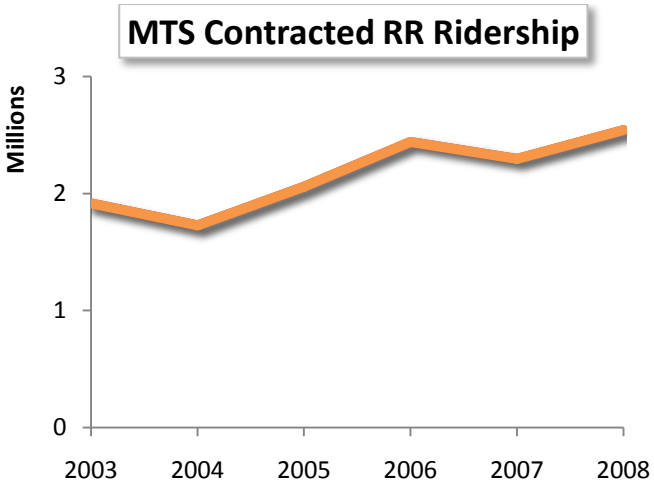


The Hiawatha light rail partially opened on June 26, 2004, and was fully operational by December 4, 2004. During its first full year of operation, the line carried 7.90 million trips. Since then, the Hiawatha light rail ridership has increased 22.7% to reach an annual ridership of over 10 million in 2008.

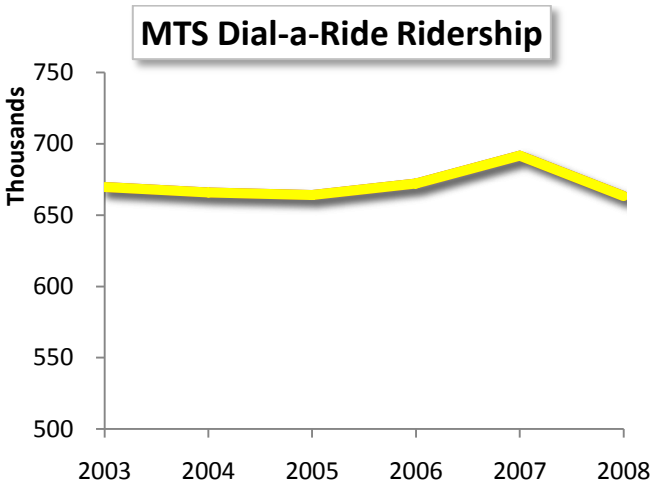
The Hiawatha light rail carried approximately one of every eight passengers on Metro Transit's system in 2008 and carried nearly twice as many riders as the next highest route in the regional transit system.

Contracted Regular Routes (RR)

Contracted routes are modified on an ongoing basis to provide the most efficient and demand-appropriate services. Service efficiency has increased significantly in recent years and ridership has been a strong indication. Since 2003, contracted routes have experienced a 33% increase in ridership and growth was 11% in the last year.



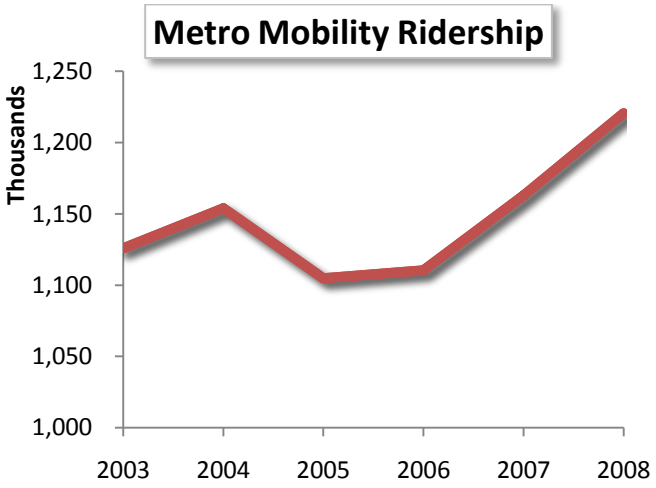
Dial-a-Ride Programs



Ridership on dial-a-ride services is controlled in large part by the number of service hours delivered. MTS dial-a-ride programs include a variety of services ranging from county-based rural programs providing both ADA and general public rides to community-based dial-a-ride programs administered by local communities but funded, in part, by the Metropolitan Council. Some dial-a-ride programs are also privately contracted by MTS and in 2010, all dial-a-ride programs will transition to county-wide programs to more efficiently utilize dial-a-ride funding by eliminating duplication with regular routes.

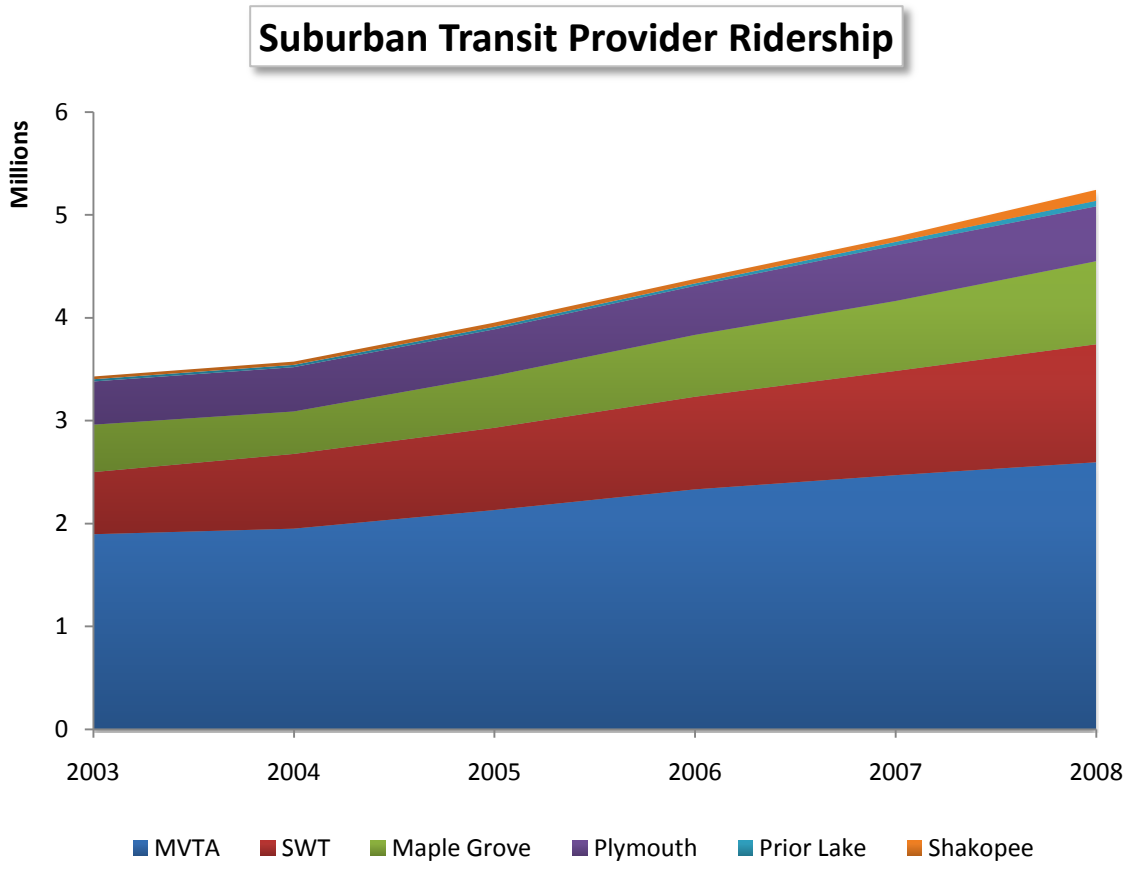
Metro Mobility

Metro Mobility (the region's mandated ADA program) ridership has fluctuated between 1.13 and 1.22 million trips between 2003 and 2008. The modest ridership decrease in 2005 and 2006 was due to implementation of a more thorough ADA certification process. Since then, ridership has been increasing steadily. The denial rate for rides was under 0.5% for 2006. Under federal requirements, the program must seek to have a 0% denial rate. Recent clarification by the FTA regarding ADA regulations prohibits the Council from denying any ADA trip requests.



Suburban Transit Providers

Suburban Transit Provider communities have been serving the fast-growing suburban commuter markets in areas that have become increasingly congested. In addition, significant investments have been made in transit amenities such as park-and-rides, bus-only shoulders, and ramp-meter bypasses. Some of the largest regional transit stations built in recent years are in these communities. This has resulted in a ridership increase of 54% between 2003 and 2008 (doubled since 1998). In just the last three years, these communities have seen their ridership grow by 32%, helped significantly by the opening of several large transit centers. Each suburban provider has seen its ridership increase by at least 27% since 2003. Minnesota Valley Transit Authority (MVTA) has experienced the largest growth with nearly 700,000 more riders in 2008 than 2003. SouthWest Transit (SWT) has grown by more than 543,000, or 90%, in the same period. Shakopee has seen the largest percentage growth (298%) in the last six years.


Suburban Transit Provider Ridership
Millions
6
5
4
3
2
1
0
2003
2004
2005
2006
2007
2008
MVTA
SWT
Maple Grove
Plymouth
Prior Lake
Shakopee

Revenue Hours and Revenue Miles

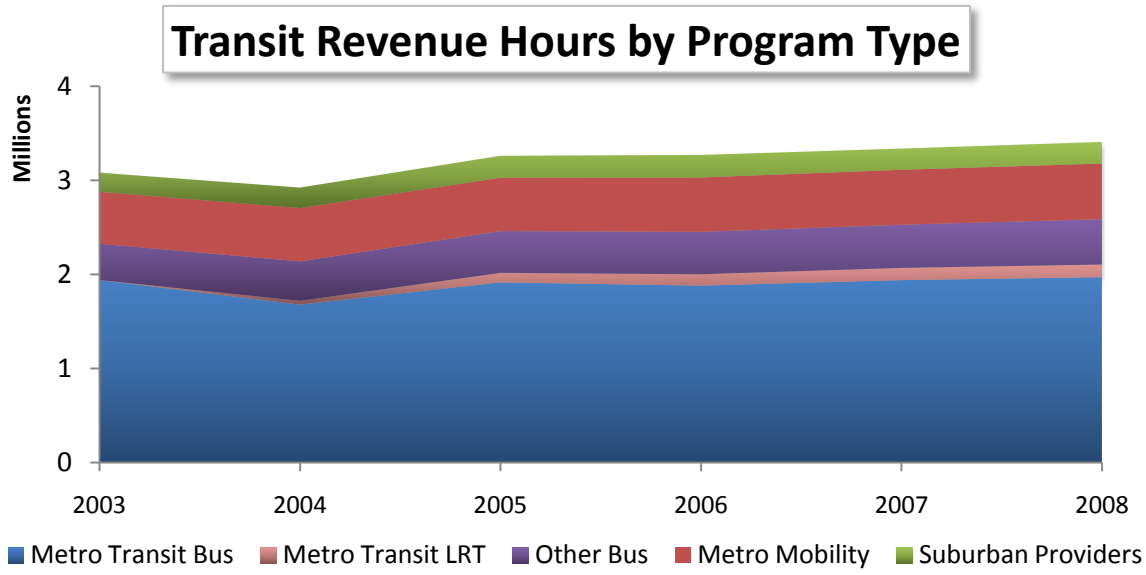


Table 4-4. Regional Transit Revenue Hours, 2003-2008

	2003	2004	2005	2006	2007	2008
Metro Transit Bus[3]	1,941,000	1,680,000	1,916,000	1,881,000	1,940,000	1,971,000
Metro Transit Rail	-	39,500	100,900	121,300	130,000	134,800
Suburban Transit Providers	203,300	217,600	233,500	239,800	225,400	229,200
MTS Contracted Regular Route	162,900	153,500	163,200	161,800	156,500	174,500
MTS Dial-a-Ride	201,900	205,700	216,900	224,600	234,600	234,400
Metro Mobility / ADA	552,200	566,600	567,200	577,600	583,600	591,500
Vanpool	16,200	19,500	22,800	23,800	27,300	29,800
Subtotal	**3,077,500**	**2,882,400**	**3,220,500**	**3,229,900**	**3,297,400**	**3,365,200**
NCDA	4,800	4,800	3,600	3,500	4,700	4,900
University of Minnesota	-	36,300	37,300	37,000	35,800	38,400
Regional Total	**3,082,300**	**2,923,500**	**3,261,400**	**3,270,400**	**3,337,900**	**3,408,500**

[3] Metro Transit provides service under contract to some Suburban Transit Providers. These statistics are reported ONLY under Suburban Transit Provider statistics in this section.

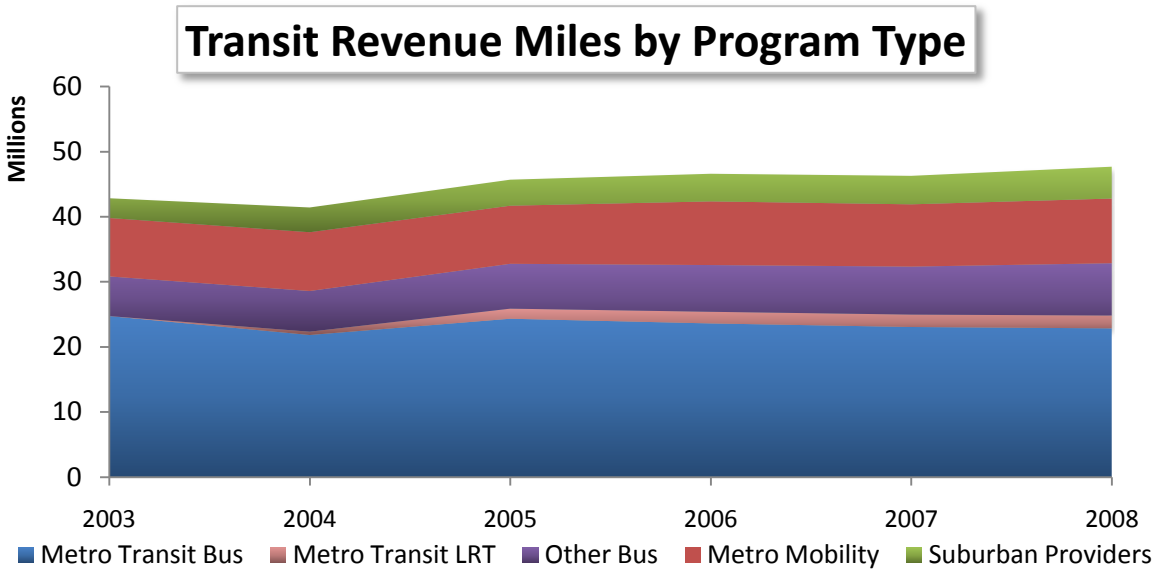


Table 4-5. Regional Transit Revenue Miles, 2003-2008

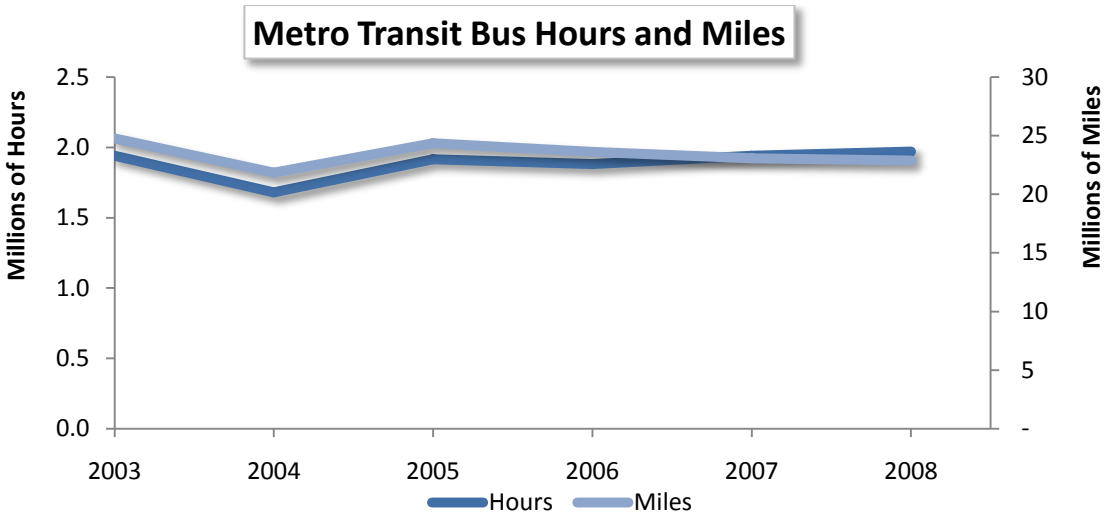
	2003	2004	2005	2006	2007	2008
Metro Transit Bus[4]	24,750,000	21,840,000	24,340,000	23,620,000	23,070,000	22,860,000
Metro Transit Rail	-	510,000	1,547,000	1,785,000	1,904,000	1,970,000
Suburban Transit Providers	3,027,000	3,801,000	3,997,000	4,242,000	4,375,000	4,891,000
MTS Contracted Regular Route	2,379,000	2,156,000	2,243,000	2,337,000	2,252,000	2,636,000
MTS Dial-a-Ride	2,893,000	2,679,000	3,090,000	3,240,000	3,315,000	3,444,000
Metro Mobility / ADA	8,977,000	9,030,000	8,923,000	9,780,000	9,563,000	9,933,000
Vanpool	692,000	831,000	953,000	1,004,000	1,125,000	1,248,000
Subtotal	**42,718,000**	**40,847,000**	**45,093,000**	**46,008,000**	**45,604,000**	**46,982,000**
NCDA	125,000	126,000	138,000	136,000	184,000	190,000
University of Minnesota	-	455,000	465,000	461,000	498,000	518,000
Regional Total	**42,843,000**	**41,428,000**	**45,696,000**	**46,605,000**	**46,286,00**	**47,690,000**

[4] Metro Transit provides service under contract to some Suburban Transit Providers. These statistics are reported ONLY under Suburban Transit Provider statistics in this section.

Revenue Hours and Revenue Miles, by Program

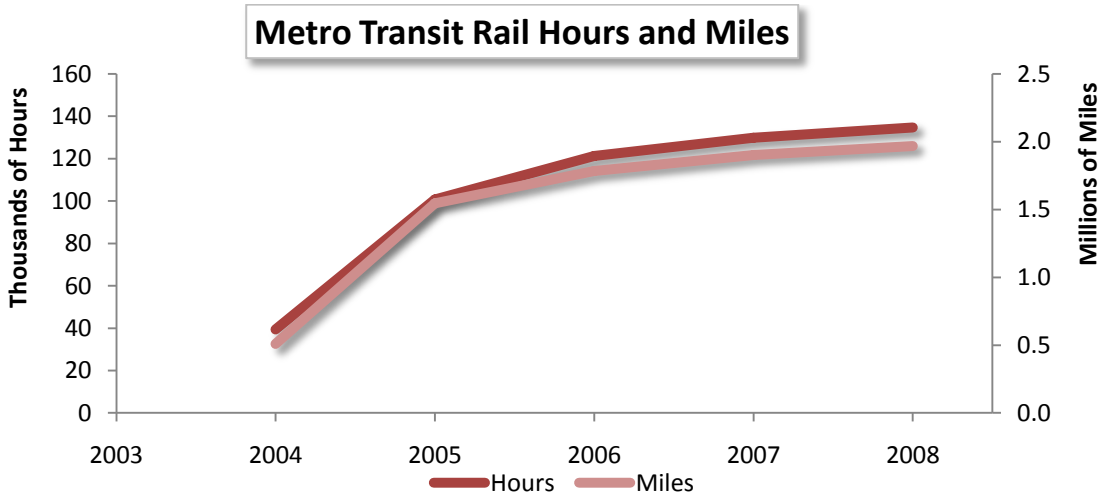
Metro Transit Bus

Over the last six years, Metro Transit bus has seen the number of revenue hours and miles reduced due to several factors including service reductions, a drivers' strike in 2004, economic downturn, and the opening of light rail. The bus drivers' strike and the economic downturn both reduced revenue hours during the first half of the decade. In 2008, revenue hours returned to 2002 level. With the opening of the Hiawatha light rail, there was a reduction in certain parallel routes, which has kept bus revenue hours from increasing.



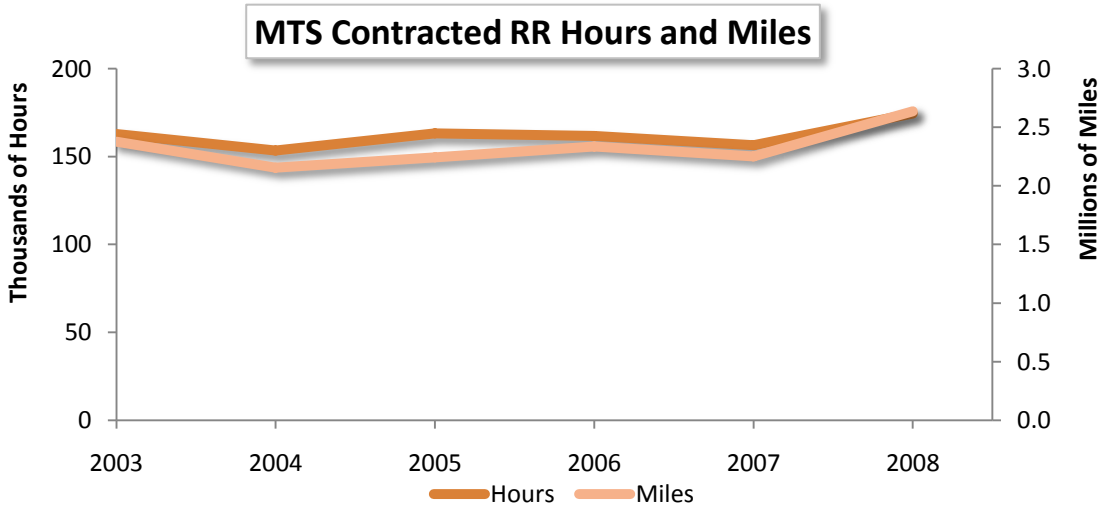
Metro Transit Rail

Since the Hiawatha light rail's first full year in operation, the line has been increasing the amount of revenue hours and miles it operates. As the line has become more popular, there has been a need to increase service frequency, which has lead to an increase in revenue hours and miles. From its first full year of operation in 2005, the line saw an increase in revenue hours by 33%. The trend of revenue miles has largely mirrored the trend of revenue hours. Revenue miles have increased by 27.9%, reaching 1.9 million by 2008.



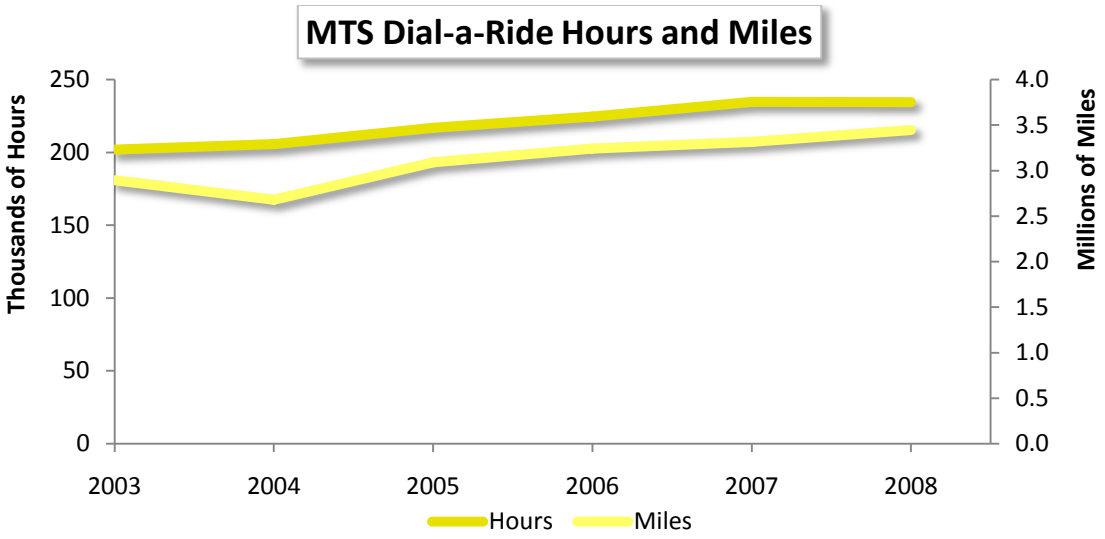
Contracted Routes

Contracted Routes saw a major increase in revenue hours and miles during 2008. Contracted Routes revenue hours and miles fluctuate due to the changes in routes and frequencies based on service demand. Many existing contracted service routes expanded the service and the frequency offered in 2008. The Forest Lake/Columbus express service saw its first full year of service. In addition, Bloomington/Edina lines expanded its service and frequency by nearly 12,000 revenue hours and 167,000 revenue miles and some reverse commute service was added throughout the region.



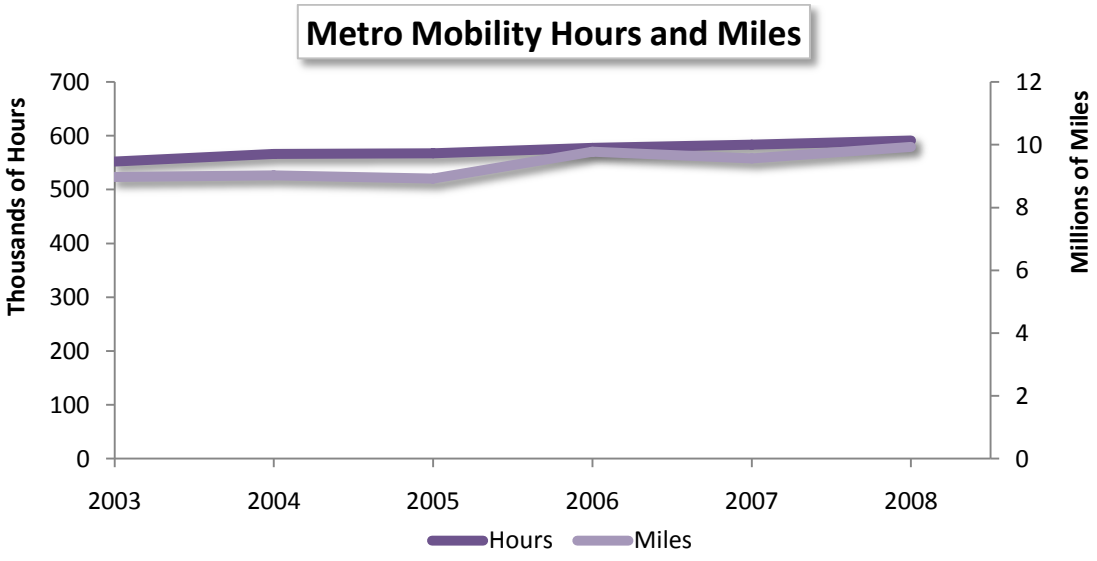
Community-Based Programs

Historically, community-based programs, which offer dial-a-ride services, have seen revenue hours and miles fluctuate as demand for their services fluctuate. Revenue hours have remained relatively level while revenue miles dropped in 2004 partially due to the bus drivers' strike. There have been no major changes in the providers of dial-a-rides services since the PRISM, Edina, and Minnetonka programs were introduced at the beginning of the decade.



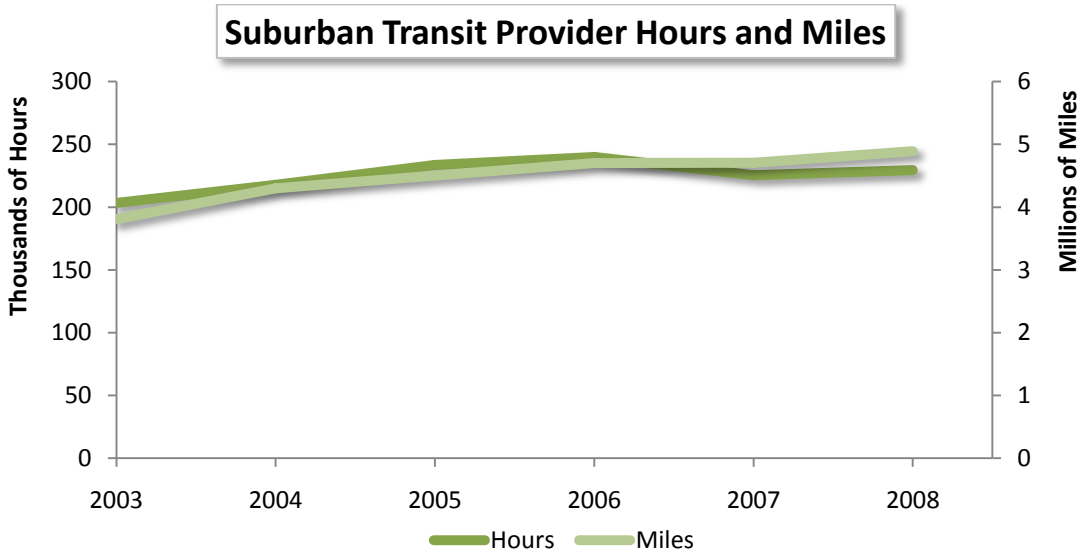
Metro Mobility

Metro Mobility has seen increases in both revenue hours and miles. Metro Mobility has seen an increase in its annual revenue hours by nearly 10% over the past six years. Revenue miles have also followed a similar trend increasing by over 16% over the same period. This is caused in part by increased demand, longer trips, and trying to reduce trip denials for the Metro Mobility service to zero over the past six years.



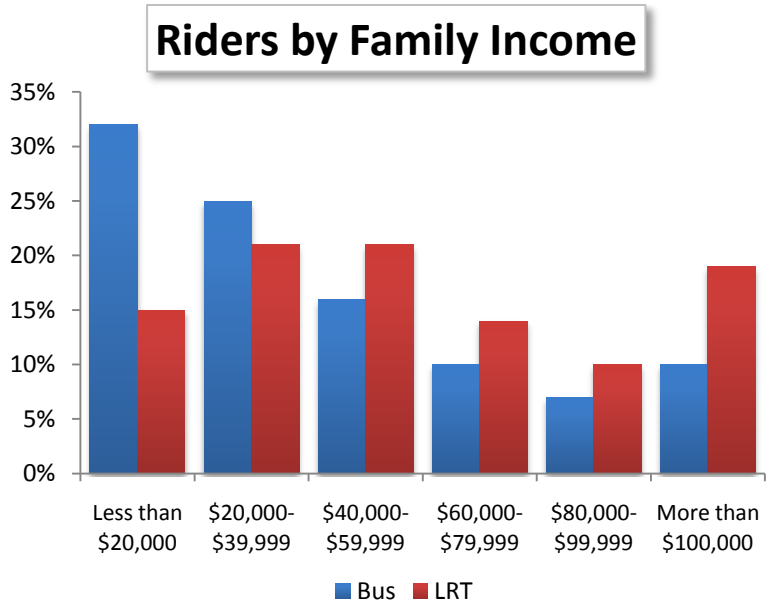
Suburban Transit Providers

As the southern and western suburbs have been growing, Suburban Transit Providers have been increasing services offered. Over the past six years, the amount of revenue hours has increased by over 14%. All of the Suburban Transit Providers have seen their revenue hours increase except Plymouth. SouthWest Transit has experienced the greatest increase in revenue hours having increased by over 60% in the past seven years. Minnesota Valley Transit Authority has also seen an increase in revenue hours, although not as large as SouthWest's increase. MVTA has increased by 17% over the past seven years. Suburban Transit Providers have seen large increases in revenue miles as well. Revenue miles have increased by nearly 62% since 2003. In addition, most of the individual providers have also seen large increases. Maple Grove's revenue miles have increased the most, by 36%. Prior Lake, MVTA, and SouthWest Transit have all seen increases of at least 20%.



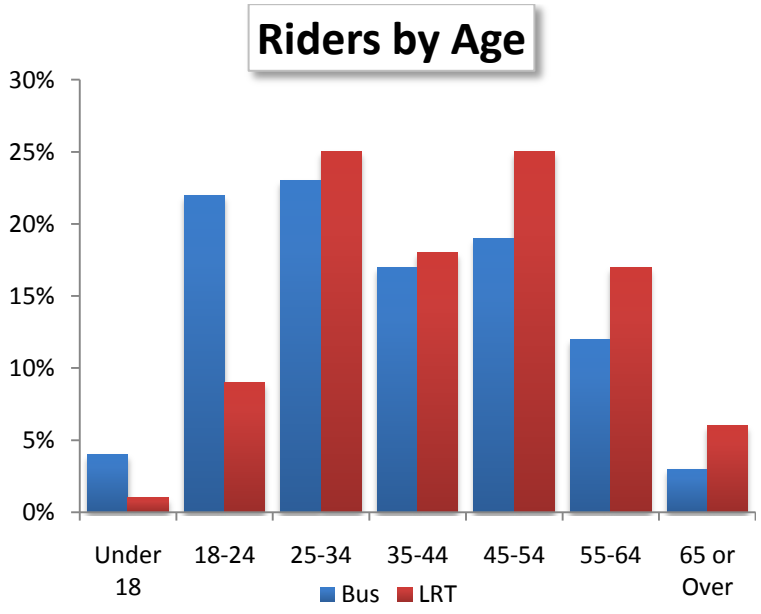
Metro Transit Rider Information

The Metropolitan Council surveys regular-route transit customers biennially to gain an understanding of who transit users are and why they use transit. In fall 2008, a survey was distributed to a statistically significant sample of riders of regular-route transit operated by Metro Transit. The data below does not include either Suburban Transit Providers or contracted regular routes. Beginning in 2005, Metro Transit added rail to its survey and compiled numbers for rail and bus separately.

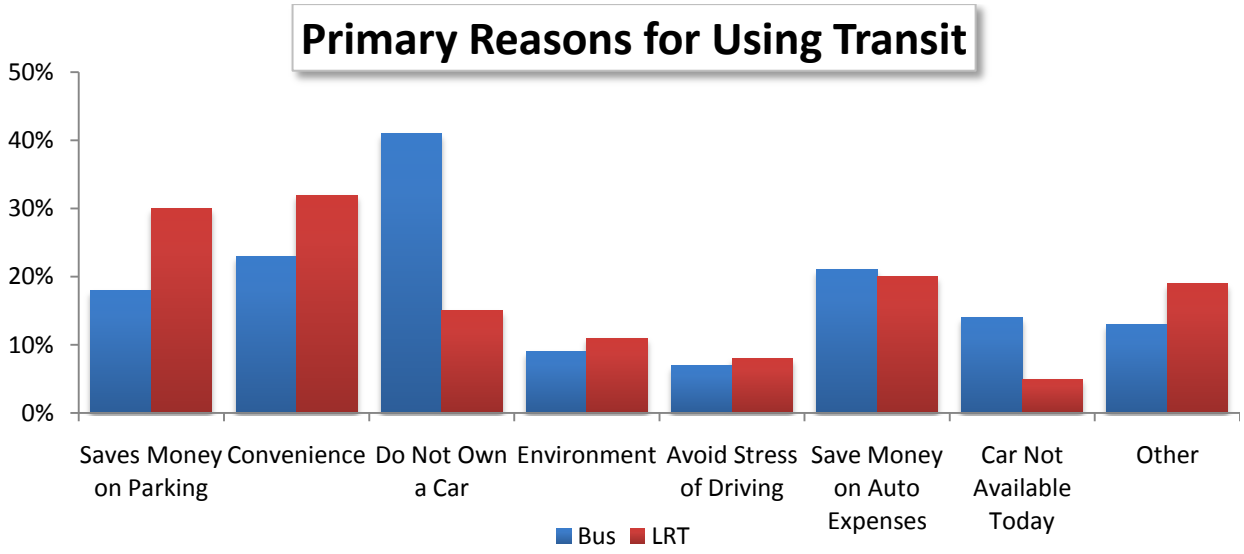


Among the findings:

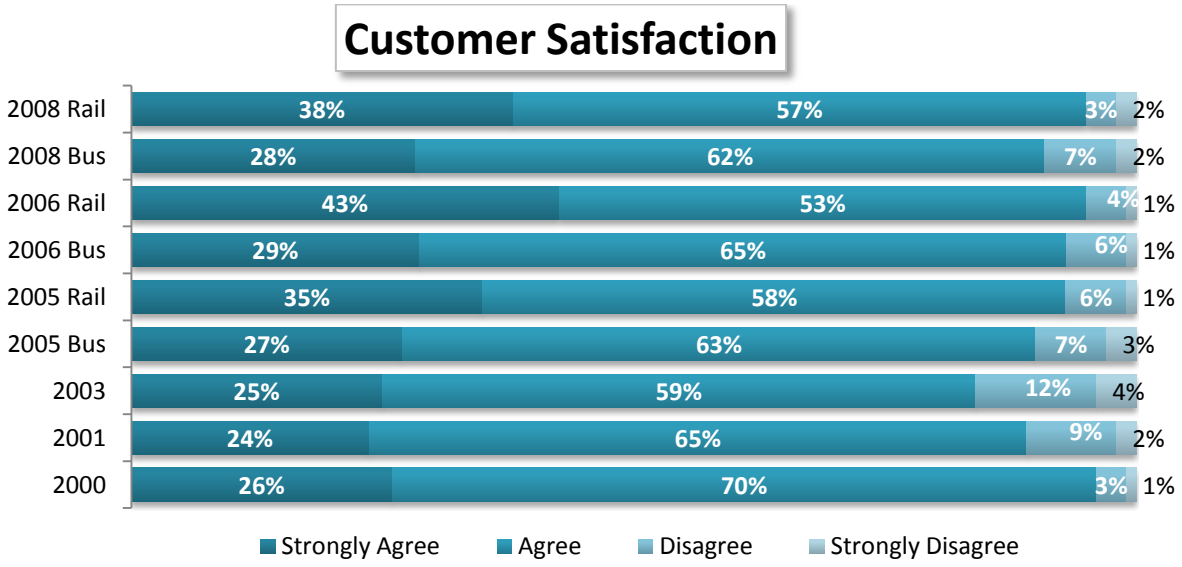
- Transit plays a major role in the economy by bringing people to and from work. The majority of Metro Transit bus riders (62%) and rail riders (74%) are going to or from work. The next highest trip purpose on bus routes (14%) is going to school.
- Most people using transit are frequent riders. 71% of Metro Transit bus riders identified using the bus five or more days a week, while 60% of train users ride five or more days a week.
- 97% of bus riders were riding on a weekday, versus 96% of train riders.
- 74% of bus riders and 71% of train riders reported they usually rode during rush hour.
- More transit riders are female than male.
- Racial and ethnic backgrounds vary between bus and rail. Eighty four percent of rail riders identify themselves as Caucasian, versus 62% of bus riders. Six percent of train riders identify themselves as African-American, versus 23% of bus riders.



- If transit were not available, 50% of riders would have driven alone, while 20% of bus riders would not have been able to make the trip.
- 20% of rail riders and 27% of bus riders pay with cash. The balance of riders use stored value cards, passes or other fare mediums.
- The primary reason bus riders use transit is because they do not own a car (41%). The primary reasons train riders use transit is to benefit from the convenience (31%) and save money on parking (30%).



- Customer satisfaction is high. In 2006, 95% of light rail riders and 90% of bus riders said that they were satisfied overall with Metro Transit service. The results of 2008, 2006 and 2005 indicate a trend towards higher customer satisfaction when compared to the results from 2001 and 2003.



Chapter 5. Peer Region Comparisons

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

Summary

Peer Regions vs. Peer Transit Systems

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

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

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

Appendix A includes an exhaustive list of transit providers for each region that were used for Chapters 5 and 6 of this report. Some of these providers have ceased reporting to the NTD directly, but they did so in previous years used for comparison purposes.

Peer Modes

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

As of 2008, all of the peers except Milwaukee had at least one mode in operation besides bus service.

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

All regions operate some form of bus service. The other modes operated as of the date of these statistics, the end of 2008, are shown in Table 5-2.

Table 5-2. Peer Region Transit Modes

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

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

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

Statistics

Ridership

Annual ridership in the Twin Cities region has seen a dramatic increase in the last two years. Ridership in the Twin Cities area has surpassed 90 million for the first time since 1957. A 44-day transit driver strike in 2004 skewed ridership numbers that year, therefore the most recent four years provide the best trends in overall ridership figures.

Transit ridership in the Twin Cities has grown twice as fast as the peer region average.

Table 5-3. Twin Cities Region Annual Transit Ridership, 2005-2008 NTD

	Twin Cites Region Ridership	Peer Region Ridership (Average)
2005	81,021,762	84,532,155
2006	85,163,336	87,659,090
2007	88,767,752	88,767,752
2008	94,799,300	91,690,500

Twin Cities Ridership Change 05 - 08 (*Actual)*	13,777,538
Twin Cities Ridership Change 05 - 08 *(Percent*)	17.0%
Ridership Change Peer Group 05 – 08 *(Actual)*	7,158,345
Ridership Change Peer Group 05 – 08 *(Percent)*	8.5%

Spending for operating transit in the Twin Cities increased 18.1% between 2005 and 2008 as compared to 23.3% for peer regions. When adjusted for inflation, the real rate of increase for the peer regions was about 12.1%, nearly double the Twin Cities rate of 7.4%.

Peer regions transit spending outpaced the Twin Cities region spending from 2005 to 2008 when adjusted for inflation.

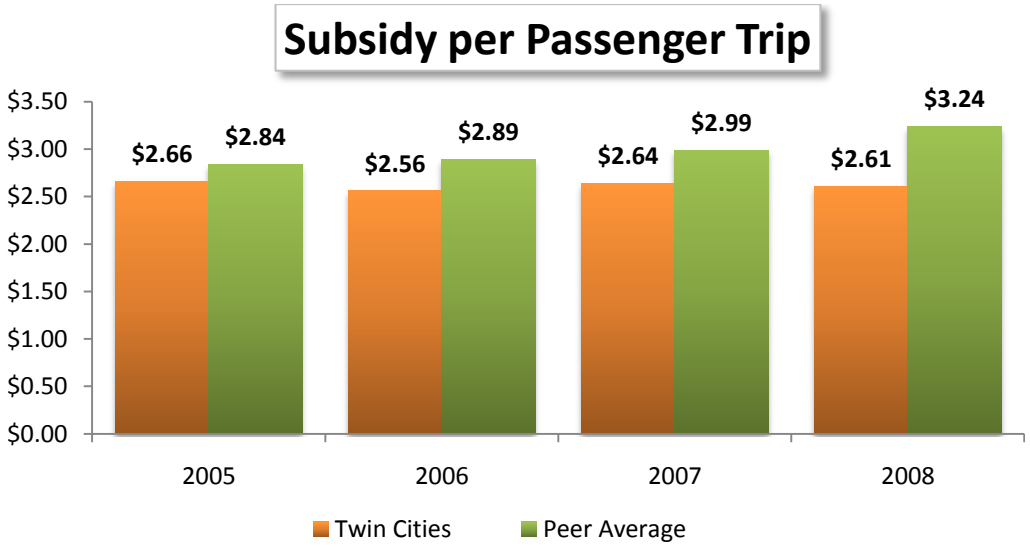
Table 5-4. Twin Cities Region Annual Transit Operating Costs, 2005-2008 NTD

	Actual	Inflation Adjusted
2005	$293,753,084	$293,753,084
2006	$306,413,388	$297,488,726
2007	$325,944,116	$307,494,449
2008	$346,876,500	$315,342,273
Percent Change 2005-2008		
Twin Cities	18.1%	7.4%
Average 11 Peer Regions	23.3%	12.1%
Average Annual Percent Change 2005-2008		
Twin Cities	5.7%	2.4%
Average 11 Peer Regions	7.3%	3.9%

Inflation adjustment reflects 2005 dollars using, *General freight trucking, local PPI Measure*

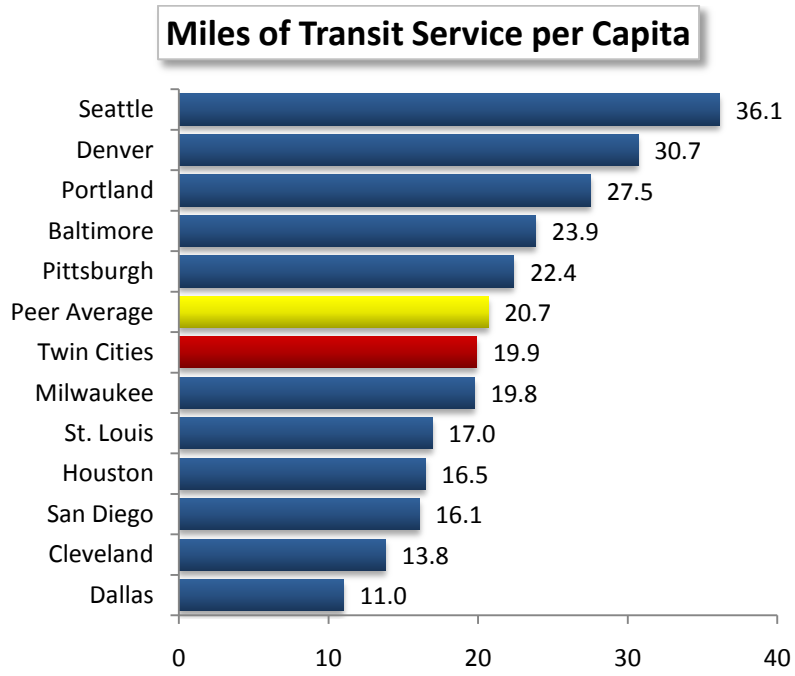
The measure *net government cost per passenger*, or subsidy, is the cost made up by government subsidies after user revenues are deducted. The source of this funding is a combination of federal, state, and local tax revenues as well as other revenues such as advertising. The Twin Cities net subsidy per passenger decreased slightly (by $0.05) while the peer region subsidy increased dramatically, reaching an average of $3.24. That is a $0.40 or 14.1% increase over the 2005 subsidy per passenger. In 2008, the Twin Cities subsidy per passenger was 24.1% below that of peer regions.

The region's subsidy per passenger decreased slightly over the last four years and continues to remain significantly lower than comparable regions.



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

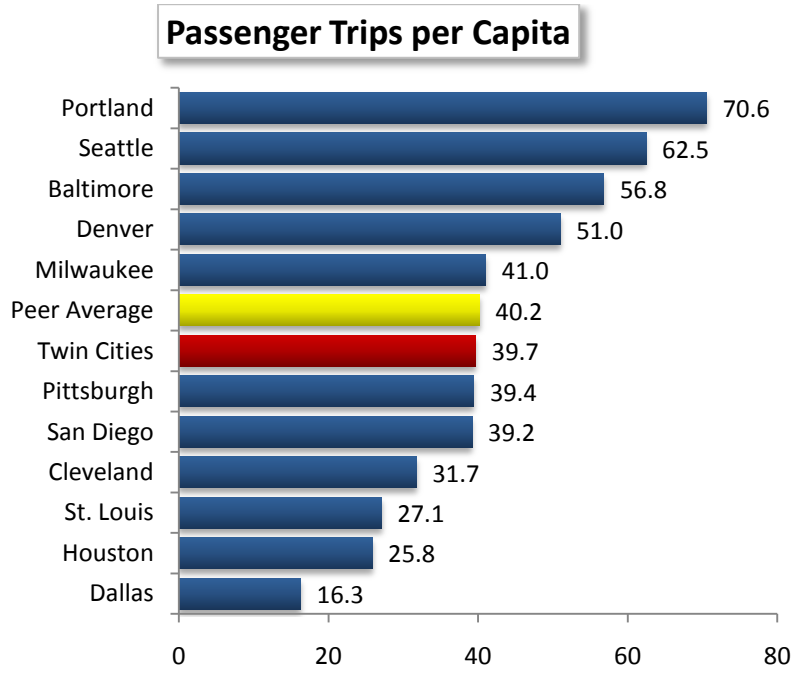
The number of miles of transit service provided in the Twin Cities is just below the peer average of regions. This is consistent with the level of funding provided for transit in the Twin Cities area.



2008 NTD Regional Figures – Population is 2000 urbanized population

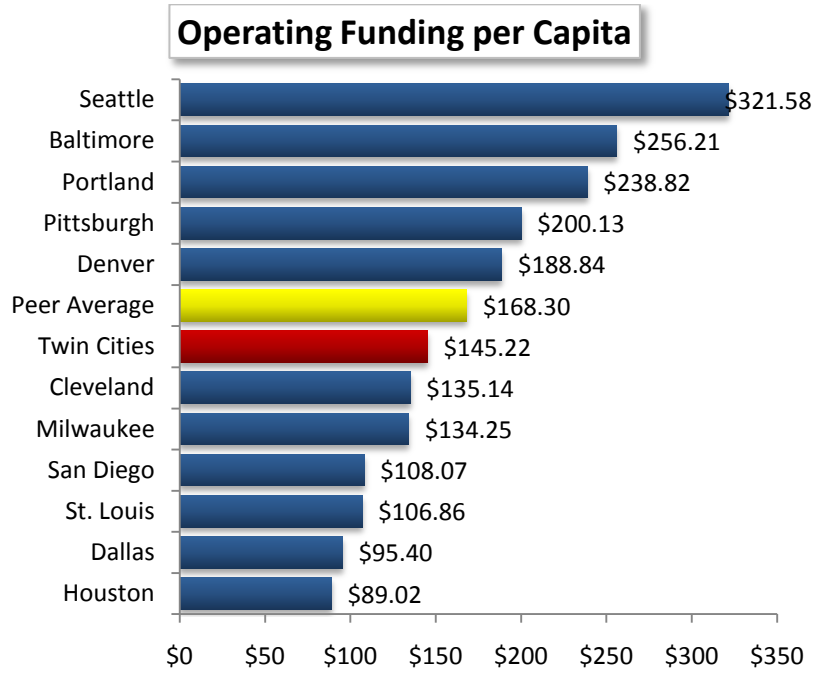
The Twin Cities area has slightly fewer rides per capita than the peer region average.

In 2008, the Twin Cities provided nearly 40 transit rides for every person in the region. This was 1.2% less than the peer average but 43.8% less than Portland, which has the highest ridership rate of any peer region. This is due to a number of factors. The availability of transit in the Twin Cities is less (see above graph). In addition, a larger-than-typical portion of the operating cost is recovered through fares, giving an economic disincentive to riders. The Twin Cities also has two downtowns to serve and, therefore, jobs are split between two locations rather than focused on one traditional downtown.



2008 NTD Regional Figures – Population is 2000 urbanized population

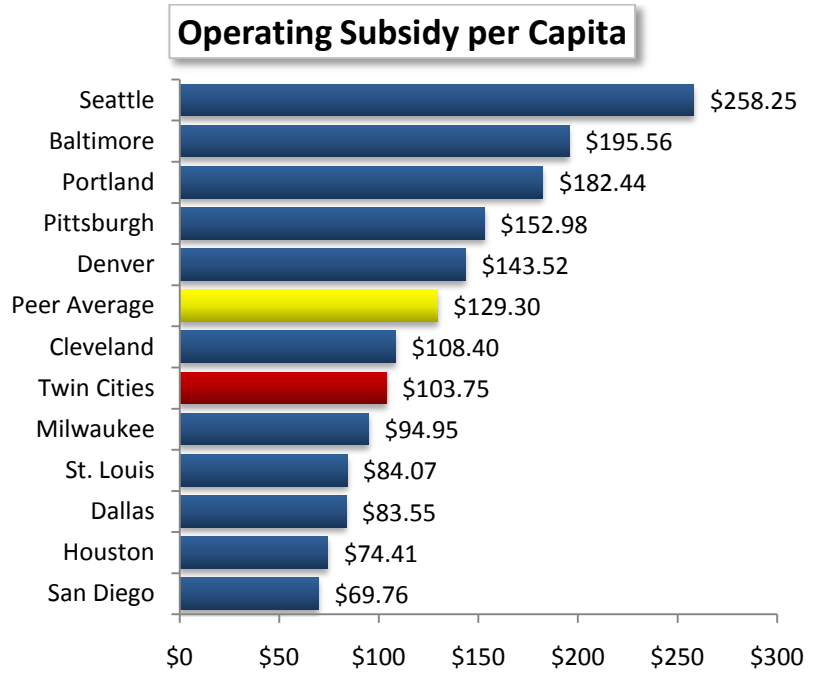
Overall, transit-operating funding is lower in the Twin Cities area than in other regions.



2008 NTD Regional Figures – Population is 2000 urbanized population

The overall level of transit funding determines how much transit service can be provided. The Twin Cities area provided $145 per capita for transit service in 2008. This is compared to a peer average of $168, or 15.9% more transit funding. The addition of light rail has increased this number in the Twin Cities in recent years. Seattle spends $322, more than twice as much funding for transit as the Twin Cities region. Some regions, such as San Diego, provide more contracted service that has lower labor rates.

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



2008 NTD Regional Figures – Population is 2000 urbanized population

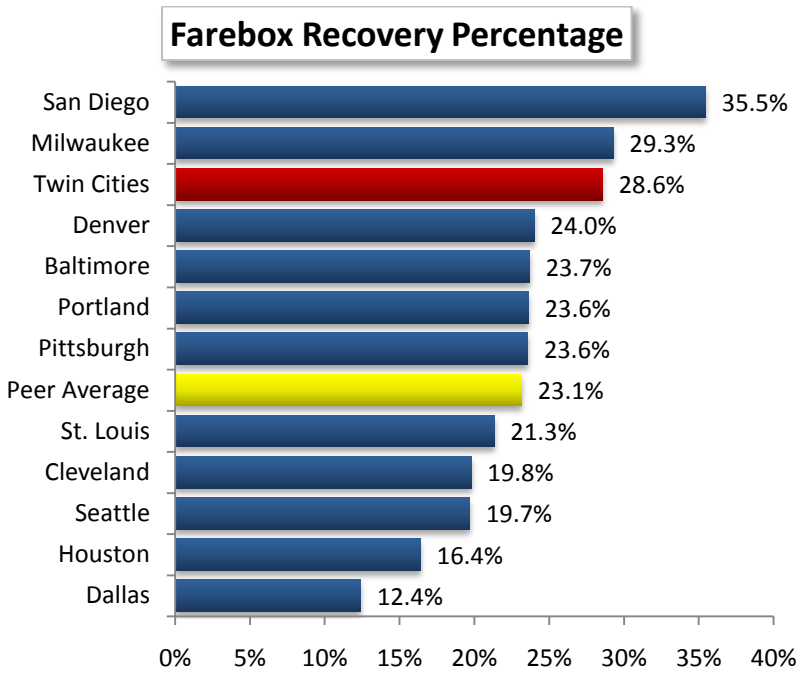
Subsidy is calculated by taking the total cost of service and subtracting passenger fares. Subsidy can include state and local subsidies, federal grants, interest earnings, lease earnings, and other self-generated funds

The amount of subsidy provided for transit is below average in the Twin Cities area when compared to the peer regions. The Twin Cities

provides a subsidy of $104 per capita for transit. The peer average is $129, about 24% more than the amount provided in the Twin Cities. At a subsidy of $258 per capita, Seattle provides over twice as much per capita.

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

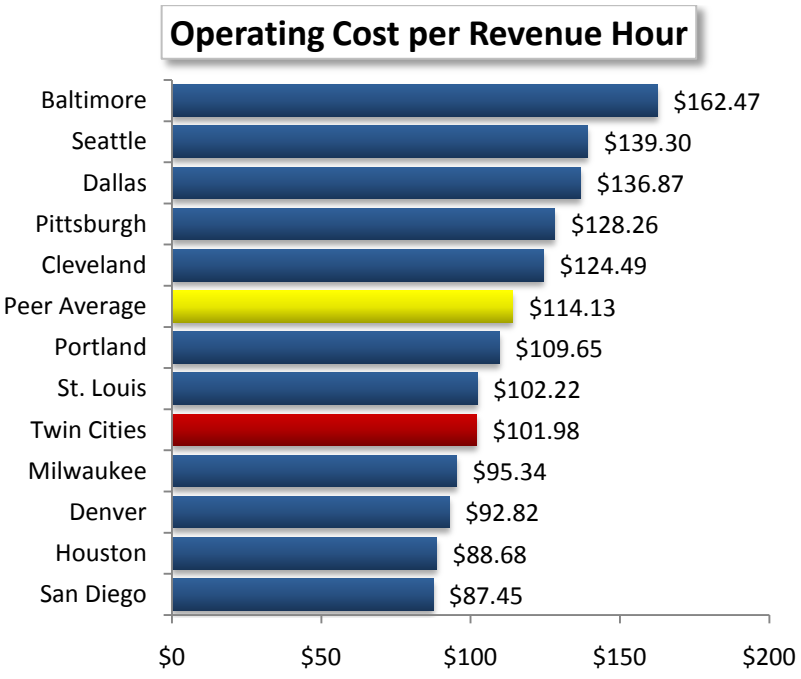
The region ranks third in the peer group in terms of farebox recovery—the percentage of operating costs covered by passenger fares. Fares paid by the region's transit riders cover 28.6% of transit operating costs compared to only 23.1% at the average region in the peer group. Farebox recovery rates for the Twin Cities dropped to a low of 23.8% in 2004, partly due to a transit driver strike. The farebox recovery rate recently increased to 26.7% in 2005 and 28.0% in 2007 with the addition of light rail and ridership increases.



2008 NTD Regional Figures – Population is 2000 urbanized population

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

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



2008 NTD Regional Figures – Population is 2000 urbanized population

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

2008 NTD Regional Figures – Population is 2000 urbanized population

Peer regions provide considerably more funding per capita than the Twin Cities. Over a five-year period, the peer average was 46% higher than the Twin Cities' average, even though this was the period during which Hiawatha light rail was built. Some other regions are building more transit, providing more transit, and creating fewer disincentives through fares. Seattle provided over three times more funding per capita for transit projects and operations than the Twin Cities.

Funding

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

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

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

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

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

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

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

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

[1] Phoenix, AZ, is not included in the peer region service analysis because its light rail service only became operational in late 2008. It will be included in future peer region analyses.

Chapter 6. Peer Agency Modal Analysis

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

Use of Peer Group Comparisons

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

- The institutional arrangements for delivering transit services differ among the comparable regions. Therefore, the proportion of the total regional transit services provided by the reporting system may vary. The relationships between agencies in the region can also affect reporting statistics. For example, in the Twin Cities area, other agencies provide smaller-bus transit service; Metro Transit only provides service only with 40-foot and larger buses.

- The extent of the service area compared to the urbanized area differs. While some transit services operate beyond the boundaries of their census-defined urbanized area, others service only a portion.

- The use of private contractors to provide transit service differs among regions. This can affect the mix of relatively low-cost local and high-cost express service operated by the regions.

Metro Transit Peer Agency Comparisons

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

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

- Baltimore: Maryland Transit Administration (MTA); bus and light rail
- Cleveland: Greater Cleveland Regional Transit Authority (RTA); bus and light rail
- Dallas: Dallas Area Rapid Transit (DART); bus and light rail

- Denver: Regional Transportation District (RTD); bus and light rail
- Houston: Metropolitan Transit Authority of Harris County (Metro); bus and light rail
- Pittsburgh: Port Authority of Allegheny County (PAT); bus and light rail
- Portland: Tri-County Metropolitan Transit Authority (Tri-Met); bus and light rail
- Seattle: King County Department of Transportation (Metro); bus only
- St. Louis: Bi-State Development Agency (METRO); light rail only
- San Diego: San Diego Trolley; light rail only

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

Metro Transit Bus Peer Group Characteristics

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

Table 6-1. 2008 Demographic Characteristics of Metro Transit Bus Peer Group

Measure	Metro Transit	Eight-Peer Group Avg.	Percent of Peer Avg.	Rank Among 9 (1 = Highest)
Service Area (2008 NTD)				
Population	1,761,308	2,009,479	88%	6
Area (Sq. Miles)	589	1,255	47%	7
Population Density	2,990	1,601	187%	3

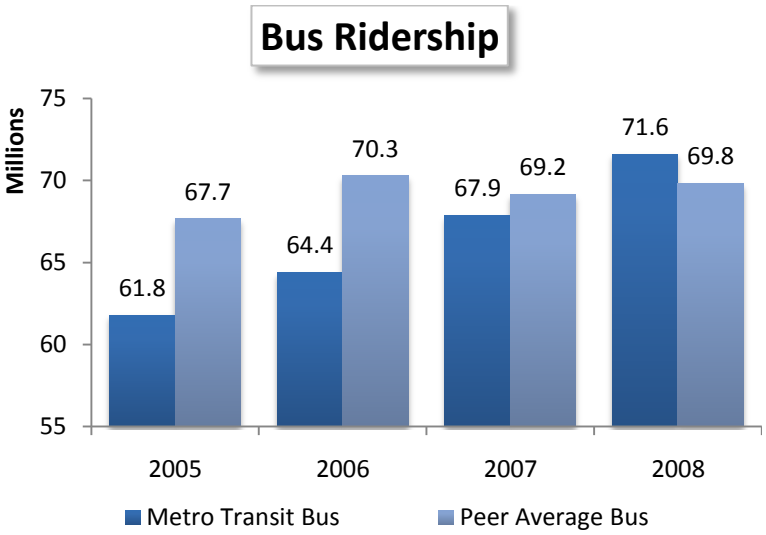
Table 6-2. 2008 Operating Characteristics of Metro Transit Bus Peer Group

Per 2008 NTD Measure	Metro Transit Bus	Eight-Peer Group Avg.	Peer Minimum	Peer Maximum
Passengers	71,614,100	69,827,938	44,752,300	97,091,100
Operating Expense	$229,035,300	$274,269,075	$178,474,200	$422,229,300
Fare Revenue	$73,238,600	$57,566,420	$30,948,254	$96,456,346
Peak Vehicles	747	735	532	1,027
Revenue Hours	1,986,900	2,175,438	1,554,700	2,823,400
Revenue Miles	23,279,400	28,385,800	18,665,000	39,620,300
Peak-to-Base Ratio	2.49	1.96	1.44	2.60

This summary illustrates a few characteristics of the Metro Transit bus system relative to peer systems. Metro Transit provides less bus service and focuses its service more on the peak period. Metro Transit Bus also collects more fare revenue than the peer systems, a reflection of the fare structure. Metro Transit Bus has seen a steady increase in ridership because of high fuel prices and efforts by the agency to promote ridership. The following analysis will explain how service has changed over the last four years and the efficiency of the Metro Transit bus service relative to peer agency systems.

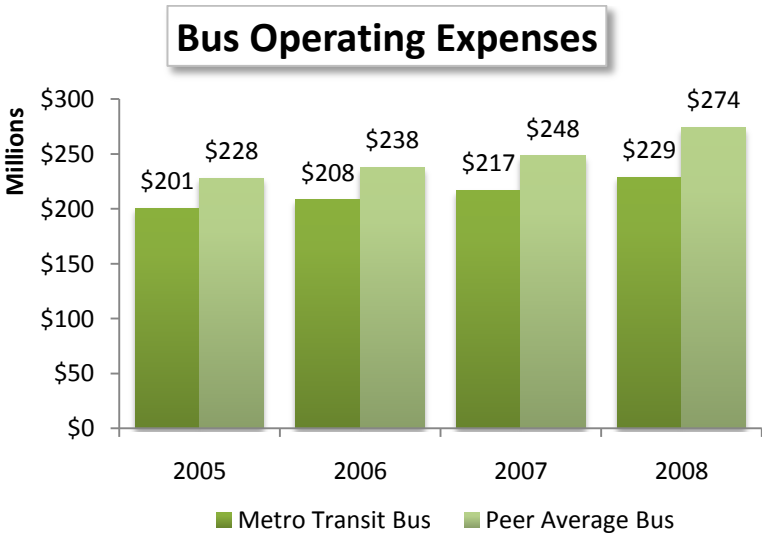
Metro Transit Bus Peer Analysis

Metro Transit bus ridership has seen a strong resurgence since the 2004 driver strike, while peer bus ridership has increased slightly.



From 2002 through 2004, Metro Transit bus ridership decreased by 22.4%. Both the bus drivers strike and the opening of the Hiawatha light rail partially explain the large drop in ridership. However, from 2005 to 2008, ridership on Metro Transit bus ridership increased 15.9%. This increase was in contrast to the increases seen at peer bus agencies. The eight peer agencies experienced an increase of 3.1% over the same period.

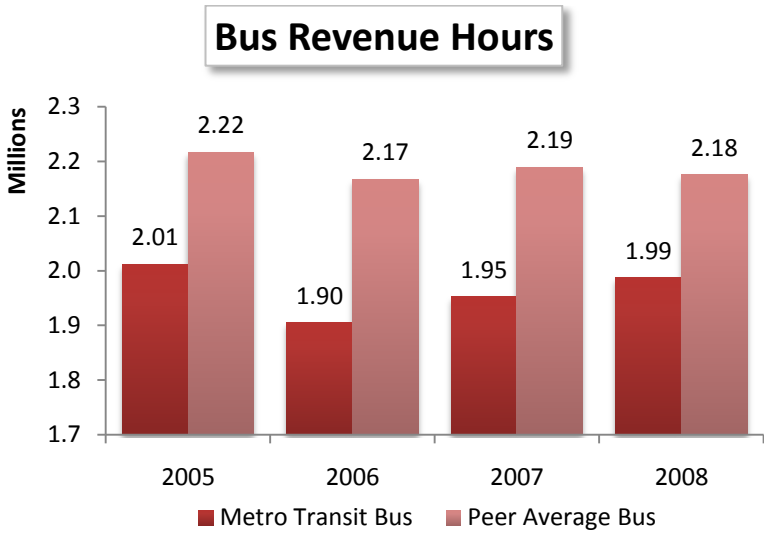
Metro Transit's bus operating budget has grown slower than peer bus operating budgets, but new LRT resources were realized concurrently.



The budgets for both Metro Transit and for its peer bus systems increased between 2005 and 2008. Metro Transit's grew more slowly during this period, 14%, as opposed to the budgets of its peers, which grew 20%. The slow growth for the Twin Cities is primarily due to declining motor vehicle sales tax in the state.

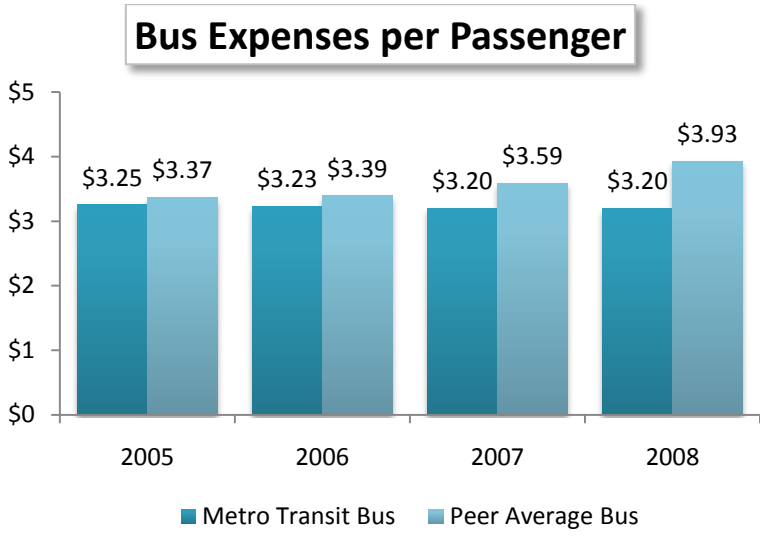
Bus revenue hours at Metro Transit have remained relatively stable since 2005, similar to the peer average for bus systems.

The number of hours of bus transit service provided by Metro Transit declined by 1% from 2005 to 2008 and the peer average decreased by 2%. In 2008, Metro Transit provided 9% less bus service than the peer average.



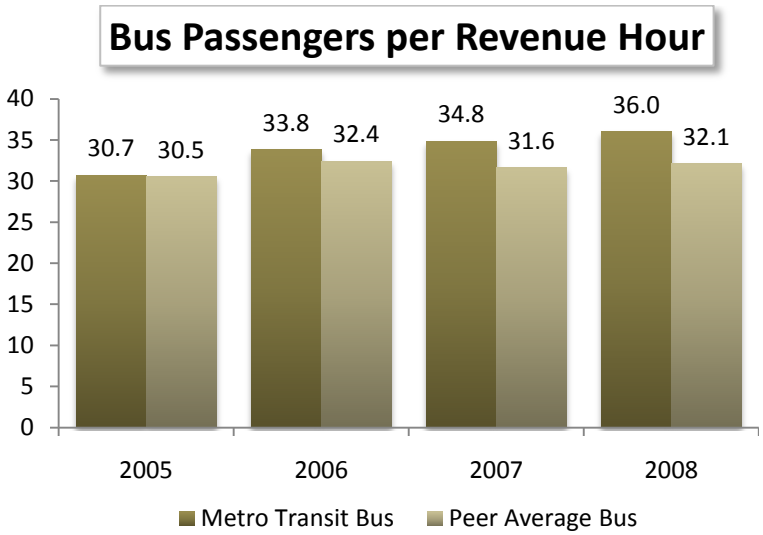
The operating expense per passenger for Metro Transit Bus decreased from 2005 to 2008 and remains significantly below that of peer systems.

Between 2005 and 2008, the operating cost per passenger for Metro Transit's bus service decreased 2% while the rate for the peer average increased 17%. In 2008, Metro Transit's operating cost per passenger was approximately 19% below other regions because of a large increase in the peer average between 2007 and 2008.



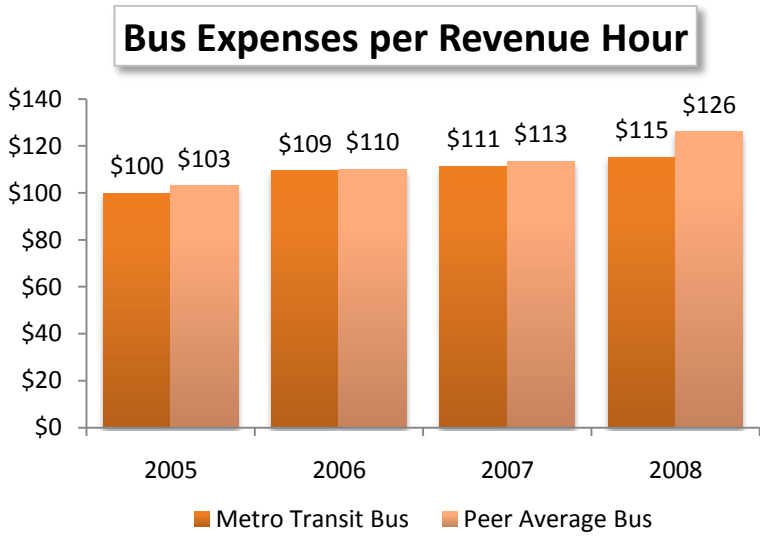
Metro Transit Bus provides more rides per hour of service than its peers do.

The number of passengers carried per revenue hour of service has steadily increased for Metro Transit Bus from 2005 to 2008. During this time, productivity for Metro Transit increased by 17% while the peer average increased by only 5%. In 2008, Metro Transit Bus provided 11% more rides per hour of service than the peer bus systems.



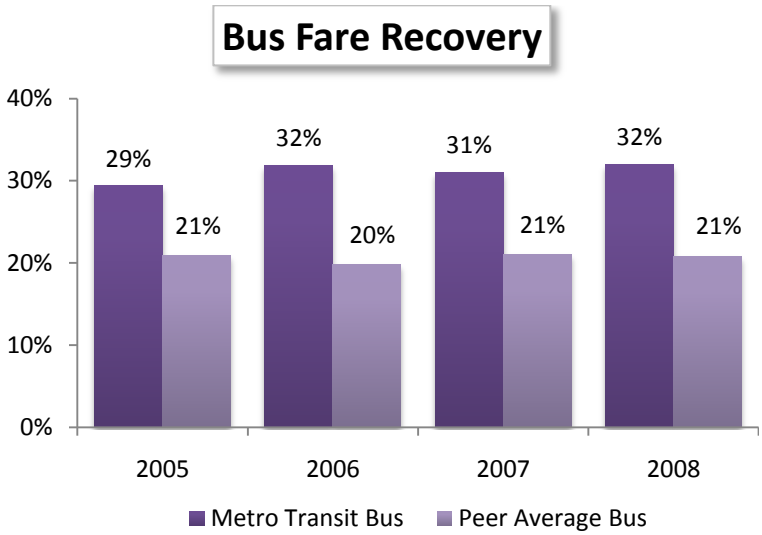
Metro Transit Bus operating expenses per hour remain slightly lower than its peers.

Metro Transit's operating cost per revenue hour increased 15% from 2005 to 2008. The peer region had been increasing at a similar rate, however, in 2008, the peer average increased by around $13 with a four-year increase of 22%. Metro Transit is 9% below the peer average for expense per revenue hour.



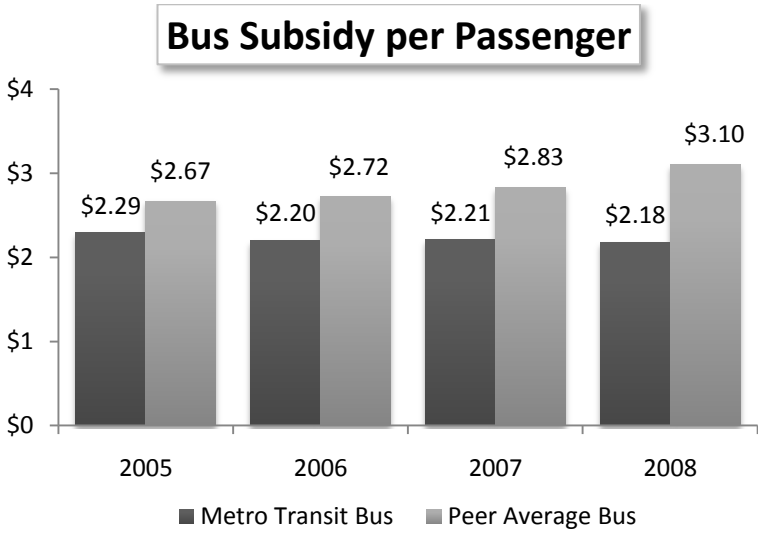
Metro Transit Bus collects significantly more revenue from fares than peer bus systems.

Metro Transit continues to collect significantly more costs from fares than peer bus agencies. In 2008, Metro Transit's fare recovery on the bus system was 52% higher than the peer average and 28% higher than the highest peer agency.



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

The Metro Transit Bus subsidy has seen a decline in recent years and in 2008, was 30% less than the peer bus agencies. This reflects ridership growing faster than costs and increased fare revenues from regional fare increases.



Metro Transit Rail Peer Group Characteristics

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

Table 6-3. 2008 Demographic Characteristics of Metro Transit Rail Peer Group

Measure	Metro Transit	Nine-Peer Group Avg.	Percent of Peer Avg.	Rank Among 10 (1 = Highest)
Service Area (2008 NTD)				
Population	1,761,308	1,996,888	88%	6
Area (Sq. Miles)	589	988	60%	6
Population Density	2,990	2,021	148%	4

Table 6-4. 2008 Operating Characteristics of Metro Transit Rail Peer Group

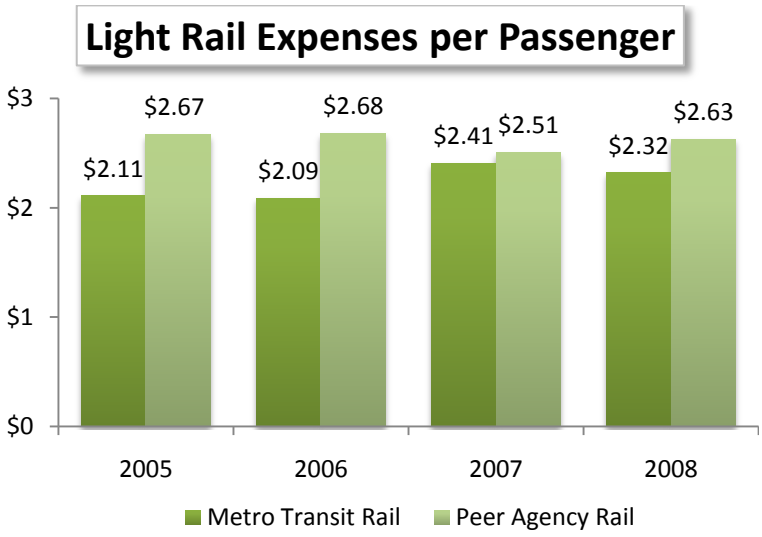
Per 2008 NTD Measure	Metro Transit Rail	Nine-Peer Group Avg.	Peer Minimum	Peer Maximum
Passengers	10,221,700	18,493,511	3,262,000	38,931,600
Operating Expense	$23,697,500	$48,705,989	$13,685,700	$89,218,00
Fare Revenue	$8,989,861	$15,261,743	$2,685,208	$31,495,353
Car Revenue Hours	134,800	254,489	55,900	488,700
Revenue Miles	1,969,900	3,890,567	799,600	9,405,700
Passenger Miles	61,059,200	107,352,244	19,271,300	206,923,800

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

Metro Transit Rail Peer Analysis

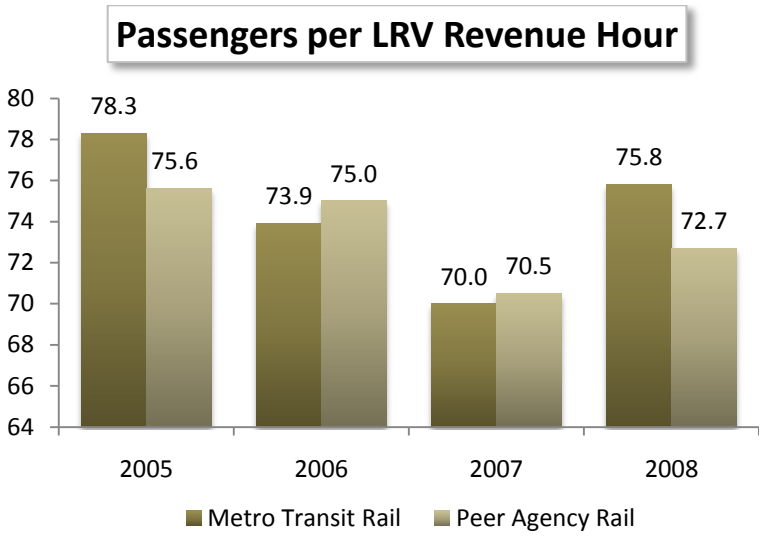
The cost per passenger for Metro Transit Rail is significantly below that of peer agencies.

Operating expenses per passenger have increased slightly from 2005 to 2008 but remain below the peer agencies' rail systems. In 2008, peer agencies cost 13% higher per passenger than Metro Transit Rail.

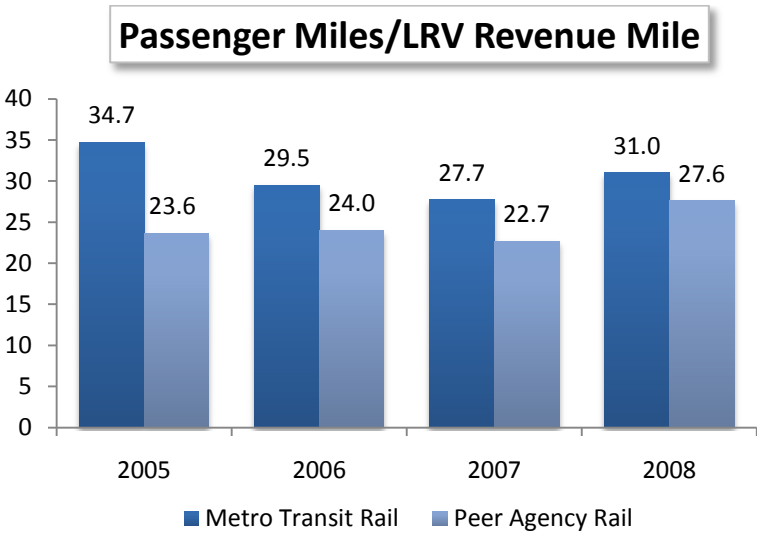


Metro Transit Rail provides about the average number of trips per service hour for each light-rail vehicle (LRV).

The number of passengers carried per car revenue hour of service declined for Metro Transit Rail from 2005 to 2008 but is still in line with peer agencies. In 2008, both Metro Transit Rail and the peer average increased from 2007. In 2008, Metro Transit Rail was 4% more than the peer average.

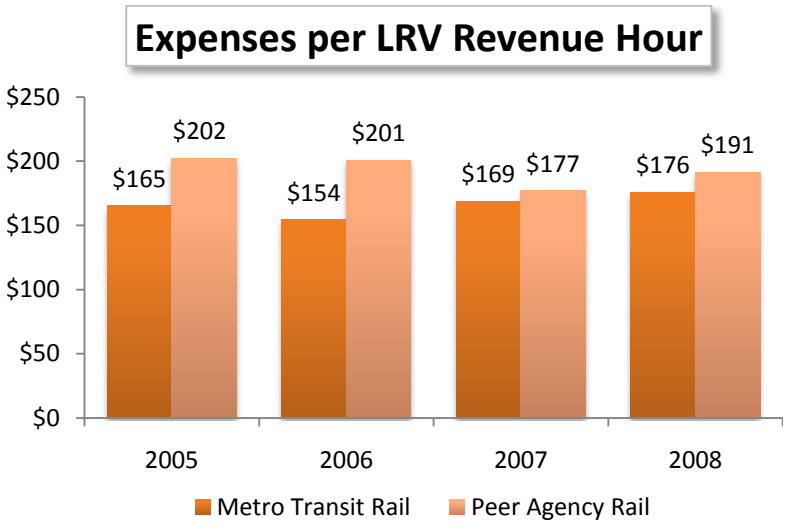


Metro Transit Rail provides more passenger miles per LRV revenue mile than the peer average.



Metro Transit Rail customers are traveling longer distances per LRV mile of service provided than the peer average. This means that LRT is taking more vehicle miles off the road than peer systems per hour in service. However, the peer average increased significantly from 2007 to 2008. In 2008, Metro Transit Rail was 12% higher in passenger miles per LRV revenue mile.

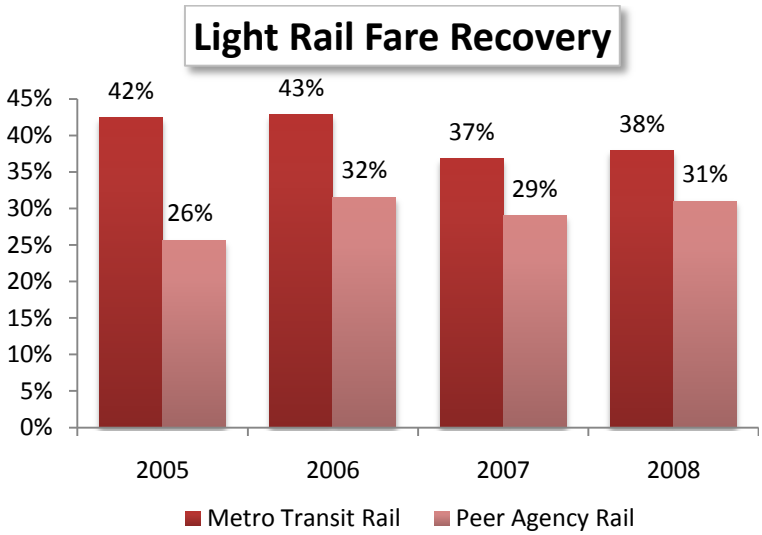
Metro Transit Rail operating costs remain lower than those of its peers, but has increased.



Metro Transit Rail's operating cost per LRV revenue hour increased from 2005 and have neared the same levels as the peer average. In 2005, Metro Transit Rail was 18% less to operate than the peer average. In 2008, it had increased to only 8% lower.

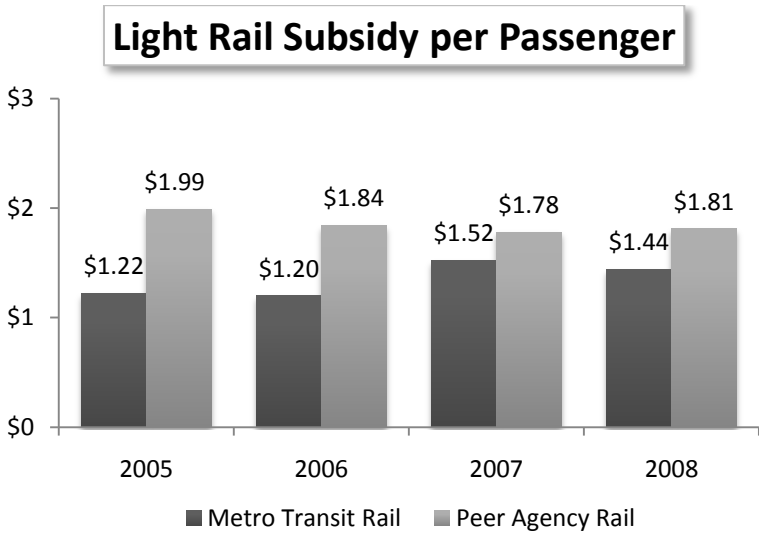
Metro Transit Rail recovers more revenue from passenger fares than the peer average.

Despite a 21% increase in the peer average, Metro Transit Rail still recovers more costs from fares than the peer average. Since 2005, however, Metro Transit Rail's fare recovery has decreased by 11% and is only 22% higher than peers, decreasing from 62% in 2006.



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

Metro Transit Rail has the fourth lowest subsidy per passenger in the peer group. In 2008, the Metro Transit Rail subsidy per passenger was 20% lower than the peer average.

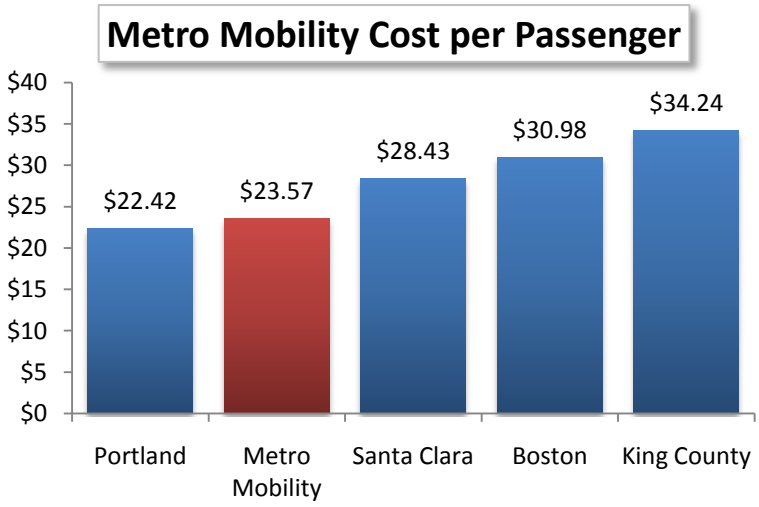


Metro Mobility Peer Agency Comparisons

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

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

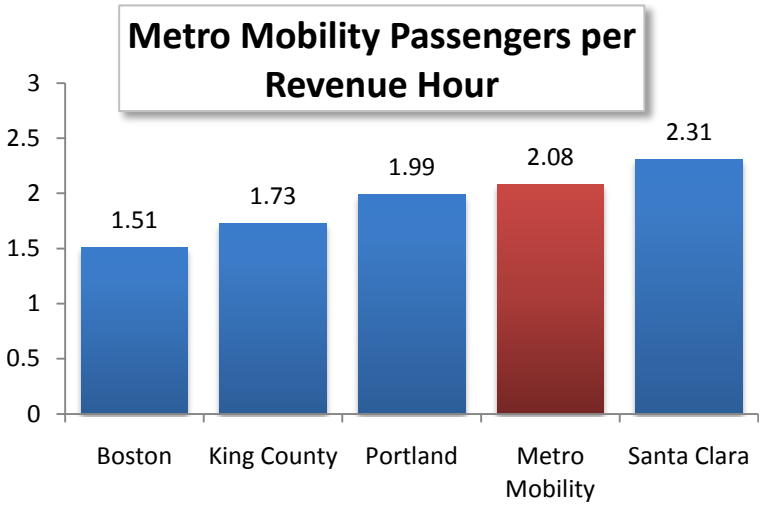
Metro Mobility's cost per passenger trip is lower than most peer systems.



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

Metro Mobility service is efficient.

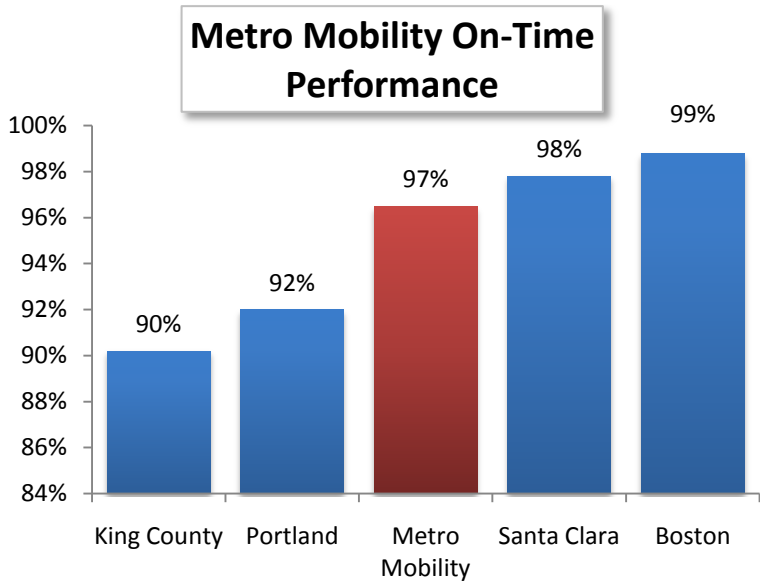
Metro Mobility averages 2.08 trips per revenue hour despite having the longest average trip length and some of the lowest densities of these five peer cities. The average trip length for Metro Mobility is 10.6 miles. Nationally, ADA productivity has been declining due to the requirement of zero trip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



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

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

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



Chapter 7. Funding

Operations Funding

Funding has increased about 56% in absolute terms between 1999 and 2008. There have been major variations in individual funding sources over this time, including the elimination of property taxes from operating revenues and the addition of the state Motor Vehicle Sales Tax (MVST). Inflation-adjusted growth is 29% since 1998 but just 3.3% since 2005.

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

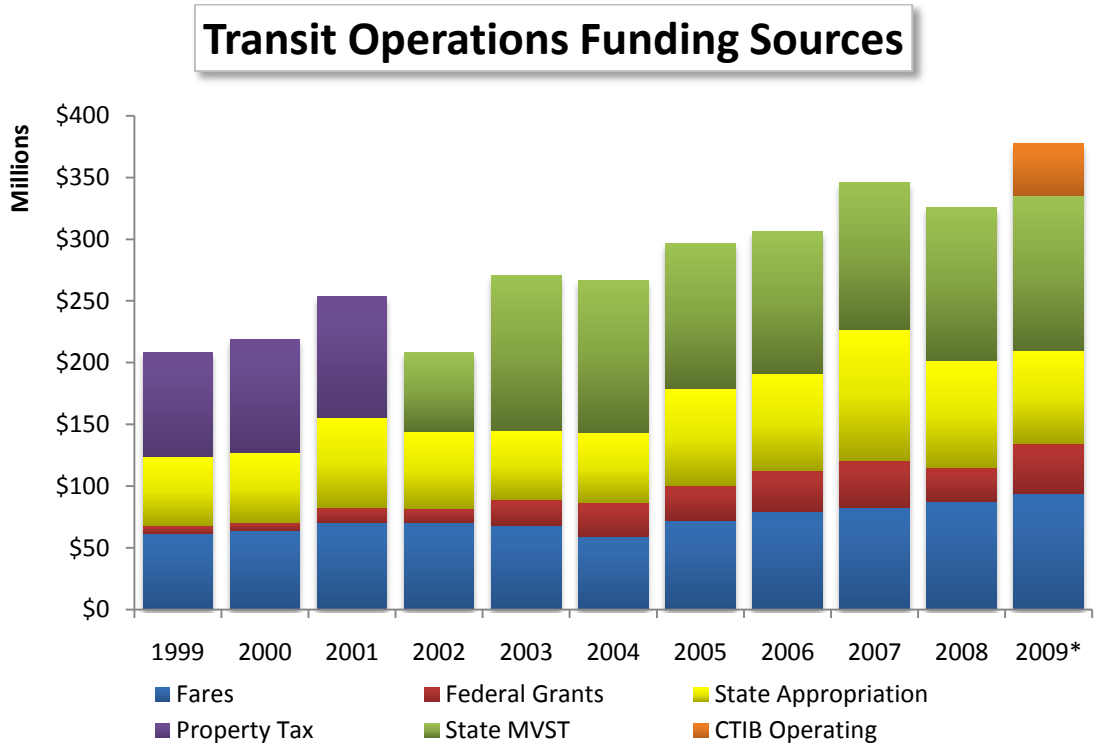


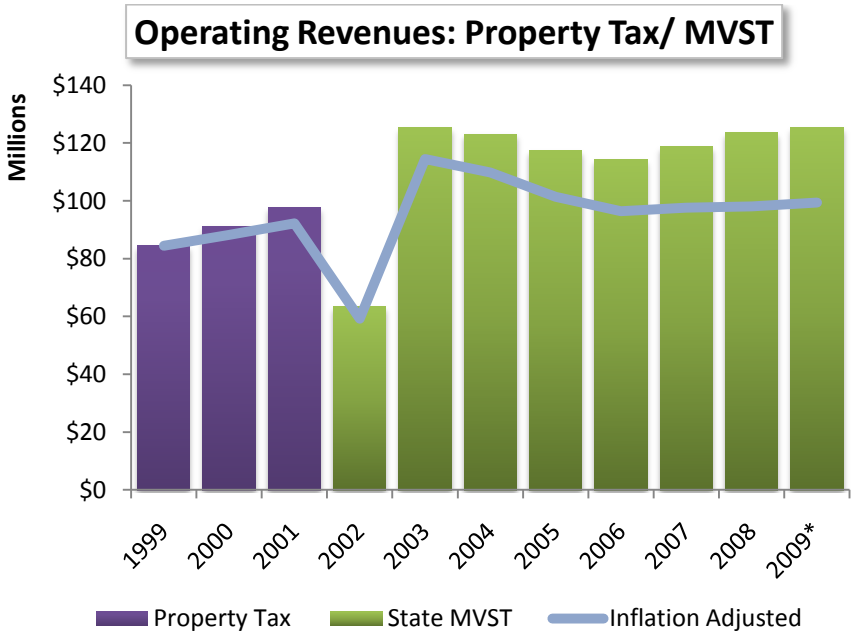
Table 7-1. Major Operating Funding Sources for Transit (Millions of Dollars)

Year	Actual or Budgeted	Fares[1]	Federal Grants	State Appropriation	Property Tax	State MVST	CTIB Operating
1994	Actual	47.0	10.8	33.8	66.3		
1995	Actual	43.7	6.4	39.2	67.7		
1996	Actual	45.2	2.5	44.6	70.4		
1997	Actual	55.0	9.2	44.8	74.1		
1998	Actual	61.4	4.7	52.1	78.4		
1999	Actual	61.5	6.3	56.0	84.5		
2000	Actual	64.4	6.2	56.6	91.3		
2001	Actual	70.1	12.3	73.1	97.9		
2002	Actual	70.2	11.6	62.8		55.0	
2003	Actual	68.0	21.0	55.9		124.2	
2004	Actual	58.8	28.2	56.2		123.2	
2005	Actual	72.5	27.8	78.5		117.2	
2006	Actual	79.2	33.5	78.8		114.4	
2007	Actual	82.8	38.0	106.1		118.9	
2008	Actual	87.7	27.3	86.6		123.8	
2009	*Budgeted*	*93.6*	*44.1*	*75.0*		*125.5*	*42.1*
2010	*Budgeted*	*95.3*	*34.0*	*70.6*		*140.7*	*13.1*

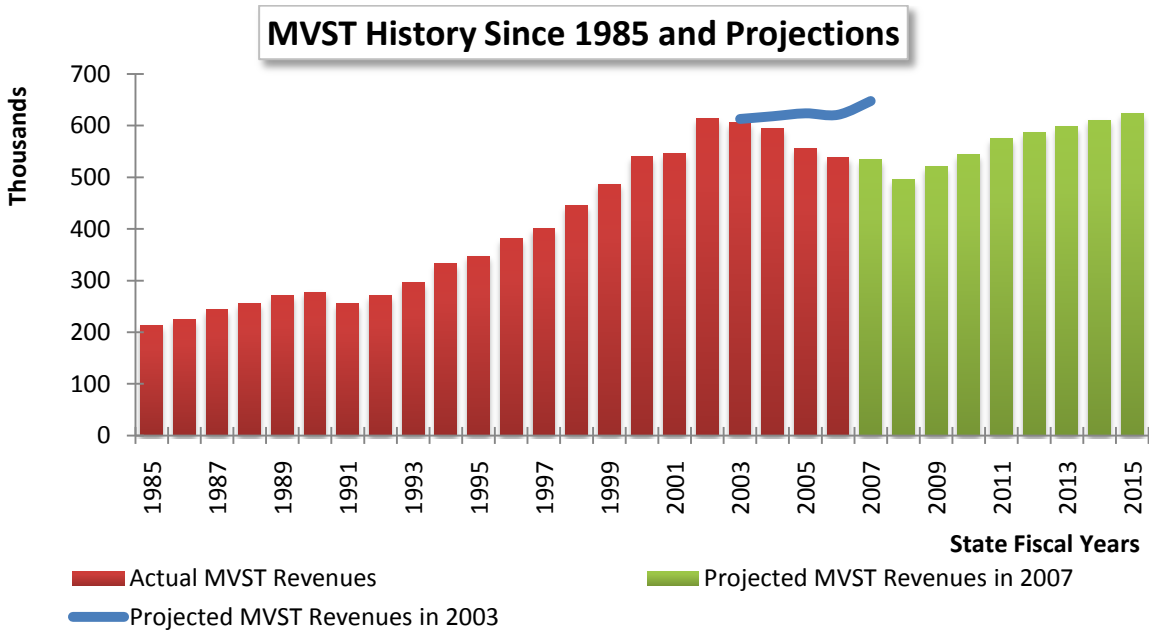
[1] Fare figures do not include fares collected by suburban transit providers. Historical data was not available, but in 2006, suburban providers collected approximately $8.8 million in fares.

MVST Dedication

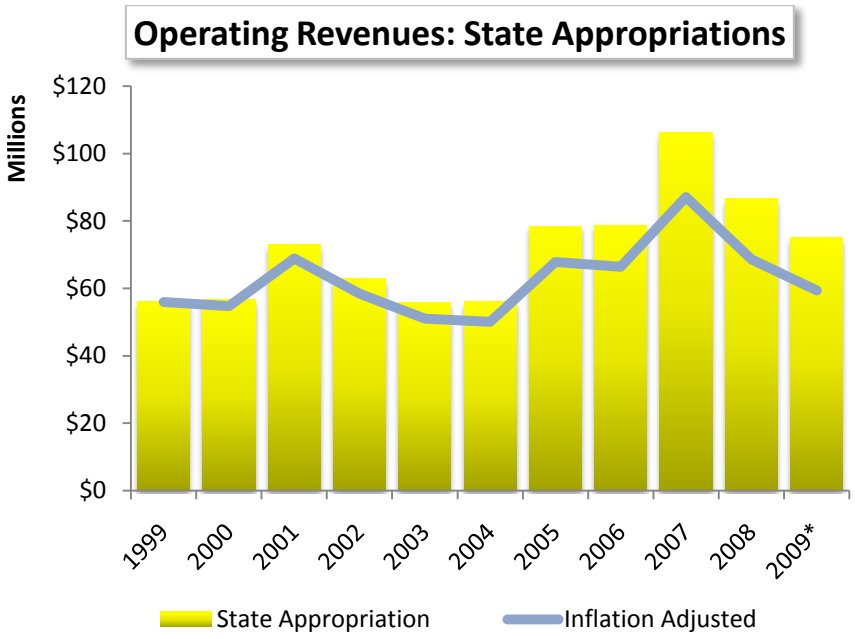
The most significant major funding change occurred in 2001, when the Legislature ended the use of property taxes as a revenue source for transit operations in the metro area. The Legislature replaced it with the MVST, which has proved to be a more volatile funding source. While property tax revenue increased by 32% from 1997 to 2001, MVST decreased by nearly 9% in its first four years as a transit funding source. In addition, because the property tax was levied on a calendar-year basis and the MVST is allocated on the state July-to-June fiscal calendar year, there were six months in 2002 when funds from neither source were received. MVST revenue has seen increases of around 4% in both 2007 and 2008. However, inflation adjusted growth is only around 1.25% for 2007 and 0.5% for 2008, and has not equaled the 2003 high of $125.4 million.



The state Motor Vehicle Sales Tax (MVST) has been performing significantly below state forecasts since transit funding was switched in 2001/2002. While metro area transit receives only a portion of this funding, the deficit is significant for all users of the MVST revenues.



The state general fund has been reactive to the volatility of MVST as a funding source. In 2001, transit dollars from the general fund spiked, which partially covered the transition between property taxes and MVST. The funding has been increased by the state legislature in recent years in response to budget shortfalls from MVST's shortcomings compared with state forecasted revenues, which accounts for the large increase in 2007.



Fare revenues have generally reflected ridership trends over the past 10 years. Since 1999, four fare increases have offset revenue losses that occurred with declining ridership and, most recently, funding shortfalls. The most recent fare increase occurred in October 2008. The base fare was increased by $0.25. In addition, all three of the social fares were increased by $0.25. Fare revenues during 2004 decreased due to the transit strike. However, ridership has been increasing since 2004 and fare revenues have been growing with it. Figures for 2009 are estimated, but it is projected that they will be greater than the budgeted figures, with trends pointing toward higher than expected ridership numbers.

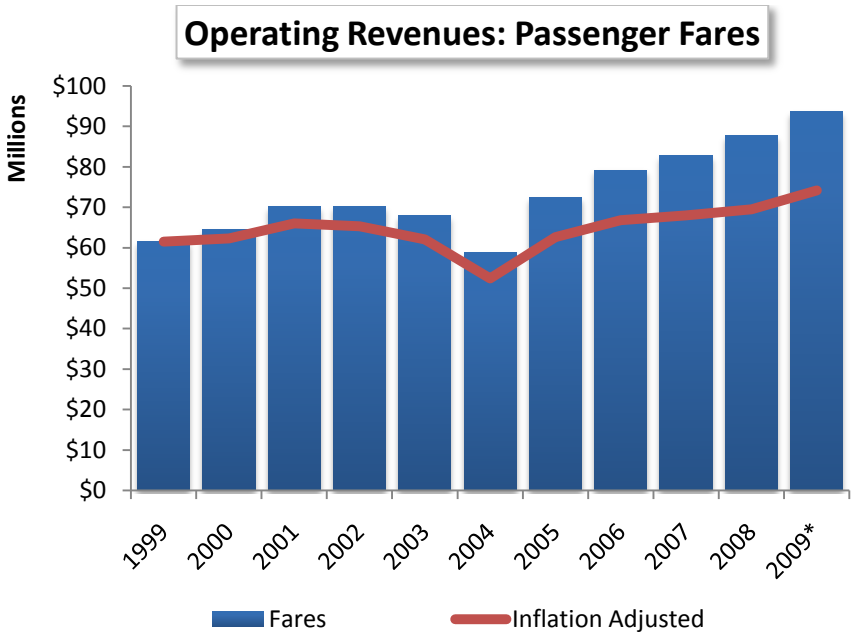
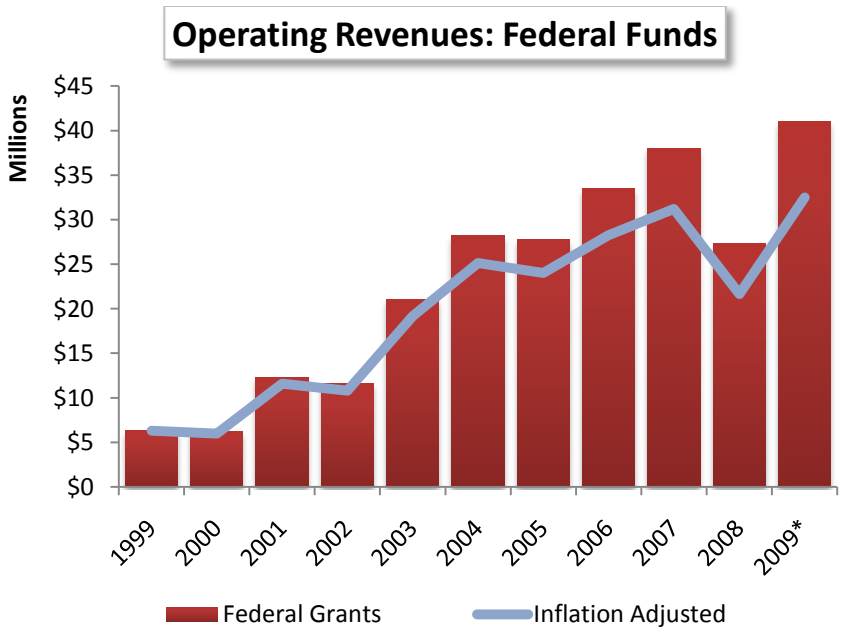


Table 7-2. History of Fares, 1970 – 2008

Year	Regular Fares						Social Fares		
	Base	Express	Peak	Peak/ Express	Max Zone	Discount	Youth	Seniors	Limited Mobility
1970	$0.30	$0.05	N/A	N/A	$0.50	N/A	Free	Free	N/A
1975	$0.30	$0.05	N/A	N/A	$0.25	N/A	$0.10	Free	$0.15
1976	$0.30	$0.10	N/A	N/A	$0.20	N/A	$0.10	Free	$0.15
1977	$0.30	$0.10	N/A	N/A	$0.25	N/A	$0.10	Free	$0.15
1979 (July)	$0.40	$0.10	N/A	N/A	$0.25	N/A	$0.10	Free/$0.10	$0.15
1980 (April)	$0.50	$0.10	N/A	N/A	$0.25	N/A	$0.20	Free/$0.10	$0.20
1981 (July)	$0.60	$0.10	N/A	N/A	$0.40	N/A	$0.20	$0.10	$0.20
1982	$0.60	$0.10	$0.15	N/A	$0.40	N/A	$0.25	$0.10	$0.25
1989	$0.50	$0.25	$0.25	N/A	$0.25	N/A	$0.25	$0.10	$0.25
1991	$0.85	$0.25	$0.25	N/A	$0.25	$0.30	$0.25	$0.25	$0.25
1993	$0.85	$0.25	$0.25	N/A	$0.25	$0.25	$0.25	$0.25	$0.25
1993	$1.00	$0.50	$0.25	N/A	N/A	$0.20	$0.25	$0.25	$0.25
1995	$1.00	$0.50	$0.25	N/A	N/A	$0.15	$0.50	$0.50	$0.50
1996	$1.00	$0.50	$0.50	N/A	N/A	10%	$0.50	$0.50	$0.50
2001 (July)	$1.25	$0.50	$0.50	N/A	N/A	10%	$0.50	$0.50	$0.50
2003 (August)	$1.25	$0.50	$0.50	$0.25	N/A	10%	$0.50	$0.50	$0.50
2005 (May)	$1.50	$0.50	$0.50	$0.25	N/A	10%	$0.50	$0.50	$0.50
2008 (October)	$1.75	$0.50	$0.50	$0.25	N/A	10%	$0.75	$0.75	$0.75

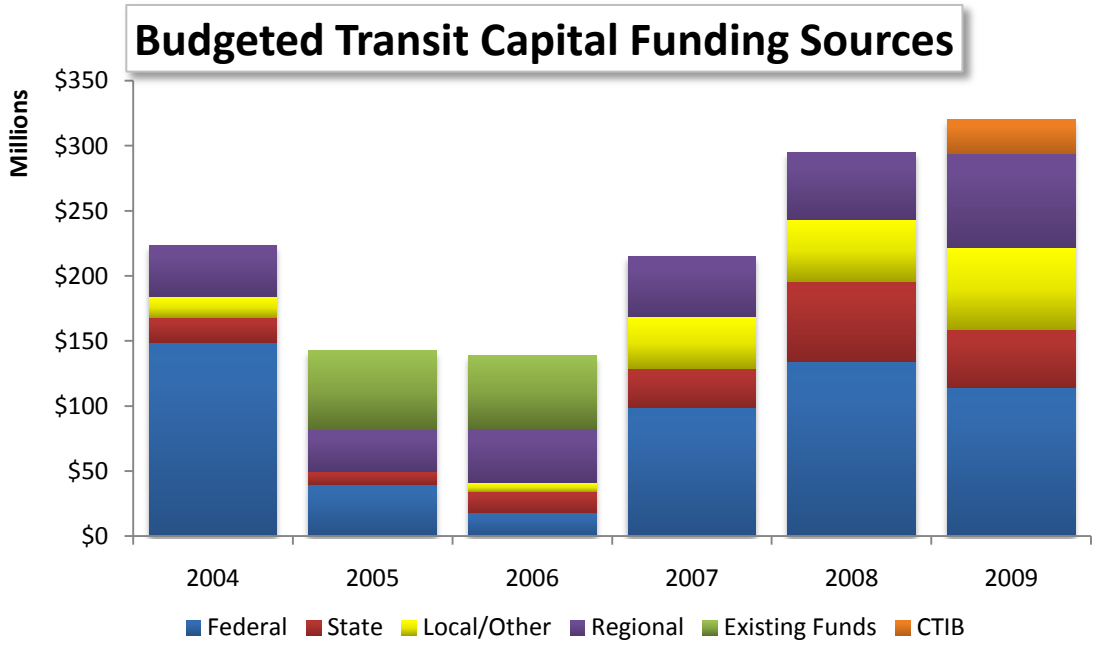
Transit operating costs are not directly eligible for federal funding, but there are two ways that federal money can be used for transit operating costs. The first involves using federal formula funds for eligible preventive maintenance costs, and the second involves the use of federal money for start-up costs of new services. The amounts used for these purposes has been increasing since 1999.

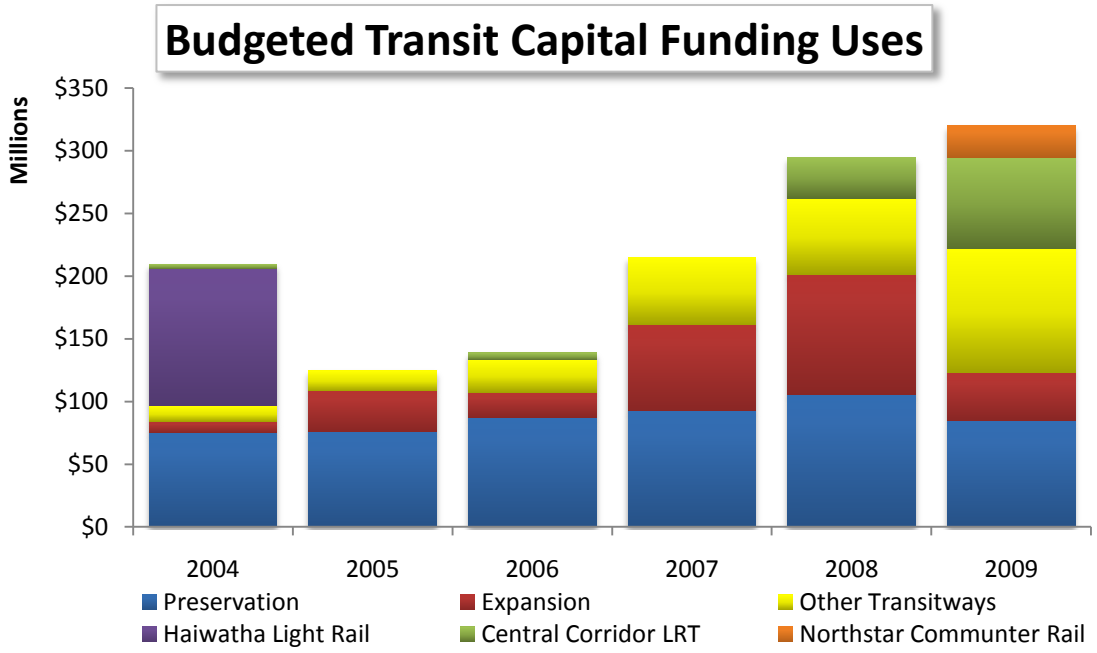


Capital Funding

Capital Funding Sources

Most transit capital funding for 2009 will come from the federal government and regional sources. More than a third of the overall capital funding will come from the federal government with regional sources funding 23% of transit capital projects. A new fund source for 2009 is from the Counties Transit Improvement Board (CTIB). CTIB added $25 million to overall transit capital project funding. Most of the capital funds will be used towards the Central Corridor light rail and other transitway projects.





Urban Partnership Agreement

The Urban Partnership Agreement (UPA) is a series of projects funded by the U.S. Department of Transportation and the State of Minnesota aimed at improving traffic conditions by reducing congestion on Interstate 35W (I-35W), Cedar Avenue/Highway 77, and in downtown Minneapolis using transit, road pricing, technology, and telecommuting. In 2007, Mn/DOT and the Metropolitan Council applied for and were awarded $133.3 million of federal funds contingent upon appropriation of $50.2 million in matching state funds and enabling legislation that were provided in the 2008 Minnesota legislative session. The Minneapolis-St. Paul metropolitan area was one of five regions of the country collectively awarded a total of $853 million in federal discretionary funds.

In Minnesota, the UPA implementation plan is a regional collaboration involving many entities with responsibilities for various components of the program. These include:

- Minnesota Department of Transportation
- Metropolitan Council / Metro Transit
- City of Minneapolis
- Minnesota Valley Transit Authority (MVTA)
- University of Minnesota (U of M)
- Transportation Management Organizations (TMO)

Although the UPA focuses on the I-35W and Cedar Avenue/Highway 77 corridors, several congestion reduction elements have region-wide significance, including the dedicated bus lanes in downtown Minneapolis along Second Avenue South and Marquette Avenue South, and the telecommuting component. The Second and Marquette improvements, known as MARQ2, will have broad regional implications for transit service that begins or ends in downtown Minneapolis and that use those parallel streets.

The UPA project for the Twin Cities consists of four elements: Transit, Road Pricing, Technology, and Telecommuting.

Transit

UPA funds are being used to construct the MARQ2 project, create or expand six park-and-ride facilities, purchase new express buses, and construct transit advantages for buses on Highway 77. MARQ2 is a 24-block street and sidewalk reconstruction of Marquette and Second Avenues South in downtown Minneapolis to provide an expansion from one reverse flow bus lane to two, wider sidewalks, custom transit shelters, and enhanced pedestrian streetscapes. This improvement will allow up to three times as many express buses to use each street and reduce travel times through downtown by up to 10 minutes. Six park-and-ride locations will be created or expanded to provide more than 2,800 new parking spaces serving routes on I-35W or Cedar Avenue.

In addition, UPA funds purchased 27 new buses to serve new and existing park-and-ride spaces along I-35W and Cedar Avenue. The construction of a bus-only left turn lane and signal from northbound Highway 77 to westbound Highway 62 provides a reliable and quick trip for busloads of express

customers every weekday morning. The northbound Cedar Avenue/Highway 77 to westbound Highway 62 transit advantage, opened in November 2008, has provided a 90-second per bus trip timesavings during normal weather and traffic conditions.

Road Pricing

The UPA funded the conversion of existing high-occupancy vehicle lanes to MnPass express lanes on I-35W from Burnsville Parkway to I-494. The first segment runs from Burnsville Parkway to I-494 and the second from 46th Street to the downtown Minneapolis exits. The final segment linking the two completed sections from I-494 to 46th Street is under construction as a part of the I-35W/Hwy 62 Crosstown Commons project.

Technology

Global positioning satellites and in-vehicle technology will be used on 10 buses serving Cedar Avenue to assist bus operators in keeping buses centered in narrow bus-only shoulders and to help ensure safe, reliable, and consistent daily bus operations. Real-time information signs will be constructed at every bus stop along Marquette and Second Avenues in downtown Minneapolis and at five park-and-rides and transit stations along I-35W and Cedar Avenue. These signs will provide travelers with information on when the next bus will arrive. Real-time signs will display auto-to-bus travel time comparisons and park-and-ride space availability on I-35W and intersecting roadways from four park-and-rides. In-vehicle and intersection controller technology along Central Avenue in Minneapolis and Columbia Heights will provide consistent and reliable bus operations along the corridor. Cameras on local roadways connecting to the I-35W and Cedar Avenue/Highway 77 corridors will provide traveler information for motorists and improve traffic flow.

Telecommuting

Partnerships with major employers along the I-35W corridor and in downtown Minneapolis have been established to promote flex-time and telecommuting programs with a 2011 goal to increase by 500 individuals the number of telecommuting workers who would normally commute on I-35W. While the UPA project has currently exceeded the goal, having generated commitments from three major employers for 960 employees to telecommute at least once per week, recruitment and monitoring continue. The eWorkPlace telecommuting initiative was launched in June 2009 to reach employers and employees interested in traditional telecommuting to improve efficiency and performance. Policy, training, and technical assistance are offered through eWorkPlace to assist companies and their employees with telecommuting efforts.

Economic Stimulus

The Council received $70.6 million in American Recovery and Reinvestment Act (ARRA) funds through the Federal Transit Administration (FTA) for metro area transit projects. As of the end of 2009, the Council has obligated $52.8 million to purchase:

- 31 standard, 30 hybrid, and 29 articulated bus replacements for the Metro Transit fleet ($49.6 million)
- 15 hybrid and 1 standard bus replacement for the Metro Mobility fleet ($1.8 million)

- 27 standard small buses for dial-a-ride services ($1.4 million received from Mn/DOT)

The Council intends to use the remaining $17.8 million for eligible preventive maintenance costs included in the transit operating budget. This will help reduce the $62.4 million shortfall in the operating budget that is projected for FY 2010-11.

The Council also applied for and was awarded ARRA funds to hire up to five full-time police officers. The funds are from the federal government's Transit Security Grant Program and will help support a Metro Transit anti-terrorism and crime suppression unit. Grant funding of $1.3 million will cover the cost of the officers for three years.

In addition, the Council's Metro Mobility service for people with disabilities applied for and was awarded an additional $1.1 million for gas hybrid electric vehicles to replace diesel vehicles in the existing fleet. The grant was awarded through the 2009 Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program that promotes green technologies.

Transitways

Funding Bill Summary (CTIB)

With the passage of the State Transportation Bill (Chapter 152, HF. No. 2800) in February 2008, the Minnesota State Legislature provided for the creation of the Counties Transit Improvement Board, or CTIB. The Minnesota Legislature authorized the seven counties that make up the Twin Cities metro area to levy an Area Sales Tax if they choose. It would impose an increase in sales tax by ¼ of a cent and a $20 motor vehicle excise tax. The CTIB is composed of Anoka, Dakota, Hennepin, Ramsey, and Washington Counties and the Metropolitan Council. The Board consists of two appointed commissioners and one alternate from each County plus the Metropolitan Council Chair. Carver and Scott Counties are ex-officio, non-voting members since they chose not to levy the county sales tax. However, they have the option of levying the county sales tax and joining the Board as voting members in the future. The purpose of the Board is to:

- Facilitate investment in transitways.
- Cooperatively plan and develop policies for transit investments.
- Advocate for state and federal funding and transportation policies supportive of transit ways
- Educate and inform the public.

The Metro Transitways Development Board (MTDB), representing the seven counties' regional rail authorities, was dissolved with the creation of CTIB.

The CTIB legislation also created the Grant Evaluation and Ranking System committee (GEARS) to evaluate grant applications of the various projects applying for CTIB funds and create a list of projects, ranking the projects according to priority. The GEARS committee consists of one county representative and one alternate and a representative elected by the Association of Metropolitan Municipalities for each county. Hennepin County is allowed three city representatives: one from Minneapolis and one each from the northern and southern parts of the county. Ramsey County has two city representatives:

one representing St. Paul and one representing the other cities in the county. The Counties appoint a County Commissioner to the committee.

CTIB total revenue from the County Transit Tax totaled $28,698,464 in 2008. From this amount, the Department of Revenue projected that $86 million would be available for 2008-2009 grants. These grants have partially funded the construction and operation of six transit lines and helped sustain Metro Transit bus operations in 2009. The Metropolitan Council received a one-time deficit relief payment of $30.8 million to help support transit operations during the 2009 funding shortfall. This left $55.2 million for capital and operating grants for transitway projects.

Table 7-3. CTIB Capital and Operating Grants, for 2009

Projects	Grant Description	Grant Amount
Capital Grants		
Central Corridor LRT	Funding for preliminary engineering, final design, property acquisition, and utility relocation	$26,000,000
Northstar Commuter Rail	Funding for Construction of the Fridley station	$9,900,000
Cedar Avenue BRT	Funding for a park-and-ride station in Apple Valley	$6,950,000
Operating Grants		
Hiawatha Light Rail	Funding to provide 50% share of the 2009 operating costs previously funded through property tax	$7,500,000
Northstar Commuter Rail	Funding to provide 50% share of 2009 operating start-up operating costs	$3,800,000
I-35W South BRT	Funding service to Lakeville	$62,500
Cedar Avenue BRT	Funding service to Lakeville	$22,500

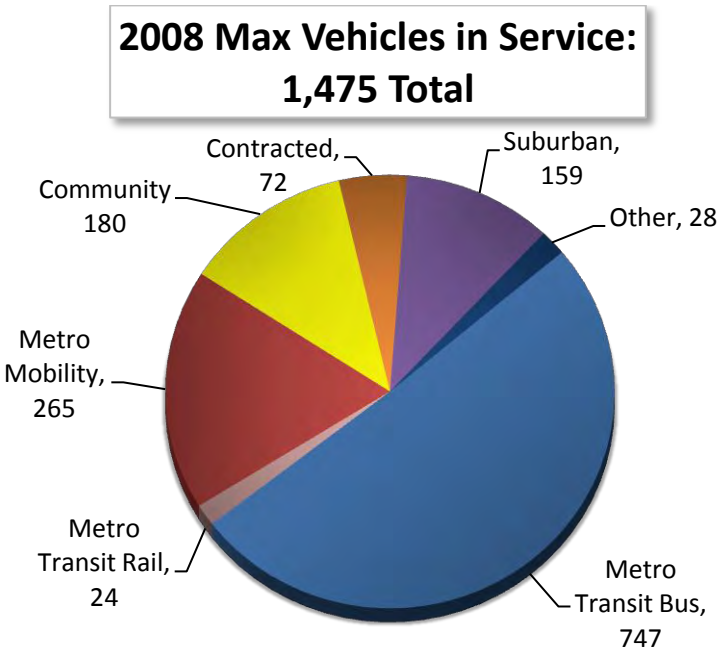
Washington County received funding support for express bus service to Forest Lake and/or planning for a new transit line in the future. This grant of $950,000 was guaranteed by the joint powers agreement in recognition of lack of major short-term transitway projects for Washington County. Bus service from Forest Lake to Minneapolis (Route 288) received $278,000, bus service from Forest Lake to St. Paul received $118,050, and $553,950 was awarded for a transit Alternatives Analysis of the I-94 Corridor as a part of the Washington County grant.

Chapter 8. Capital Resources

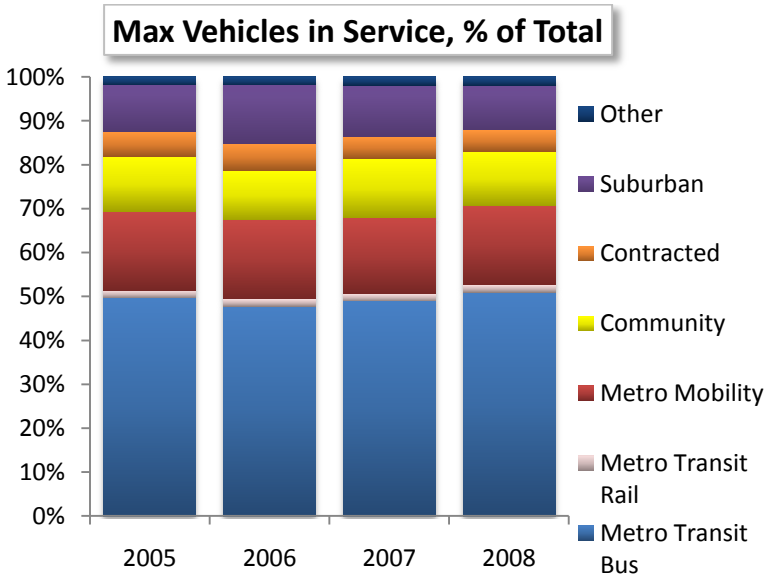
This chapter looks at five transit capital resource categories: (1) vehicles operated during peak periods, (2) support facilities, (3) park-and-ride facilities, (4) technology improvements, and (5) transit advantages, which includes bus-only shoulders on freeways.

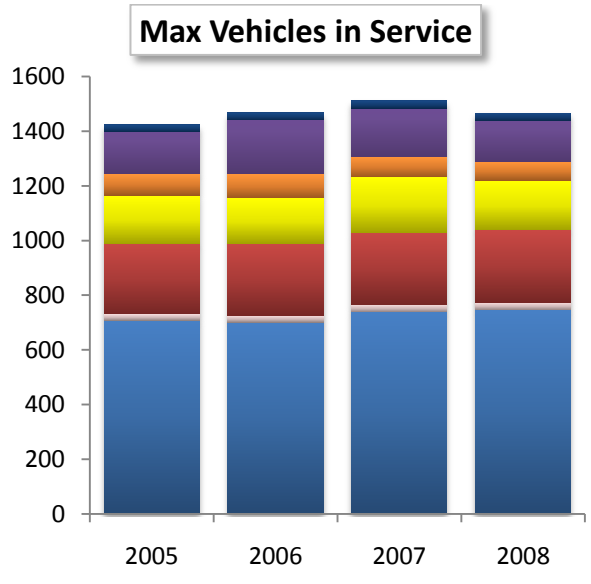
Peak Vehicles Operated

The core of any transit system is its vehicles. In 2008, the maximum number of buses used on any given day in the Twin Cites was 1,475. Slightly more than half of these vehicles were used by Metro Transit Bus and Rail, with the remaining vehicles used by the other programs in the region. These vehicles are overwhelmingly buses, although there are a small number of vans as well.

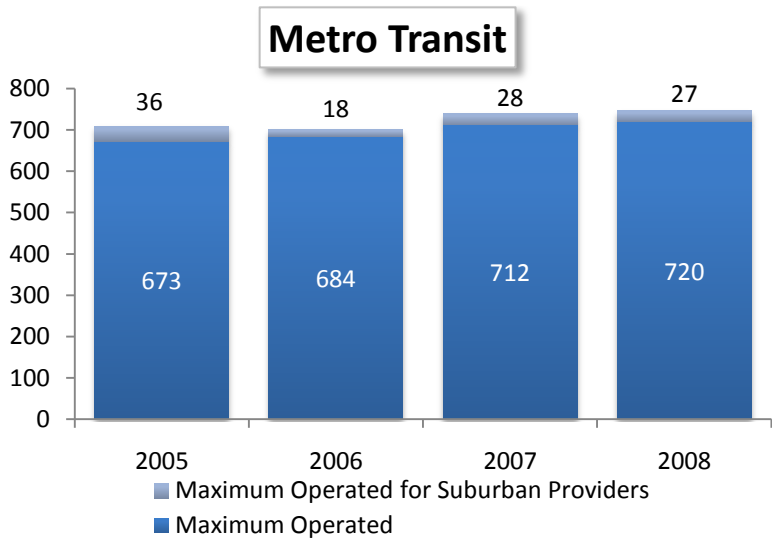


The maximum number of vehicles in service overall has increased by 3% since 2004. Changes in vehicles operated have not been uniform across all programs, as Metro Transit maximum number of vehicles has remained relatively steady while other providers have seen increases and decreases.

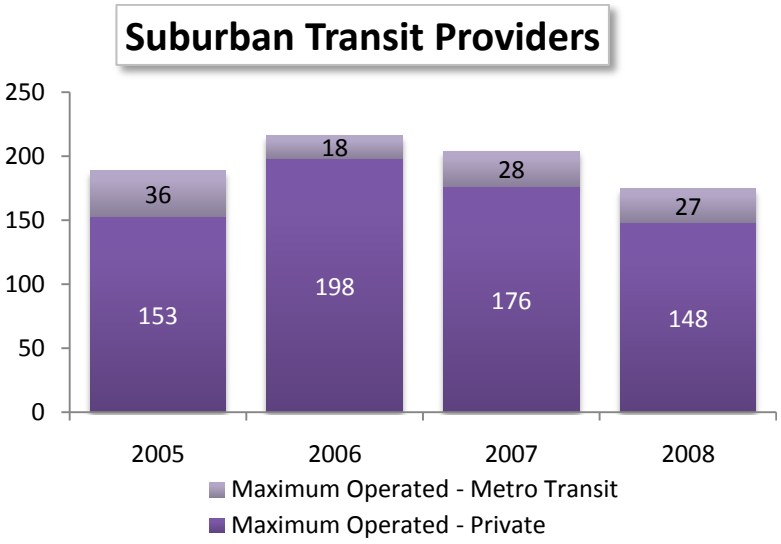




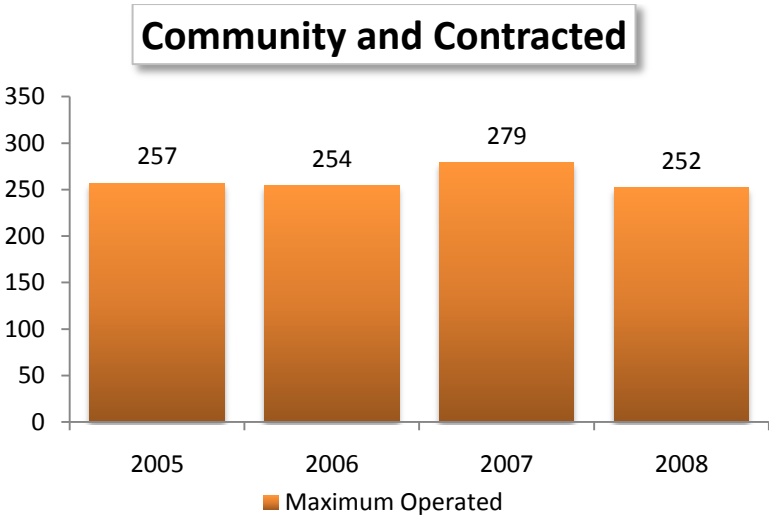
Metro Transit has remained steady in maximum operated vehicles between 2005 and 2008, with an increase of only 38 vehicles, about 5%. Metro Transit operates some buses for service provided under contract with Suburban Transit Providers.



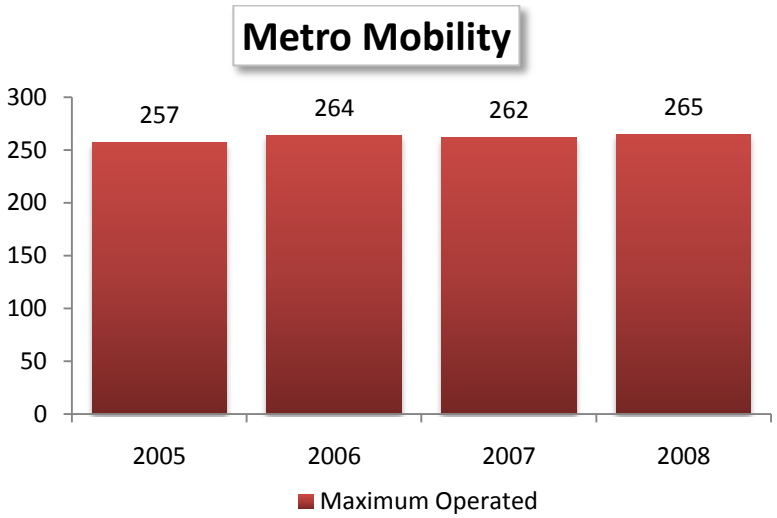
Suburban Transit Provider vehicles had increased from 2005 to 2006, reaching a peak of 198 privately operated vehicles. This is in large part due to increases in operating budgets, significant fleet expansion opportunities through federal funding programs such as the Congestion Mitigation and Air Quality (CMAQ) program, and less reliance on Metro Transit as a contracted service provider. However, the maximum number of vehicles has decreased since 2006 because of budget constraints and evaluations of service performance.

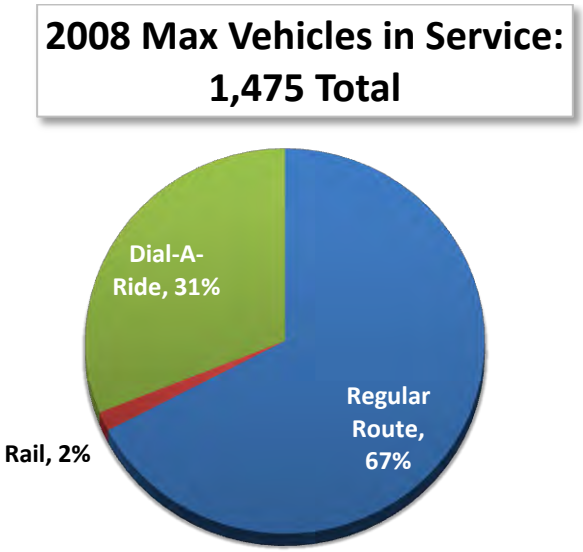


The contracted regular-route and community programs share some buses and, therefore, are shown together. The number of maximum vehicles in service has remained steady as new services are provided replacing underperforming routes.



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





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

Over the last five years, the dial-a-ride vehicle requirement at maximum service increased by only 5%. The vehicle requirements for regular-route service increased 3% from 2004 to 2008.

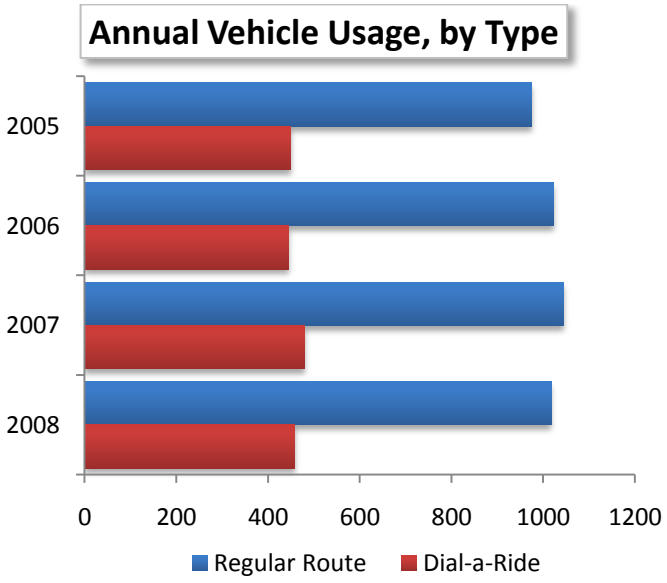


Table 8-1. Maximum Vehicle Requirement, by Year and Provider

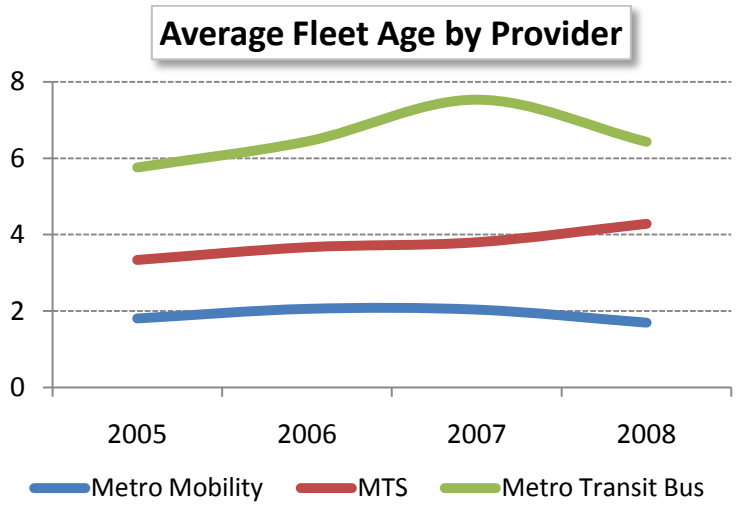
Max In-Service Vehicles	2005			2006			2007			2008		
	Regular Route	Dial-a-Ride	Total	Regular Route	Dial-a-Ride	Total	Regular Route	Dial-a-Ride	Total	Regular Route	Dial-a-Ride	Total
Metropolitan Council												
Metro Transit Bus	709	0	709	702	0	702	740	0	740	747	0	747
Metro Transit Rail	23	0	23	24	0	24	24	0	24	24	0	24
MTS Community[1]	0	177	177	0	166	166	0	204	204	0	180	180
MTS Contracted	80	0	80	88	0	88	75	0	75	72	0	72
Metro Mobility	0	257	257	0	264	264	0	262	262	0	265	265
Council Subtotal	**812**	**434**	**1,246**	**814**	**430**	**1,244**	**842**	**466**	**1,308**	**846**	**445**	**1,291**
Suburban Transit Providers												
MVTA	83	0	83	86	0	86	90	0	90	91	0	91
SouthWest Transit	45	0	45	58	0	58	61	0	61	42	0	42
Maple Grove	25	4	29	31	4	35	13	4	17	1	4	4
Plymouth	15	8	23	15	8	23	28	8	36	28	7	35
Shakopee	3	3	6	6	3	9	9	0	9	9	0	9
Prior Lake	3	0	3	5	0	5	3	0	3	4	0	4
Suburban Provider Subtotal	**174**	**15**	**189**	**201**	**15**	**216**	**204**	**12**	**216**	**175**	**11**	**186**
Metro Transit/Suburban[2]	36	0	36	18	0	18	28	0	28	27	0	27
Other Providers												
U of Minnesota	17	2	19	18	2	20	18	2	20	18	2	20
Ramsey Star	-	-	-	-	-	-	2	0	2	2	0	2
NCDA	6	0	6	6	0	6	6	0	6	6	0	6
Total	**973**	**451**	**1,424**	**1,021**	**447**	**1,468**	**1,044**	**480**	**1,524**	**1,020**	**458**	**1,478**

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

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

A standard, 40-foot transit bus has an average life of 12 years. A typical dial-a-ride bus, including Metro Mobility buses, has an average life of 5 years. In 2008, Metro Transit's active, non-State Fair fleet had an average age of 6.43 years, down from a high of point of 7.53 in 2007. MTS fleet consists of vehicles for both regular and dial-a-ride service. MTS's regular-route fleet includes mostly large 40-foot and coach buses. This fleet also includes the suburban transit provider buses. MTS's fleet has seen its average fleet

age increase from 3.9 years in 2004 to 4.28 years in 2008. The Metro Mobility's average fleet age varies from year to year because bus replacement occurs in large numbers at irregular intervals. In 2008, the average fleet age was 1.7 years.



Support Facilities

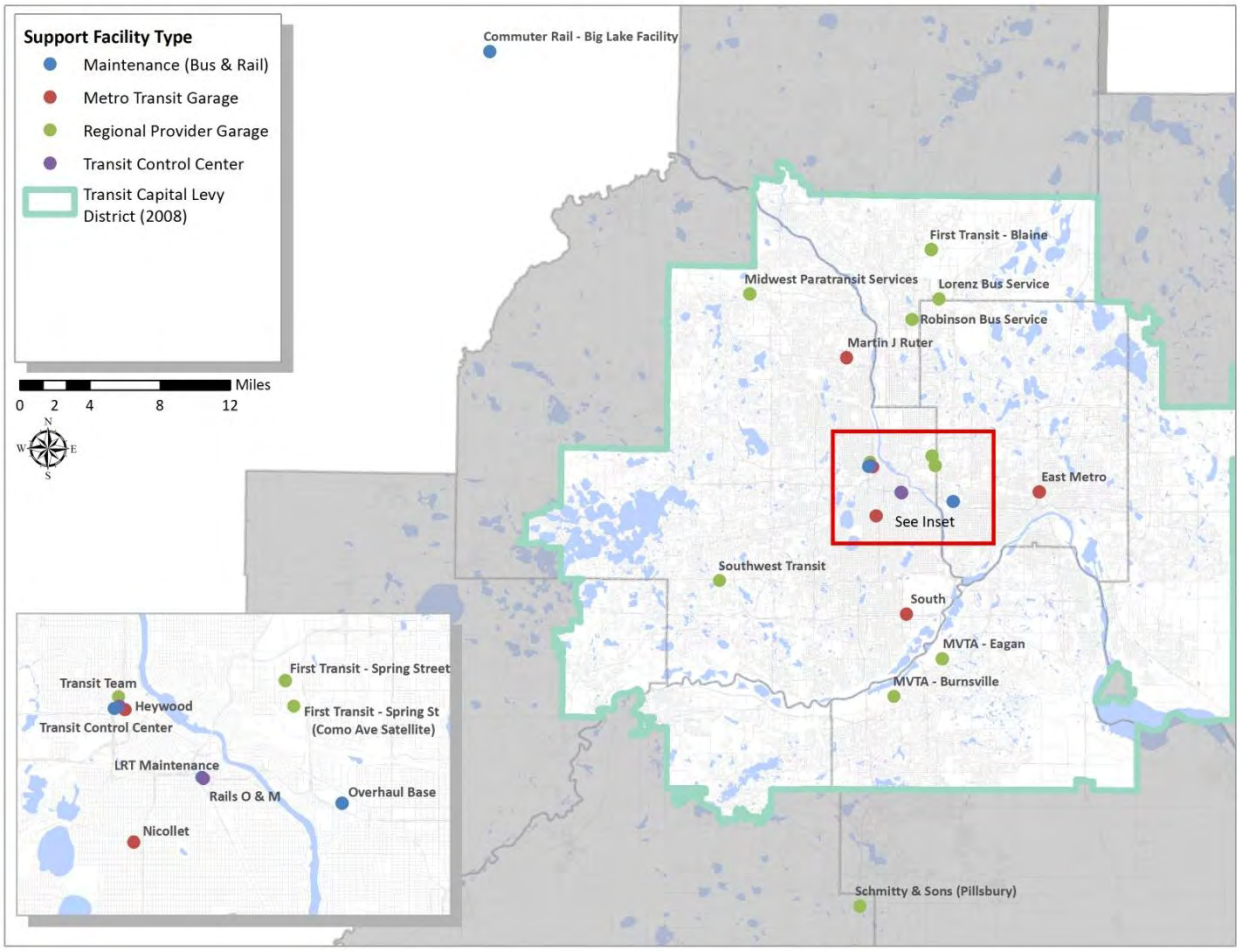
The Twin Cities Transit System is served by a variety of support facilities. Metro Transit currently has 11 vehicle-related support facilities with the other facilities servicing Metro Mobility, Suburban Transit Providers, MTS, and other contracted service vehicles. Metro Transit also has a transit control center (TCC) and other operations-related facilities. All facilities, except the Big Lake Commuter Rail facility, are located in the seven-county metro area. Several facilities are shared between providers and services.

Table 8-2. Contracted Support Facilities

Garages	Location	Regular Route	Dial-a-Ride	Providers
First Transit	Blaine	16	11	NCDA, MTS
First Transit	Mpls. – Spring Street	33	17	Plymouth, MTS
First Transit	Mpls. – Como	65	-	MTS, U of MN
First Transit	Roseville	-	168	Metro Mobility
Lorenz Bus Service	Blaine	16	-	MTS
Robinson Bus Service	St. Louis Park	16	-	MTS
Schmitty & Sons	Lakeville	9	-	Prior Lake, Shakopee
Transit Team	Minneapolis	18	124	MTS, Metro Mobility
H.S.I.	Stillwater Township	-	17	MTS
DARTS	West St. Paul	-	35	MTS
Midwest Paratransit	Maple Grove	1	17	Maple Grove
PRISM	Golden Valley	-	6	MTS

Table 8-3. Directly Operated Support Facilities

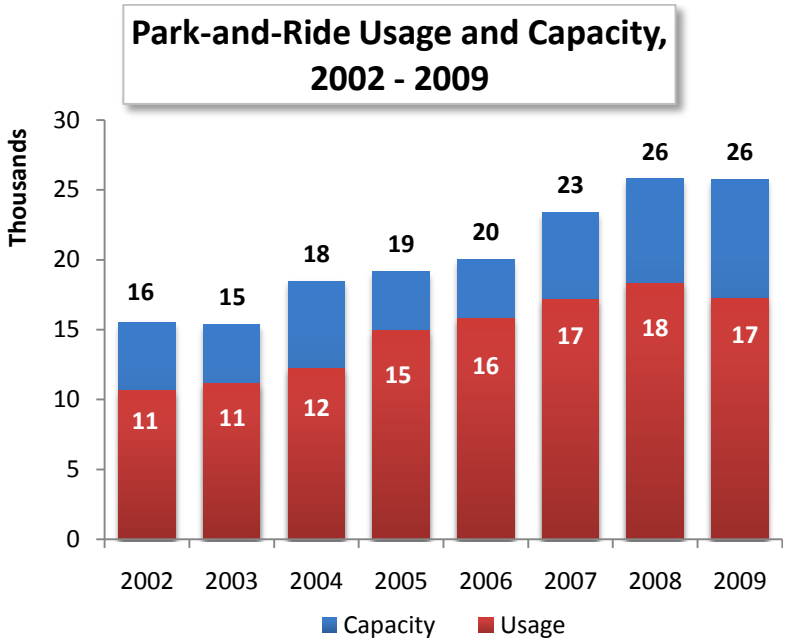
Garages	Location	Regular Route	Dial-a-Ride	Providers
MVTA	Eagan	55	-	MVTA
MVTA	Burnsville	61	-	MVTA
Southwest Transit	Eden Prairie	63	-	SouthWest Transit
Scott County	Shakopee	-	32	MTS, Metro Mobility
Hastings	Hastings	-	4	MTS
Heywood Garage	Minneapolis	248	-	Metro Transit
Ruter Garage	Brooklyn Center	149	-	Metro Transit
South Garage	Minneapolis	141	-	Metro Transit
Nicollet Garage	Minneapolis	166	-	Metro Transit
East Metro Garage	St. Paul	205	-	Metro Transit
Overhaul Base	St. Paul	N/A	-	Metro Transit
Light Rail Facility	Minneapolis	28	-	Metro Transit
Maintenance of Way	Minneapolis	N/A	-	Metro Transit
Hoover Street	Minneapolis	N/A	-	Metro Transit
Operations Support	Minneapolis	N/A	-	Metro Transit
Northstar Facility	Big Lake	3	-	Metro Transit



Park-and-Ride Facilities

The facilities and capacity of the Twin Cities regional park-and-ride system are continuously in flux as new facilities are opened, underutilized facilities are closed, facilities are temporarily closed for expansions, and temporary facilities are open during expansion or until permanent facilities can be constructed. The Twin Cities area had 108 active park-and-ride lots as of fall 2009, with a total capacity of 25,765 spaces. This is up from a capacity of 15,533 spaces in fall 2002, increasing by 65% over the past seven years; however, both capacity and usage saw a decrease between 2008 and 2009.

Usage over since 2002 has grown from 10,678 to 17,247 in 2009, an increase of 61%. However, the percentage of spaces used has actually decreased. In 2002, 69% of all spaces were used. In 2009, 67% of all spaces were used.



Even though there are 108 lots, 54% of spaces are concentrated in the 20 largest lots. The three largest – the Burnsville Transit Station, Foley Park and Ride, and I-35W and 95th Ave. – have over 15% of the region's total park-and-ride capacity.

Spaces are provided through three types of arrangements. Some park-and-rides are owned by transit agencies like Metro Transit or Suburban Transit Provider organizations. Others are owned by Mn/DOT, typically on excess highway right-of-way and used under agreement between Mn/DOT and the transit agency. Third, some are joint use with private entities like theaters, shopping centers, or churches. Park-and-rides are served by Metro Transit and the region's suburban transit agencies. Metro Transit accounts for about 60% of park-and-ride spaces. MVTA, the Suburban Transit Provider with the most park-and-ride spaces, accounted for 22% of all spaces in 2002 and 17% in 2007.

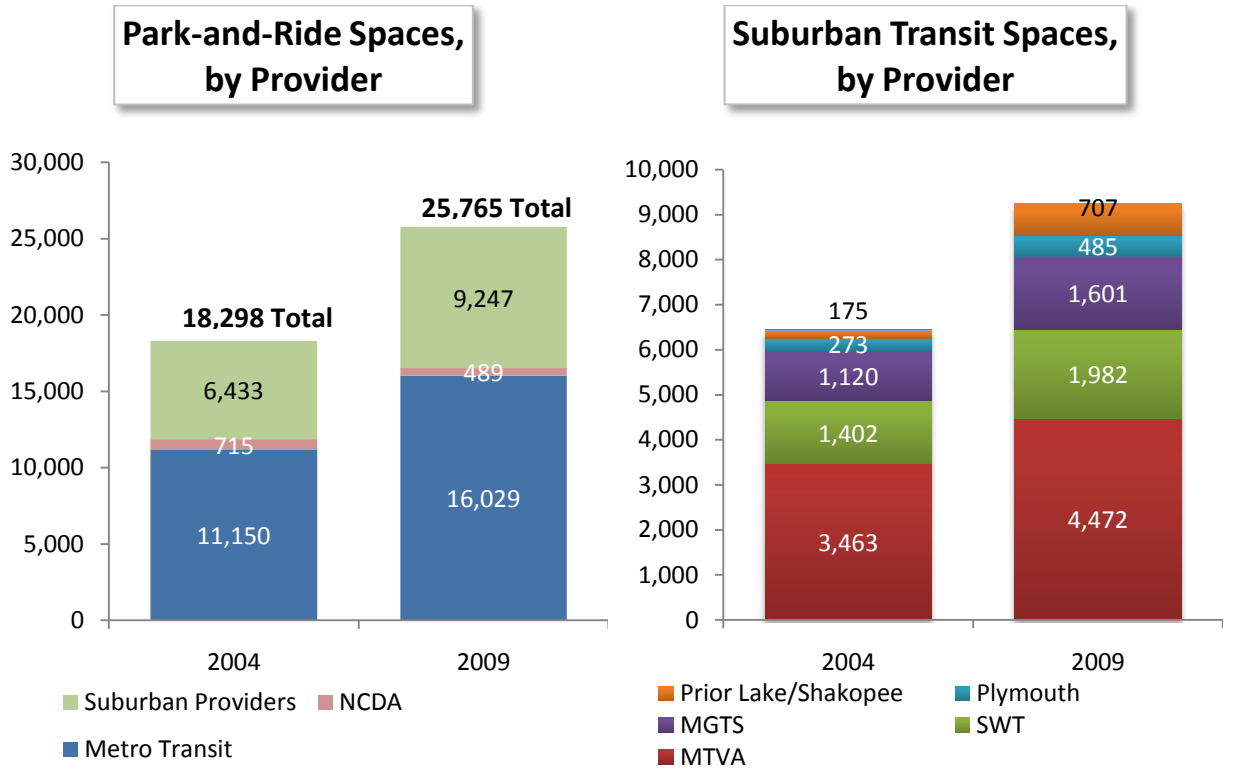


Table 8-4. Annual Park-and-Ride Capacity and Usage by Provider

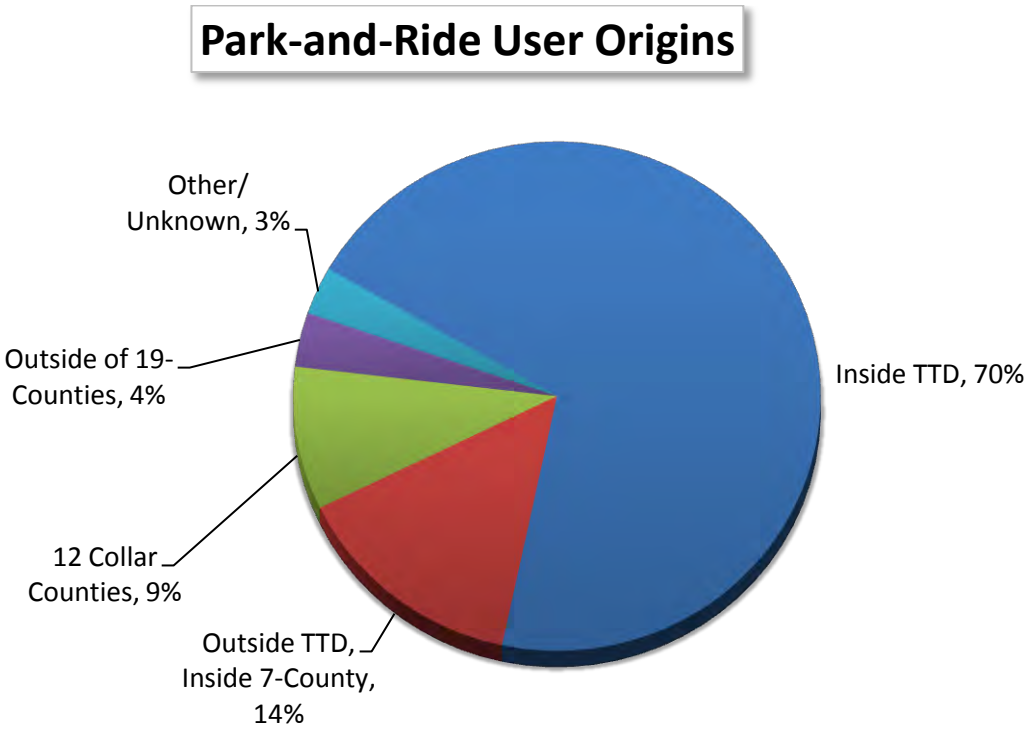
	2004		2005		2006		2007		2008		2009	
Provider	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*	*Capacity* / *Usage*	*% Full*
Metro Transit	11,150 / 6,999	62.8%	11,763 / 8,435	71.7%	11,337 / 8,901	72.1%	14,026 / 9,880	70.4%	15,220 / 10,899	71.6%	16,029 / 10,684	66.7%
MVTA	3,463 / 2,720	74.7%	3,645 / 3,199	87.8%	3,645 / 3,119	85.6%	4,025 / 3,202	79.6%	4,400 / 3,279	74.5%	4,472 / 2,907	65.0%
SouthWest Transit	1,402 / 997	71.1%	1,383 / 1,243	89.9%	1,403 / 1,287	91.7%	1,382 / 1,450	97.7%	1,982 / 1,492	75.3%	1,982 / 1,447	73.0%
Maple Grove	1,120 / 674	60.2%	1,120 / 794	70.9%	1,120 / 960	85.7%	1,511 / 1,216	80.5%	1,601 / 1353	84.5%	1,601 / 1,239	77.4%
Plymouth	273 / 254	93.0%	304 / 269	88.5%	374 / 322	86.1%	484 / 317	65.5%	485 / 279	57.5%	485 / 221	45.6%
Prior Lake/ Shakopee	175 / 54	30.9%	175 / 62	35.4%	261 / 119	45.6%	708 / 229	32.3%	707 / 275	38.9%	707 / 334	47.2%
NCDA	715 / 516	72.2%	774 / 584	75.5%	794 / 618	77.8%	1397 / 628	45.0%	1397 / 758	54.3%	489 / 415	84.9%
Total	**18,478 / 12,214**	**66.1%**	**19,164 / 14,586**	**76.1%**	**19,914 / 15,326**	**77.0%**	**23,533 / 16,822**	**71.5%**	**25,792 / 18,335**	**71.1%**	**25,765 / 17,247**	**67.0%**

Park-and-Ride User Survey

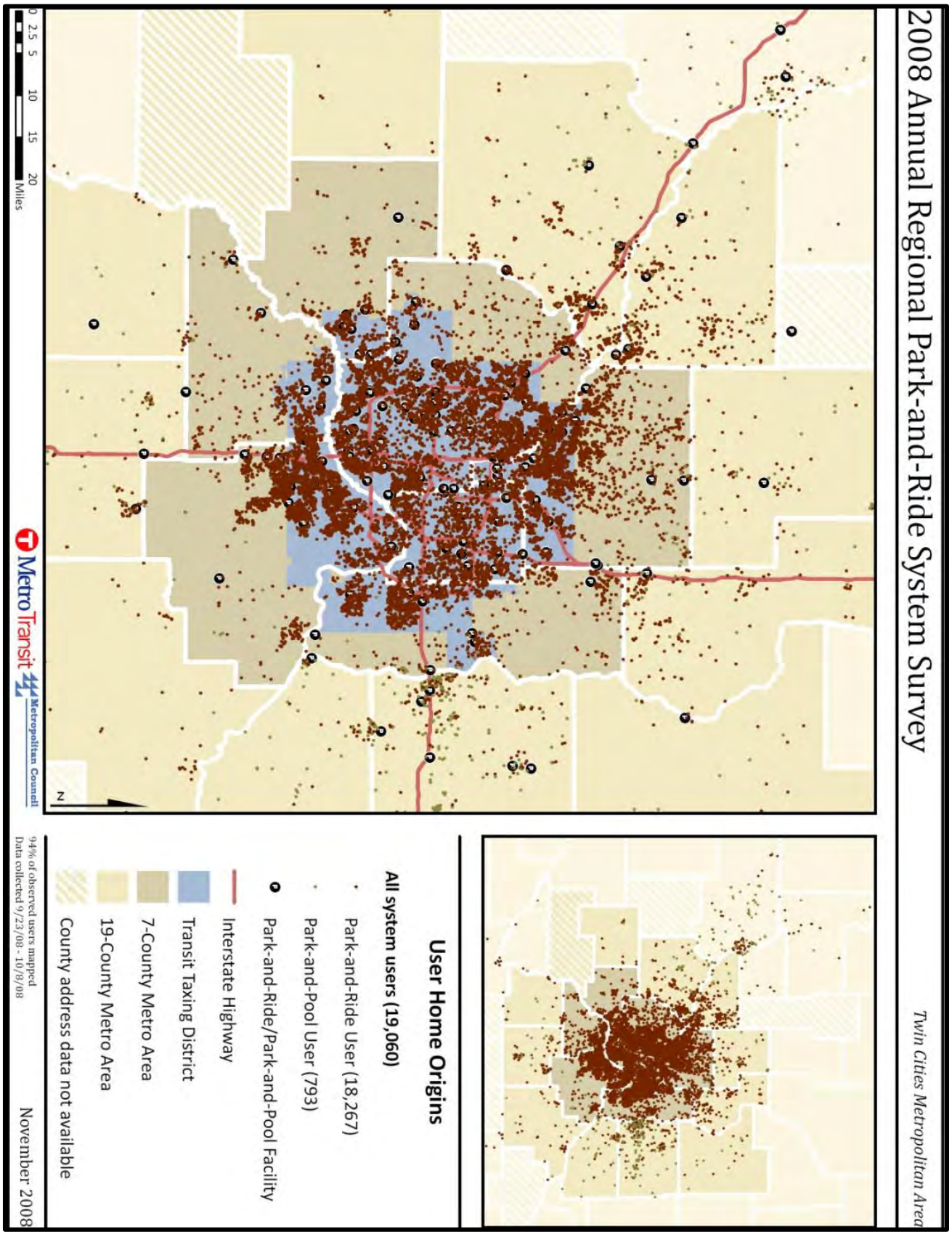
The Metropolitan Council, in collaboration with Metro Transit and other regional transit providers, conducts annual park-and-ride surveys to analyze capacity issues, usage statistics, and origins of transit park-and-rider users throughout the system. The last survey was completed in October 2009.

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

- Park-and-ride usage has increased throughout the region since 2002, up 61% since 2002. However, usage decreased by 6% between 2008 and 2009 but remained above 2007 levels.
- Capacity and consistent service are the major driving forces behind park-and-ride usage. Capacity is up 66% since 2002.
- Park-and-ride users are coming from beyond the transit taxing district (TTD). Only 70% are from inside the TTD and 84% are from inside the seven-county metro area.

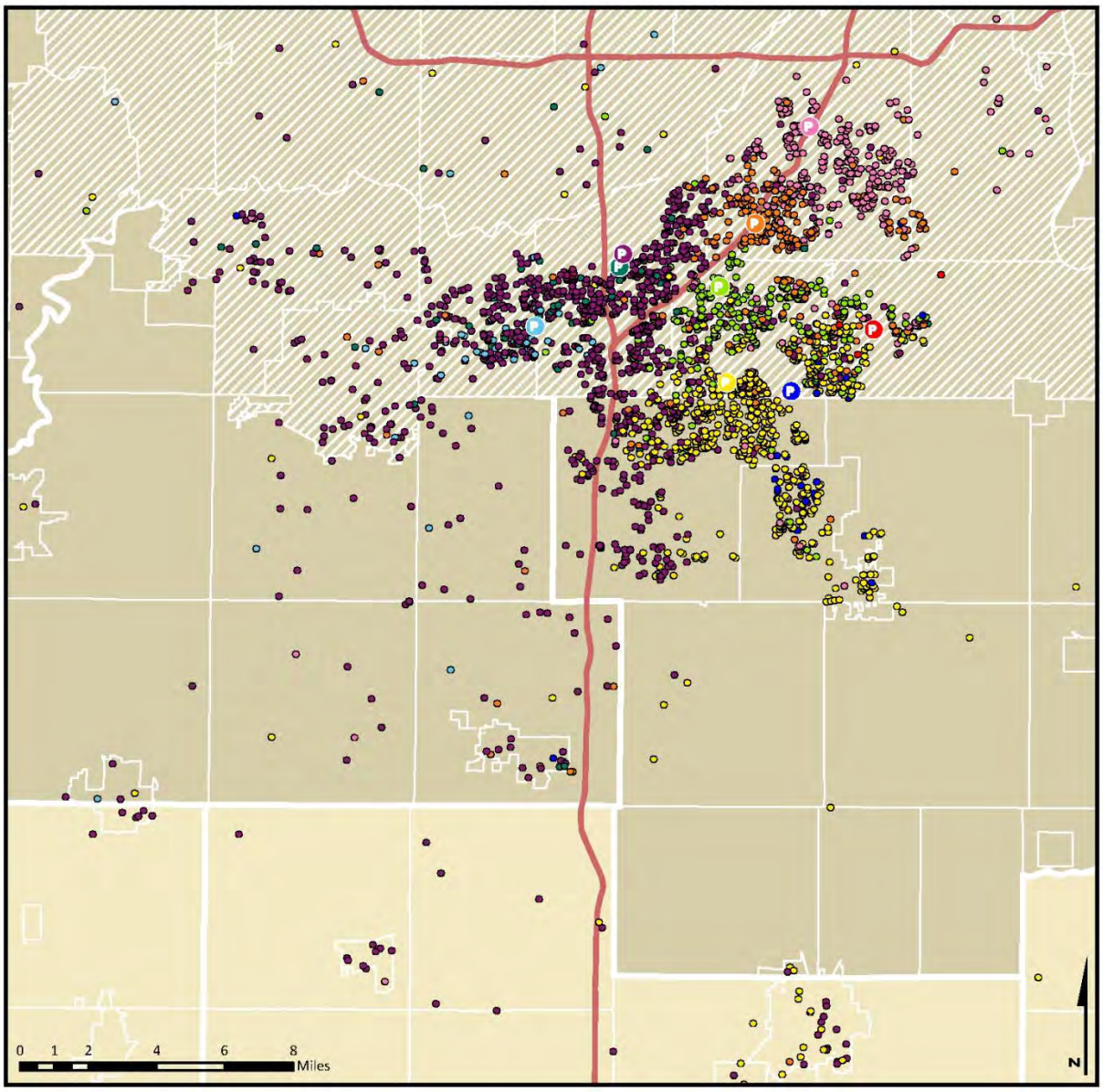


The following maps depict the home origins, based on license plate survey information, for various transit provider market areas throughout the region.


2008 Annual Regional Park-and-Ride System Survey
Twin Cities Metropolitan Area
N
0 2.5 5 10 15 20
Miles
Metro Transit
Metropolitan Council
User Home Origins
All system users (19,060)
Park-and-Ride User (18,267)
Park-and-Pool User (793)
Park-and-Ride/Park-and-Pool Facility
Interstate Highway
Transit Taxing District
7-County Metro Area
19-County Metro Area
County address data not available
94% of observed users mapped
Data collected 9/23/08 - 10/8/08
November 2008

2008 Annual Regional Park-and-Ride System Survey

Minnesota Valley Transit Authority Facilities



Park-and-Ride (Users)

- 157th St Station (33)
- Apple Valley Transit Station (750)
- Blackhawk (330)
- Burnsville Transit Station (1,305)
- Co Rd 42 & Huntington (79)
- Eagan Transit Station (380)
- Heart of the City (99)
- Palomino Hills (297)
- Rosemount Community Center (6)
- Interstate Highway
- Transit Taxing District
- 7-County Metro Area
- 19-County Metro Area

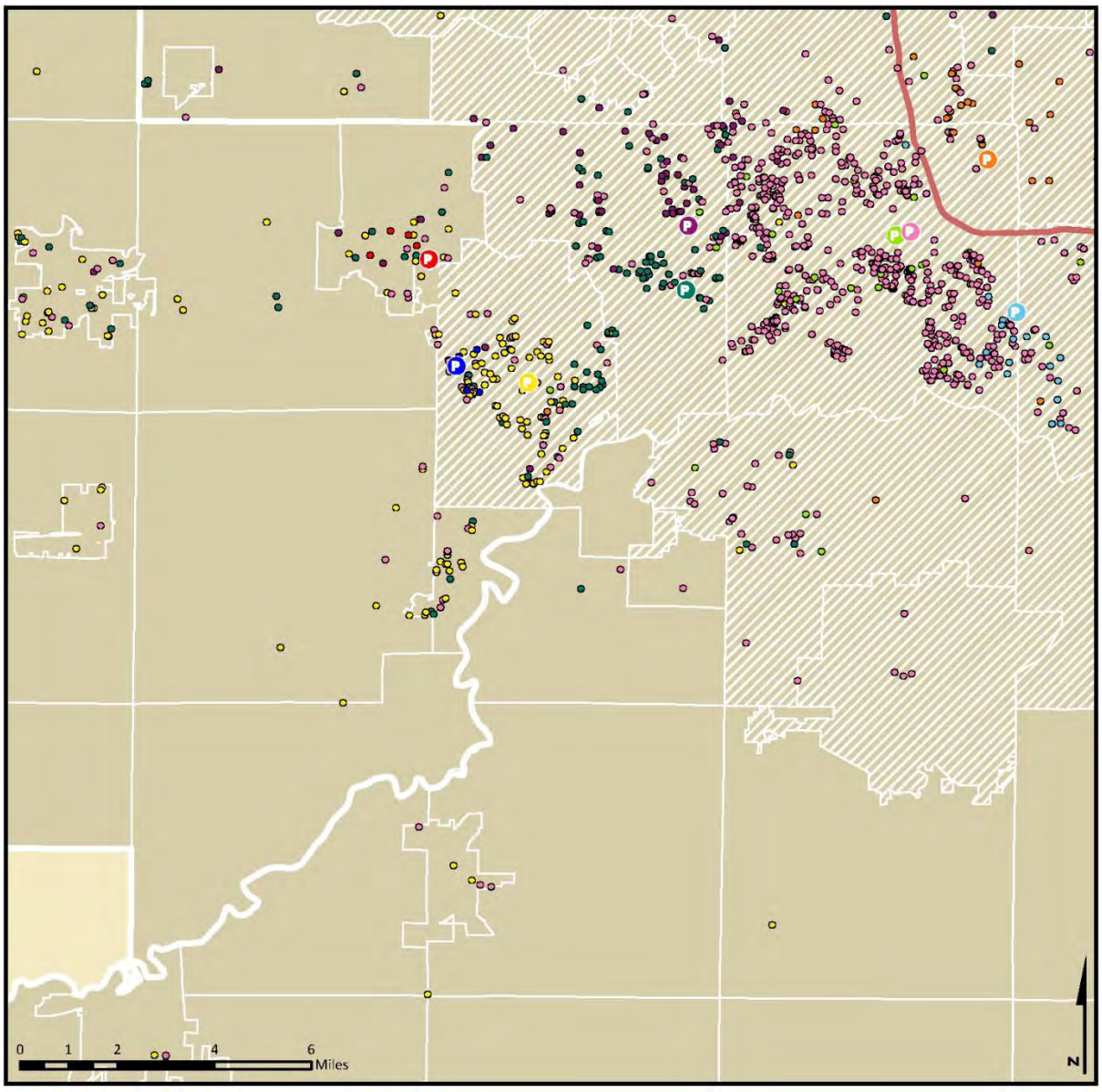
Metro Transit | Metropolitan Council

December 2008

Data collected 9/23/08 - 10/8/08

2008 Annual Regional Park-and-Ride System Survey

SouthWest Transit Facilities



Park-and-Ride Name (Users)

- Clover Fields (13)
- East Creek Station (198)
- Hwy 212 & Shady Oak Rd (48)
- Market Blvd & Pauley Rd (89)
- Preserve Village Mall (26)
- SouthWest Station (905)
- SouthWest Village (165)
- St Andrew Lutheran Church (44)
- Victoria (4)

- Interstate Highway
- Transit Taxing District
- 7-County Metro Area
- 19-County Metro Area

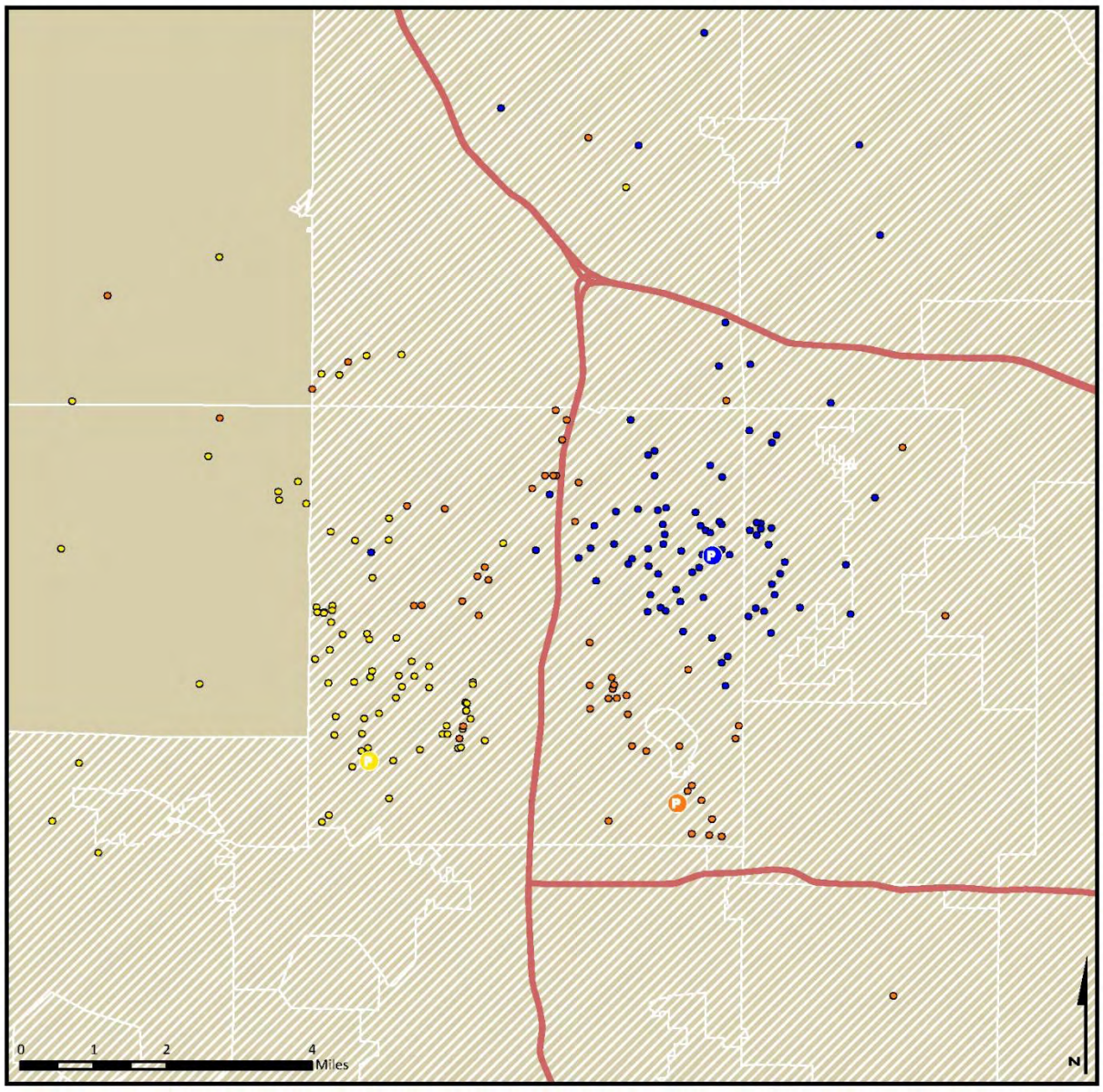
Metro Transit | Metropolitan Council

December 2008

Data collected 9/23/08 - 10/8/08

2008 Annual Regional Park-and-Ride System Survey

Plymouth Metrolink Facilities



Park-and-Ride Name (Users)

- Cub Foods - Plymouth (107)
- Messiah United Methodist Church (103)
- Station 73 (69)

- Interstate Highway
- Transit Taxing District
- 7-County Metro Area
- 19-County Metro Area

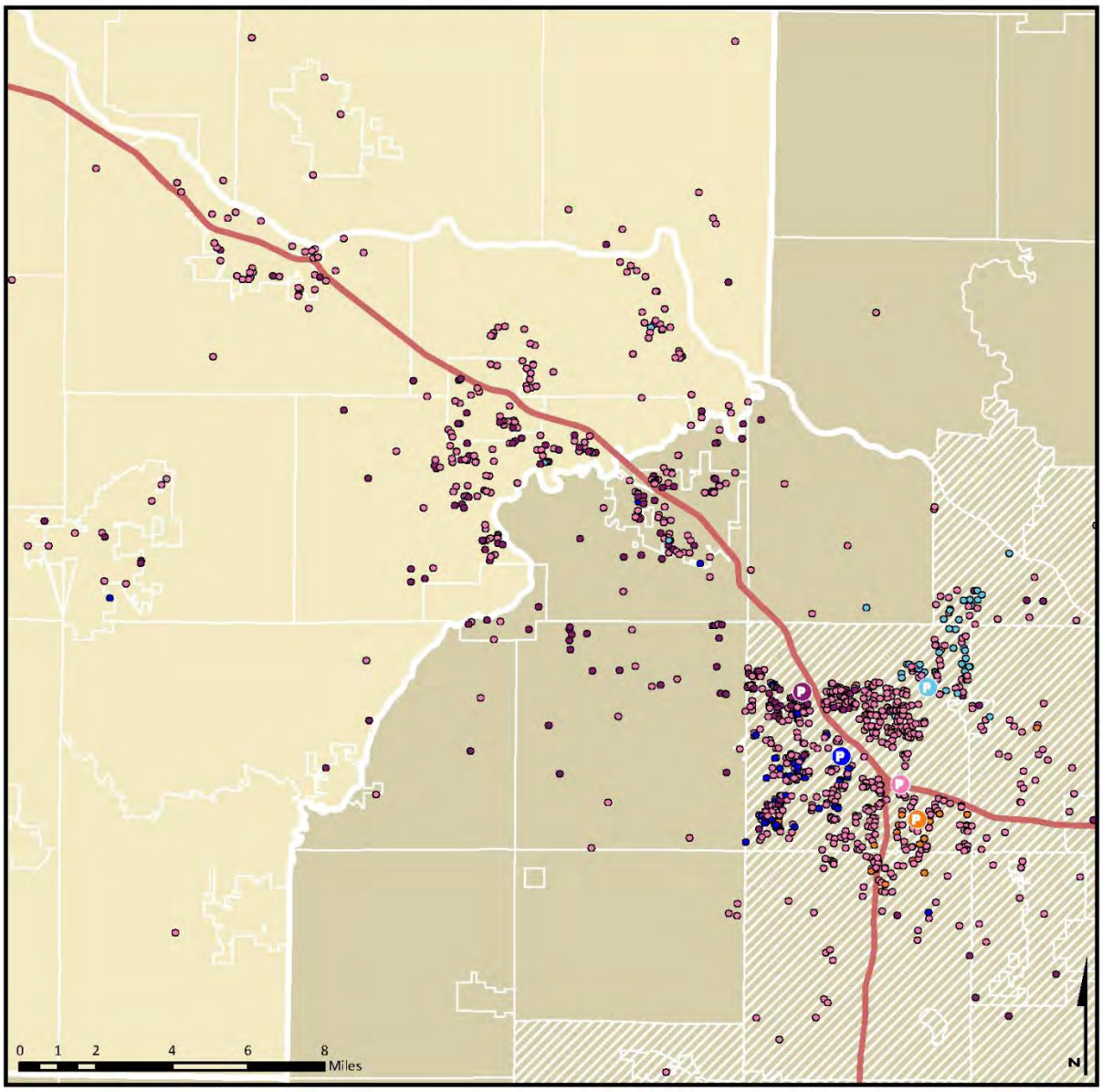
Metro Transit | Metropolitan Council

December 2008

Data collected 9/23/08 - 10/8/08

2008 Annual Regional Park-and-Ride System Survey

Maple Grove Transit Facilities



Park-and-Ride Name (Users)

- Crosswinds Methodist Church (53)
- Maple Grove Transit Station (1,000)
- Shepherd of the Grove Church (23)
- Wal-Mart (218)
- Zachary Square (49)

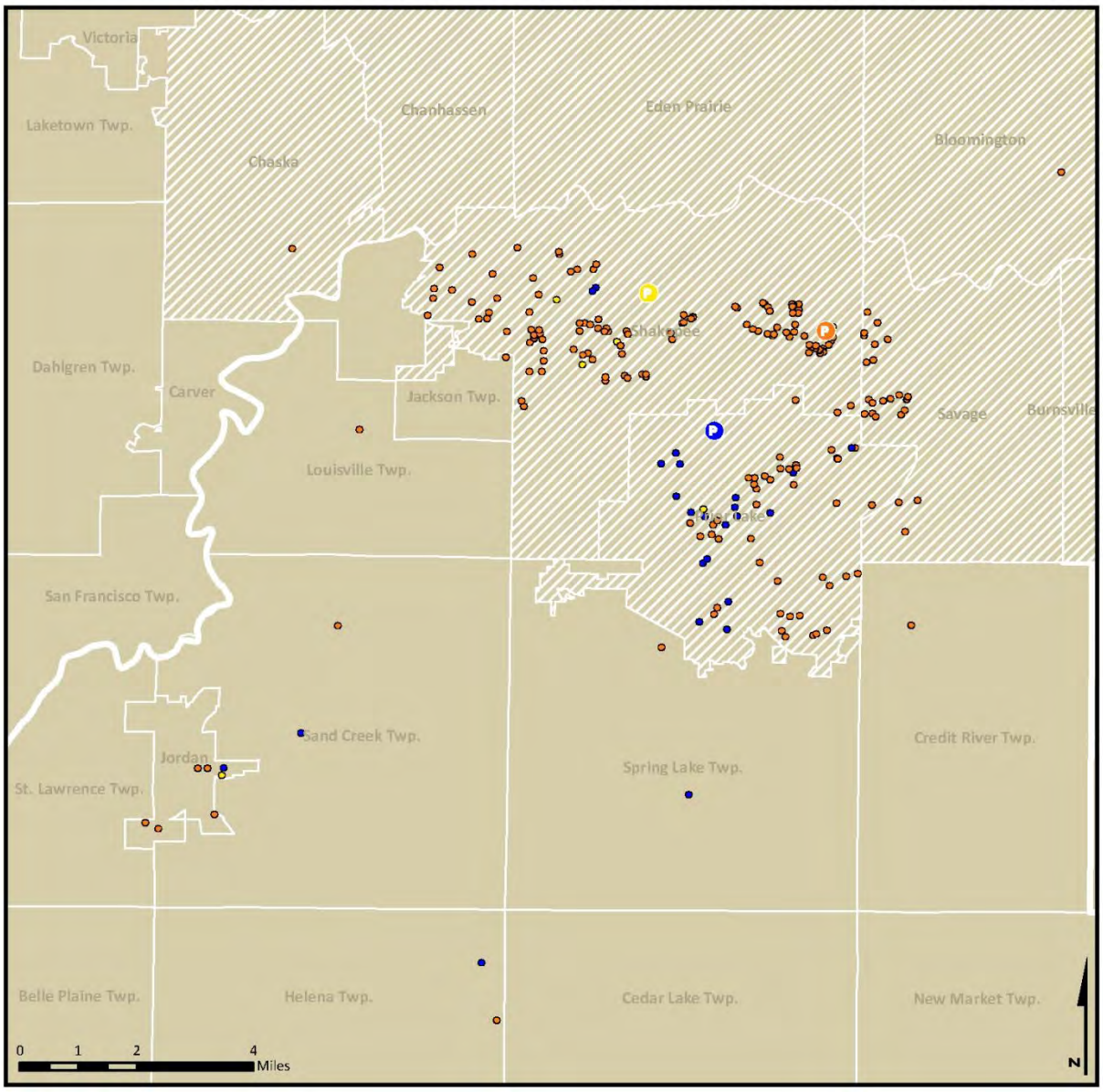
- Interstate Highway
- Transit Taxing District
- 7-County Metro Area
- 19-County Metro Area

Metro Transit | Metropolitan Council

December 2008

Data collected 9/23/08 - 10/8/08

2008 Annual Regional Park-and-Ride System Survey
Scott County Facilities



Park-and-Ride Name (Users)

- Safe Haven (31)
- Seagate Technology (10)
- Southbridge Crossing (234)

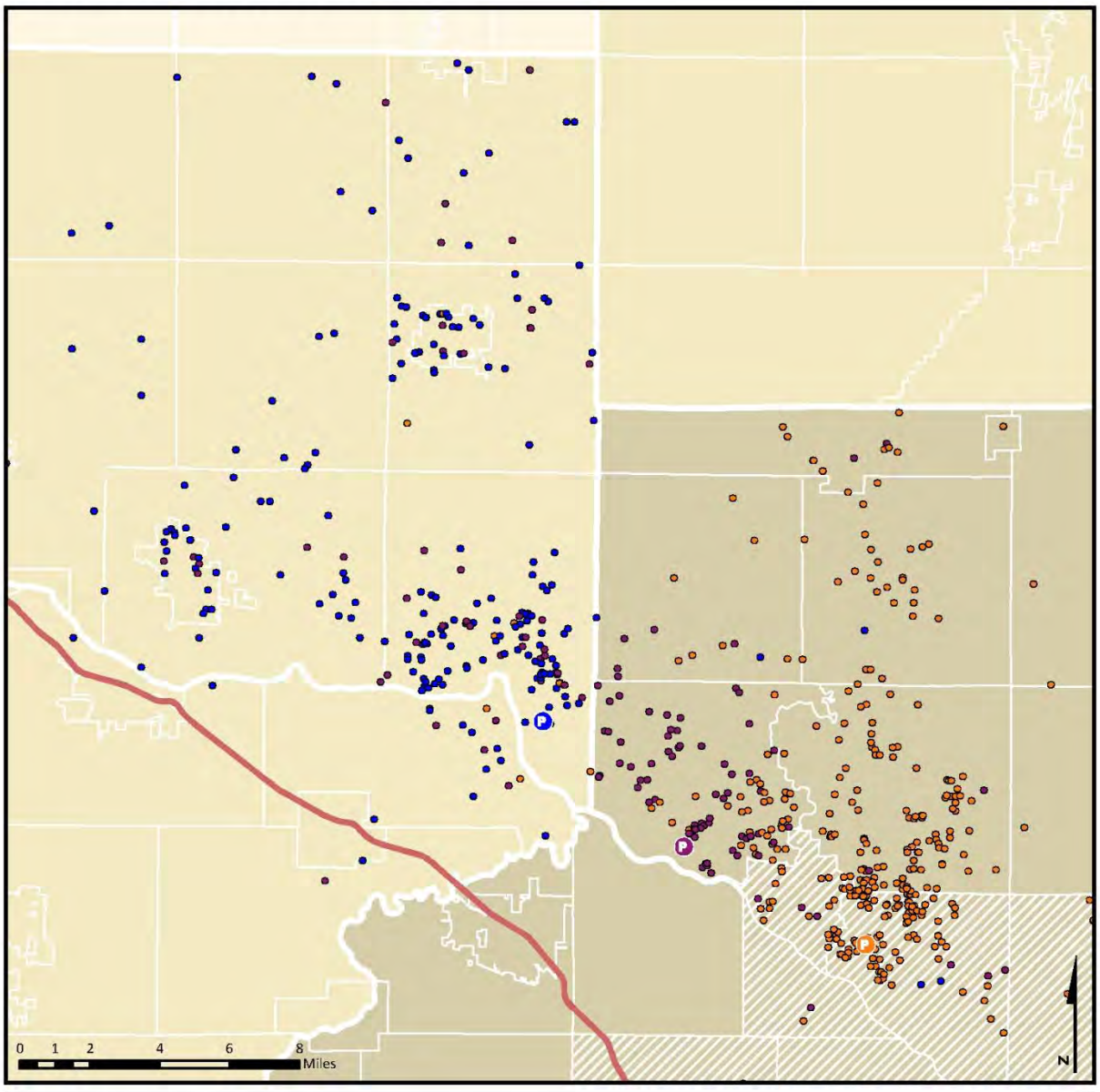
- Interstate Highway
- Transit Taxing District
- 7-County Metro Area
- 19-County Metro Area

MetroTransit Metropolitan Council

December 2008
Data collected 9/23/08 - 10/8/08

2008 Annual Regional Park-and-Ride System Survey

Northstar Corridor Facilities



Park-and-Ride Name (Users)

- 171st Ave & Tyler St (231)
- Ramsey Town Center (153)
- Riverdale (374)

- Interstate Highway
- Transit Taxing District
- 7-County Metro Area
- 19-County Metro Area

Metro Transit | Metropolitan Council

December 2008

Data collected 9/23/08 - 10/8/08

Technology Improvements

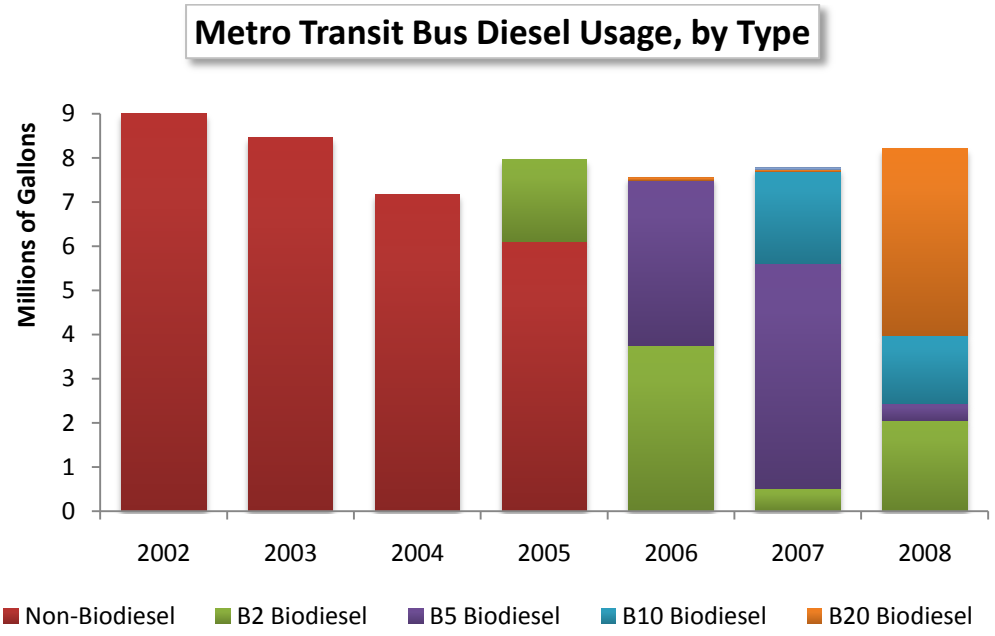
Go Greener Campaign

In August 2006, Metro Transit initiated the "Go Greener" campaign in conjunction with the Governor's office. The effort will include several steps, including the planned addition of 150 hybrid-electric buses by 2012, replacing 164 buses with more fuel-efficient models that reduce emissions, incorporating biodiesel into all buses and participating in marketing campaigns that put the focus on environmentally friendly transit service. As of December 2009, 67 hybrid-electric buses were in use with 30 more to be added in 2010. The environmental benefits of hybrid buses include:

- 90% fewer emissions than the buses they replace
- 28% better fuel economy when compared to the buses they replace
- A significant drop in noise levels

Biodiesel Initiative

In July 2005, Metro Transit began using an ultra-low sulfur diesel fuel on all buses in an effort to reduce emissions. The following year, Metro Transit increased their biodiesel content to 5% in all fuel for Metro Transit buses. In 2007, Metro Transit increased biodiesel content to 10% for all buses and began testing biodiesel contents of 20% and 40%. In 2008, Metro Transit continued testing higher mixes by using B20 in over 50% of their fuel usage. However, Metro Transit scaled back to B-5 Biodiesel usage for much of 2009.



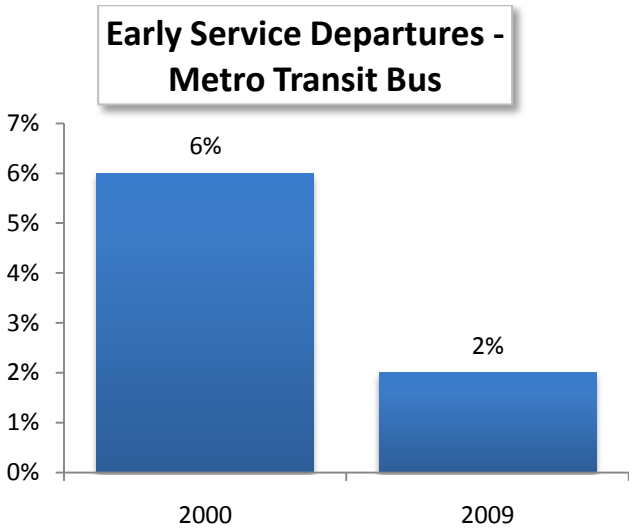
Automatic Vehicle Location (AVL) Technology

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

As of late 2009, 922 buses, 25 district supervisor vehicles, 18 transit police vehicles, and 11 maintenance vehicles were installed with the SMARTCoM system. The SMARTCoM system is designed to be a base system upon which other applications/features can be added, expanded, or integrated. Some examples include:

- Go-To Card Reader Interface
- Automatic Passenger Counters (APCs) currently on 251 buses
- Real-Time Next Departure LED Signs/LCD Displays – currently 57 signs/ displays installed at 49 locations
- Audio Real-Time Next Departure at Bus Stops (Annunciators) – currently 44 annunciators installed at 39 locations
- NexTrip Web (real-time next arrival via webpage) – start up occurred in June 2008
- TransitLine Interactive Voice Response (IVR) (real-time next arrival via phone) – start up occurred in July 2008
- Transit Signal Priority – currently installed at 29 intersections
- Internal Garage Bus Locator System – system acceptance to occur in March 2010
- Transit Commuter Information System – provides real-time transit bus vs. car travel time comparison, park-and-ride space availability, next bus departure information on freeway and arterial signs and via phone IVR & web page – currently 26 signs installed in four park-and-ride areas

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



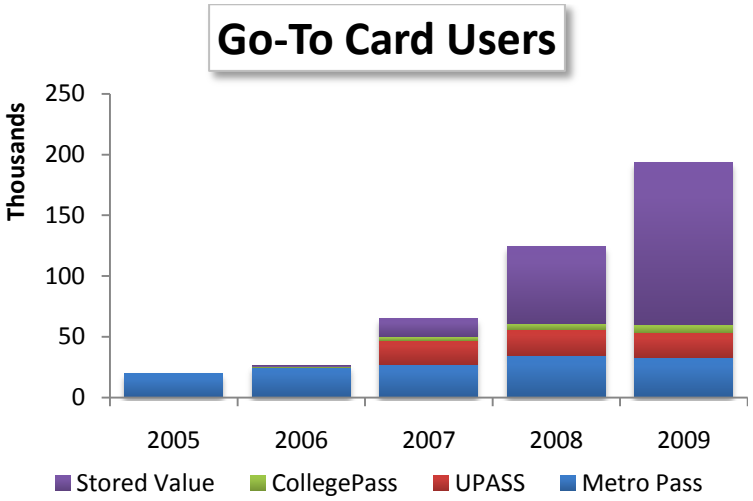
MTS is overseeing the expansion of TransitMaster AVL to all regular route buses in the region. This project, which should be complete by mid-2010, will add AVL units to more than 300 regional buses and will add passenger counters (APC) to 156 buses. In addition, this project will provide a level of standardization and coordination among all transit providers in the region. All items listed on this page (Go-To interface, real time signs, etc.) will be made available regionwide because of this project.

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

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

Fare Collection Technology

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



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

The Go-To Card results in faster boarding time for users. A recent analysis of bus boardings shows that riders using Go-To Cards require 2 to 3 seconds less time to board the bus than customer using cash or magnetic fare cards. Over hundreds of boardings on a trip and hundreds of thousands of boardings per day, the more Go-To Cards that are used, the faster service will operate. Metro Transit has already reduced running time on some routes because of the time saved from Go-To Cards. On other high ridership routes, bus operators have been able to stay on time despite heavier than normal loads because of the time saved by riders using Go-To Cards. Metro Transit estimates that 37% of year-to-date 2009 rides were taken using Go-To Cards.

Transit Advantages

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

State law allows shoulder lanes on highways to be used by buses to bypass congestion and to improve travel times over automobiles. Most of these bus shoulders are 10 to 12 feet wide, wider than the typical shoulder that was constructed solely for automobile breakdowns and emergency vehicles. These lanes are also signed as being for bus use only. In 1992, the Twin Cities first bus only shoulder was constructed. Since that time, there has been a dramatic growth in the number of bus-only shoulders in the Twin Cities. The growth of bus-only shoulders continues to be restricted by funding and the decreasing availability of potential bus only shoulder sites, whether through completion of such shoulders or physical constraints. In 2008, the opening of new Highway 212 in Carver County contributed to a significant increase in bus-only shoulder lanes in the metro area.

Table 8-5. 2008 Summary of Existing Transit Advantages

Year	Shoulder Lane Miles	High-Occupancy Lane Miles	Ramp Meter Bypasses	Busway Lane Miles	Bus Lane Miles (Local)
2008	296.0	38.63	88	6.81	15.70

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

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

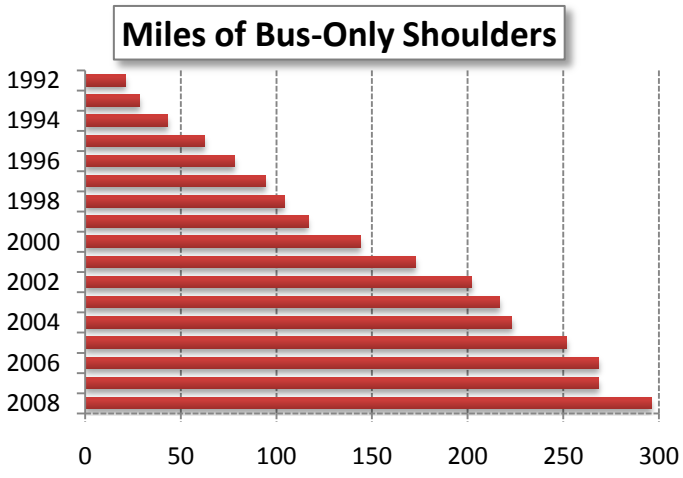
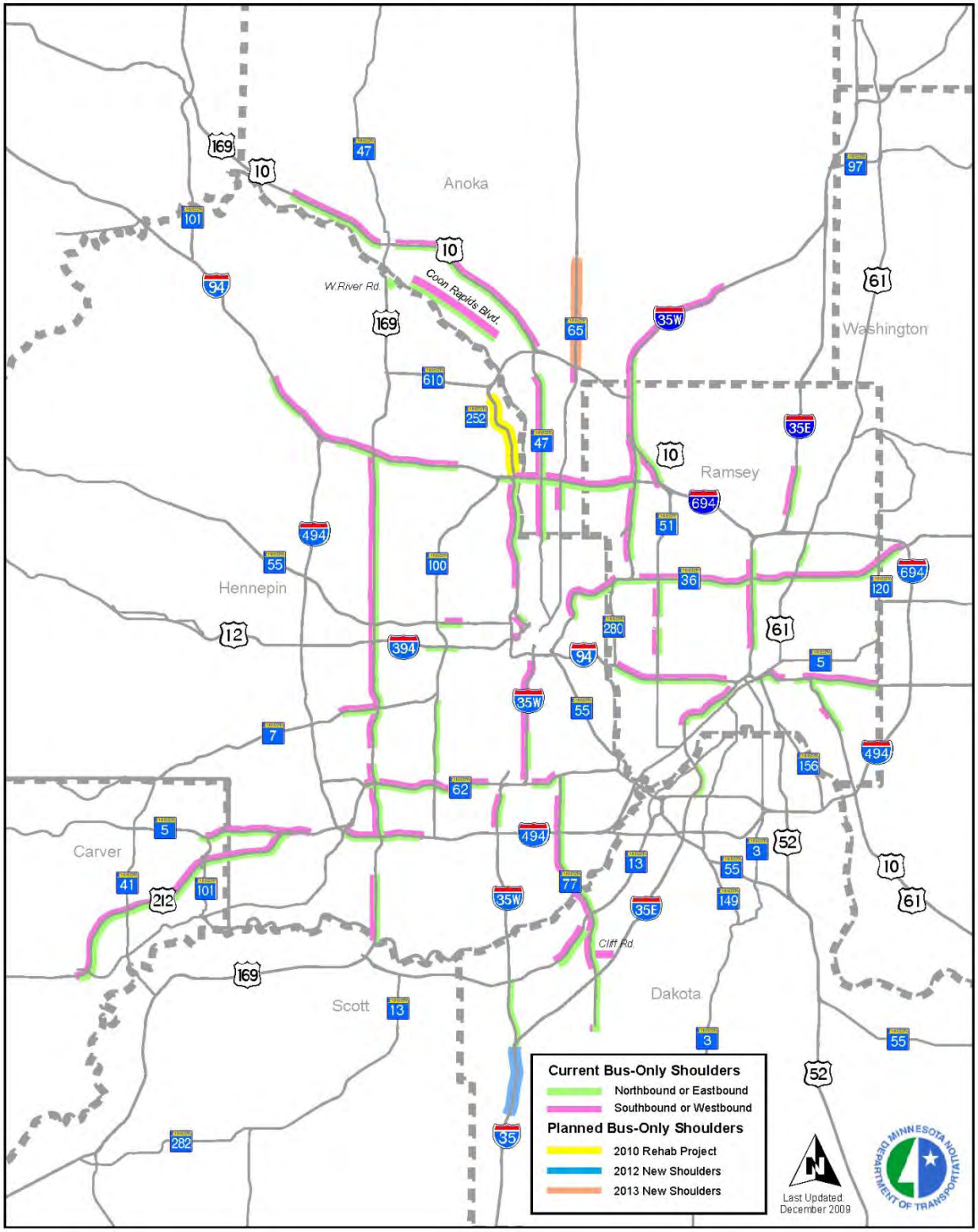


Table 8-6. Bus-Only Shoulder Mileage, 1992-2008

Year	Total Miles	Miles Added
1992	21.3	*21.3*
1993	28.5	*7.2*
1994	43.1	*14.6*
1995	62.6	*19.5*
1996	78.2	*15.6*
1997	94.4	*16.2*
1998	104.0	*9.6*
1999	116.5	*12.5*
2000	144.2	*27.7*
2001	172.5	*28.3*
2002	202.0	*29.5*
2003	216.6	*14.6*
2004	223.2	*6.6*
2005	251.6	*28.4*
2006	268.5	*16.9*
2007	268.5	*0*
2008	296.0	*27.6*

Current and Planned Bus-Only Shoulders



Chapter 9. Transitway Development

The 2030 *Transportation Policy Plan* (TPP) envisions the development of a network of transitways. A network of transitways will allow movement that avoids congested highways, connects regional employment centers and boosts the potential for transit-oriented development. The region will have four types of transitway modes: commuter rail, light rail, bus rapid transit, and express buses with transit advantages.

Transitway Recommendations

Commuter Rail

Commuter Rail operates on freight railroad tracks. Commuter rail vehicles may use diesel multiple unit (DMU) vehicles or conventional diesel locomotives pulling passenger coaches. In many cases, commuter rail operates on existing freight railroad tracks that may also carry intercity passenger rail traffic operated by Amtrak, potentially using common stations. Lines are typically 20 or more miles long, with stations spaced much further apart than light rail, typically five miles apart. This spacing results in fewer stations than LRT to keep travel times fast. Station areas are primarily oriented to park-and-ride uses. Commuter rail services operate at 20- to 30-minute frequencies during peak periods, with limited or no midday or reverse-direction service.

Commuter Rail Recommendations

Ridership projections calculated for the *2030 Transit Master Study* indicated that under the current model and regional forecasts, no other commuter rail corridor than Northstar would have enough ridership to justify intensive investments. However, commuter rail ridership forecasts are hampered by the lack of data about travel patterns of commuter rail customers because the region currently does not have an operating commuter rail. With the Northstar Commuter Rail opening in late 2009, it will be possible to use observed data for commuter rail to calibrate the travel forecast modeling. Because of this, the region should look again at demand for commuter rail in 2010 when Northstar is operational and the rail line's impacts on travel patterns are more fully understood. If there are corridors that appear to be viable with this updated modeling information, they should undergo an alternatives analysis and then move into development if they prove to be cost-effective. In anticipation of this possibility, an additional commuter rail line is planned between 2020 and 2030 in the cost estimates in the TPP.

Light Rail Transit and Dedicated Busways

Light Rail Transit (LRT) operates on rails primarily in exclusive rights-of-way. Vehicles are powered by overhead electrical wires. Stations are typically spaced about one-half to one mile apart. Typical LRT lines are 10 to 15 miles long because they primarily serve densely developed areas and because trip times become too long if they are longer. LRT trains operate all day, with bidirectional service at frequencies of 10 minutes or better during peak periods. Hiawatha light rail is the one operating line currently in the Twin Cities.

Dedicated Busways are special roadways and lanes of roadways dedicated to the exclusive use of buses. Busways can operate service similar to LRT, with station spacing and other characteristics that mimic light-rail transit, except they use vehicles on rubber tires instead of electric trains on rails. Examples of this service in the United States include Los Angeles' Orange Line and Boston's Silver Line. The University of Minnesota busway is the one operating dedicated busway in the region. Dedicated busways also offer an additional flexibility that allows many different bus routes to use busway facilities, including local all-day service, limited-stop routes, and express bus routes. This results in all-day service with very high frequencies during peak and off-peak periods on core sections.

Light rail transit and dedicated busways function in similar ways. One operates on rails and is powered by electricity while the other operates on rubber tires and is powered by diesel engines. But most of the characteristics of busways and LRT– dedicated right-of-way, specialized stations and vehicles, off-board fare collection, signal priority and preemption – are the same. Trip times and passenger experience can be similar. For this reason, recommendations on these transitways are combined below.

Light Rail Transit and Dedicated Busway Recommendations

Currently the Twin Cities has one operational light rail line, Hiawatha light rail, which runs from downtown Minneapolis to the Minneapolis-St. Paul International Airport to the Mall of America. Because ridership on Hiawatha light rail has significantly exceeded projections, it is necessary to expand Hiawatha's capacity from two-car trains to three-car trains. This will require capital investments through 2020.

The Central Corridor is the primary east-west transportation route between downtown Minneapolis, the University of Minnesota and downtown St. Paul. The Council's *2030 Transit Master Study* showed two other corridors with high potential for light rail or a dedicated busway. The Southwest Transitway extends between Eden Prairie and Minneapolis, including the cities of Minnetonka, Hopkins, and St. Louis Park. Bottineau Corridor runs from Minneapolis along Highway 81 to either Maple Grove or Brooklyn Park.

In addition, five other corridors are recommended for mode and alignment studies, and may be determined to have potential for LRT, busway, or another mode:

- I-94 East
- TH 36 / NE
- I-35W North
- Central Avenue / TH 65 / BNSF
- Rush Line

Although many factors determine the viability and timing of implementation, the *Transportation Policy Plan* assumes that in addition to Central Corridor, one additional light rail or dedicated busway should be implemented by 2020 and work begun on a second. The Plan also anticipates the completion of the second LRT line shortly after 2020 and that a third will be completed by 2030.

Bus Rapid Transit

Bus Rapid Transit (BRT) is a transitway mode that uses bus vehicles while incorporating many of the premium characteristics of light rail or commuter rail.

The federal government has identified seven characteristics that separate BRT from regular bus service:

- **Service Operations:** High frequency, all day service, typically 15 minutes or better on the main portions of the route, which provides a high level of service to customers. In addition, routes typically have limited stops except in downtowns, and have express service.
- **Running way:** These include dedicated busway, bus lanes, HOT lanes, HOV lanes, dynamic shoulder lanes, dynamic parking lanes, bus-only shoulders, or mixed traffic where other options do not exist. Dedicated running ways allow buses to avoid congestion and move more quickly and reliably than in mixed traffic.
- **Technology:** Signal priority and driver technology allow buses to move more quickly and reliably. Customer information displays and other technology can improve the customer experience.
- **Identity/Brand:** Unique branding of the BRT helps distinguish the line from regular-route services.
- **Stations:** Uniquely branded stops with more amenities than a standard local bus stop also differentiate the service from other bus routes and makes it easier for customers to know where the route runs.
- **Vehicles:** Vehicles can range from typical 40-foot transit buses to specialized vehicles with a unique look, low floors and additional doors for quicker boarding, automated docking, on-board arrival information, and other specialized features.
- **Fare Collection:** Off-board fare collection or fast fare collection where possible to speed boarding times.

BRT facilities are scalable and can be added or expanded as needed over time. For example, an express corridor could add a priced lane, and then improve stations and park-and-rides as demand increases. Queue jump lanes or ramp meter bypasses (lanes that allow buses to bypass congestion) can be added as congestion increases. If demand warrants, on-board fare collection can be upgraded to off-board fare collection to speed travel. Because of this, BRT corridors may continuously add new features as population growth and congestion increase demand in a corridor.

Bus Rapid Transit Recommendations

In the Twin Cities, there are two variations of BRT proposed: arterial street BRT and highway BRT.

Bus Rapid Transit on Arterial Streets

The *2030 Transit Master Study* and other studies screened high ridership arterial corridors for their potential for light rail or dedicated busways. These studies showed that substantial ridership growth could be achieved through faster and higher frequency service. These corridors are all in highly developed areas with very limited right-of-way available, meaning that light rail or dedicated busways are most likely not feasible. Bus Rapid Transit service on arterial streets could provide limited-stop

service and use technology improvements to provide a fast trip in these corridors and use branding to differentiate the service from regular bus routes.

Candidate corridors are shown on page 114. The *Transportation Policy Plan* recommends a comprehensive study of corridors for this service, and assumes six arterial bus rapid transitways will be implemented by 2020 and three more by 2030. The proposed corridors include:

- American Boulevard
- Central Avenue
- Chicago Avenue
- East 7th Street
- Nicollet Avenue
- Robert Street
- Snelling Avenue/Ford Parkway
- West 7th Street
- West Broadway

Some of these corridors are proposed to be studied for other modes in addition to bus rapid transit. Detailed corridor analyses will determine if rail improvements are viable in the near or long term. In some corridors, BRT improvements could provide improved transit service in the interim before rail improvements.

Bus Rapid Transit on Highways

Bus Rapid Transit (BRT) also operates on limited access roadways. It can use bus-only shoulders, HOV/HOT lanes, ramp meter bypasses, priced dynamic shoulder lanes and other running way advantages. In addition to peak express service, Highway BRT also incorporates high frequency, all-day service, branded vehicles, and improved stations, including park-and-ride facilities and online stations. BRT improvements can also be used by other types of bus service like regular express buses, limited stop service, or routes that are partly local service and partly express. Some of these facilities will have on-line stations, allowing boarding of buses in the highway right-of-way.

The I-35W BRT line will run north from Lakeville to downtown Minneapolis. The Cedar Avenue BRT is a 16-mile corridor that runs between Lakeville and Mall of America, with express service continuing to downtown Minneapolis using TH 62 and transit advantages related to the I-35W BRT corridor.

The *Transportation Policy Plan* calls for two additional highway bus rapid transitways beyond Cedar and I-35W to be implemented by 2020 and two more highway BRTs between 2020 and 2030. Currently, five corridors are recommended for study for their appropriate mode and alignment. Some express bus corridors with transit advantages, described below, could also become highway BRT corridors in the future, if demand is high enough.

Express Bus Corridors with Transit Advantages

Express corridors with transit advantages provide express bus service with an alternative to congestion. These advantages could be bus-only shoulders, HOT or HOV lanes, ramp meter bypasses or other

advantages for transit. These services primarily connect commuters from suburban markets to employment in the central business districts, University of Minnesota and other major employment centers. Services in these corridors typically operate non-stop between a park-and-ride and the destination. One example of this type of service is on I-394, where buses originating from park-and-rides use the HOT lanes to avoid congestion. Many other routes use bus-only shoulders to avoid congestion. Highway improvements such as bus-only shoulders, HOV lanes, priced dynamic shoulder lanes and priced lanes benefit all the express bus service operating within the corridor. Improvements at specific intersections, like queue jump lanes, timed signals, and signal priority also provide transit with important advantages that can benefit specific service. Express service also benefits from highway and street improvements at the terminus of corridors such as bus-only and contraflow transit lanes, which allow express service to avoid congested local streets.

Express Bus Corridors with Transit Advantages Recommendations

Express bus service will need to double for the region to remain on track to increase transit ridership by 100% by 2030. Each express bus corridor will have sufficiently sized and conveniently located park-and-ride facilities. In some corridors, community and circulator networks will support service to these park-and-rides. Additional garage bus capacity will need to be constructed to house this expanded bus fleet.

By 2030, the region's urbanized area will grow, necessitating the expansion of highway transit advantages. In addition, there are gaps within the existing network of transit advantages that should be closed for the system to function optimally. As a result, it will be necessary to expand the bus-only shoulder network by up to 135 miles, depending on the reconstruction schedule for the highway system.

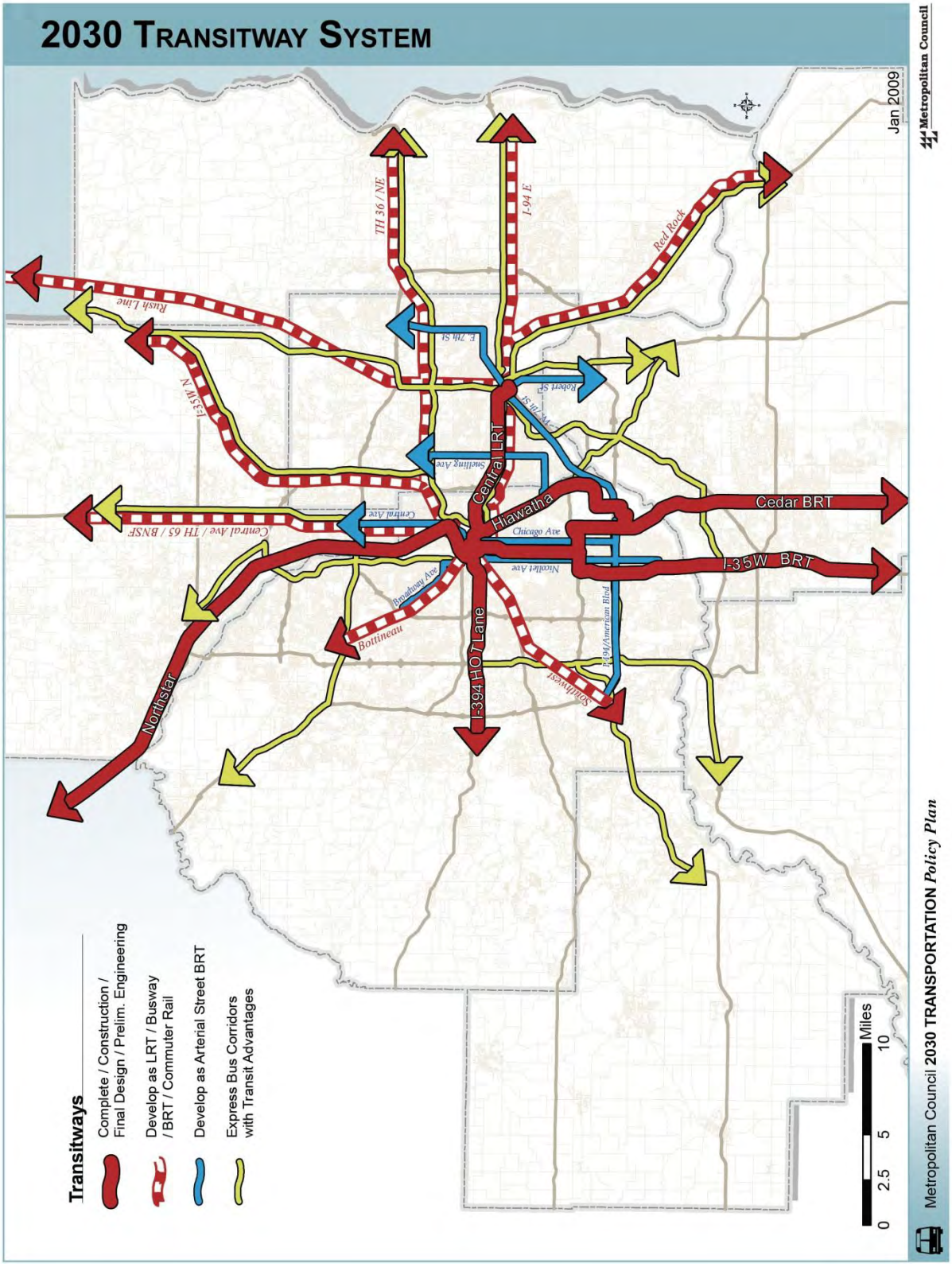
The I-394 HOT lane will continue to provide a substantial advantage to express buses on the western end of the region, as will the new lanes being added on I-35W south of downtown Minneapolis. Expanded highway pricing may be used as a tool to manage congestion as well as providing an advantage for transit. Decisions about any proposed priced lanes or high-occupancy lanes should consider and prioritize benefits to transit services.

Transitway Corridors to Study for Mode and Alignment

Modes and alignments have not been determined for a number of corridors. Promising corridors have been identified as needing more intensive study. All modes should be considered including LRT, busway, BRT, and commuter rail. The studies should include an initial screening to determine corridor potential, an alternatives analysis, a draft and then final environmental impact statement, and preliminary engineering. Four corridors were identified in the *2030 Transit Master Study* for initial screening and possible alternatives analysis studies. These corridors are:

- I-35W north of downtown Minneapolis
- Trunk Highway 36/NE Corridor
- Trunk Highway 65/Central Avenue/BNSF
- I-94 east of downtown St. Paul

In addition, the Rush Line Corridor is currently undergoing an alternatives analysis and should continue in study to determine the appropriate mode and alignment.


2030 TRANSITWAY SYSTEM
Jan 2009
Metropolitan Council
Transitways
Complete / Construction / Final Design / Prelim. Engineering
Develop as LRT / Busway / BRT / Commuter Rail
Develop as Arterial Street BRT
Express Bus Corridors with Transit Advantages
Miles
0 2.5 5 10
Metropolitan Council 2030 TRANSPORTATION Policy Plan
TH 36 / NE
I-94 E
Red Rock
Rush Line
E 7th St
Robert St
W 7th St
Selling Ave
Central LRT
Hiawatha
Cedar BRT
I-35W BRT
Chicago Ave
Nicollet Ave
Broadway Ave
Bottineau
Northstar
I-394 HOT Lane
Penn/American Blvd
Southwest
Central Ave / TH 65 / BNSF

Transitways Status Update

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

Bottineau (Northwest): Bottineau is a 13-mile light rail or bus rapid transit line. Hennepin County RRA is leading an Alternatives Analysis (AA) study. The AA includes 21 alternatives. A series of public open houses have been held to share the results of the study. Hennepin County is continuing to develop the project as alternatives are analyzed.

Cedar: The Cedar Ave. BRT project is implementing Phase 1 of the Implementation Plan scheduled to be complete in 2010. Transit stations and park-and-rides were completed at the Apple Valley Transit Station, Cedar Grove Transit Station, and Lakeville Cedar park-and-ride during late 2009/early 2010. Final design of the roadway improvements is expected to be completed in 2010 with constructed commencing late in the year. Operational start-up of the BRT service is expected in late 2012 or early 2013.

I-35W: Part of Phase I construction includes the Highway 62/I-35W interchange that began construction in the summer of 2007. This work includes the 46th Street on-line transit station. The Urban Partnership Agreement (UPA) funded the construction of a park-and-ride facility in Lakeville that opened in September 2009. This service represents the preemptive BRT express service in the corridor. The 46th Street on-line station is anticipated to open in December 2010, accompanied by pre-BRT service restructuring.

Central Corridor: Light rail transit (LRT) along University Avenue was selected as the locally preferred alternative (LPA) in June 2006. The Final Environmental Impact Statement (FEIS) was released for public comment in June 2009. Final Design began in late 2009 with the Federal full funding grant agreement expected in 2010. Construction is scheduled over four years, with operations starting in 2014.

Southwest: The Hennepin County Regional Rail Authority (HCRRA), in partnership with the Federal Transit Administration (FTA), conducted a Draft Environmental Impact Statement (DEIS) for the proposed Southwest LRT project. HCRRA recommended an LRT route on the Kenilworth-Opus Golden Triangle alignment (known as 3A) as the LPA in late 2009. The project will transition from Hennepin County to Metropolitan Council in 2010 for the preparation of the preliminary engineering application to the FTA and the Council will adopt the LPA into the *Transportation Policy Plan*.

I-94 East: Planning is expected to move forward on an AA for the I-94 East corridor in 2010. Washington County Regional Rail Authority (WCRRA) is leading the AA effort using a combination of federal and local funds. The AA is expected to be completed in late 2011.

Rush Line: Phase I interim improvements, including park-and-pool and park-and-ride facilities, were implemented. Currently, Ramsey County Regional Rail Authority (RCRRA) is completing an AA for the corridor to determine what long-term transit investment is best suited for it. A short-range commuter

bus study was completed in 2007 and work is advancing on two additional alternatives: BRT along I-35E between downtown St. Paul and Forest Lake and LRT between downtown St. Paul and White Bear Lake.

Red Rock: A commuter rail feasibility study was completed in 2001. In July of 2004, the Alternatives Analysis Study (AA) was begun for the Red Rock Corridor. The AA identified and analyzed commuter rail, bus rapid transit, and express bus as transit modes that could meet the purpose and need for the corridor. Work has begun on Station Area and Site Master Planning to identify four station sites along the corridor in anticipation of express bus, BRT, or commuter rail.

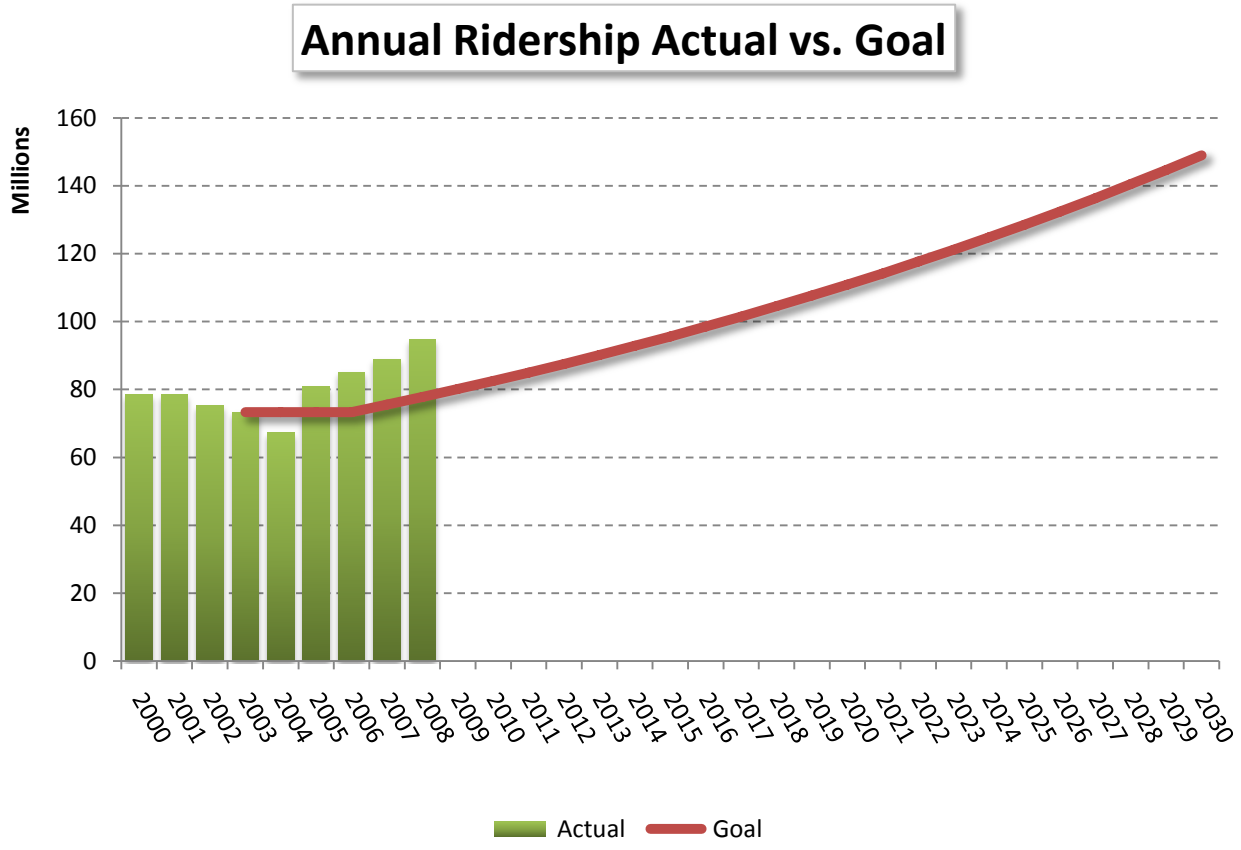
Robert Street: The Dakota County Regional Rail Authority (DCRRA) is conducting a transit feasibility study in partnership with cities along the corridor. The feasibility study began in early 2007 and was completed July 2008. The next phases may include an Advanced Feasibility Study that will refine ridership and cost estimates.

Chapter 10. Progress Toward Doubling Ridership

The Metropolitan Council's 2030 *Transportation Policy Plan*, adopted in 2009, reaffirmed the goal of increasing regional ridership by 50% by 2020 and doubling regional ridership by 2030. The goal uses a baseline ridership number from 2003. It assumes no growth for the first four years (through 2006) and 3% annual growth after that. This chapter looks at the progress toward meeting this goal.

Ridership trends have seen a dramatic turnaround since early in the decade. Regional ridership declined steadily from 2001 to 2003, a 7.1% decrease in total. A 44-day transit driver strike in 2004 significantly impacted ridership, as Metro Transit buses did not operate over that period. In 2005, ridership increased significantly. That trend continued through 2008 and regional ridership has seen 29% growth since 2003.

By 2008, this put ridership about 17 million rides ahead of the goal established in 2004. The region was 22% ahead of the goal in 2008 and ridership numbers were above the trend line figure for 2014.

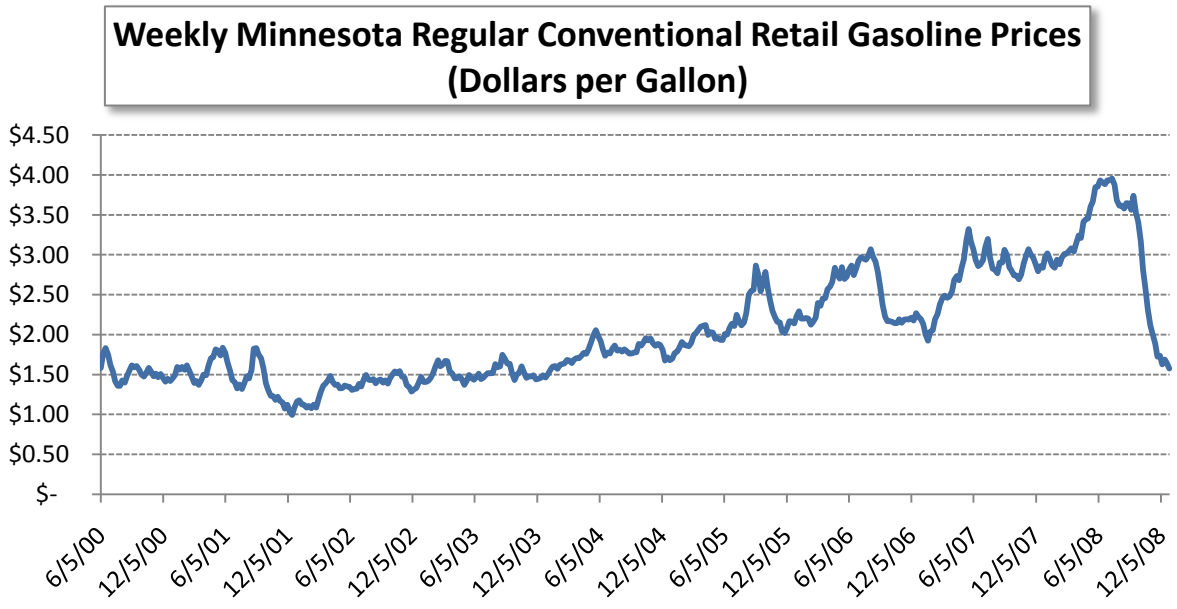


- Actual ridership includes University of Minnesota and Hiawatha light rail services beginning in 2004.
- 2004 ridership affected by 44-day transit driver strike.

Several factors have contributed to the recent ridership increases:

- Economic recovery has occurred after significant downturns following the Sept. 11, 2001, terrorist attacks. Downtown Minneapolis employment increased 5.3% from 2003 to 2006. Overall employment in the region has grown approximately 3% in that same period.[1]
- The region has added new public transit services since 2003, including the University of Minnesota service and Hiawatha light-rail service. The Suburban Transit Providers have opened several large park-and-ride facilities in recent years.
- The cost of gas has increased dramatically since 2003. At the end of 2003, gas was approximately $1.50/gallon in the Twin Cities. By August 2006, gas was approaching $4.00/gallon, a 167% increase in less than 3 years. The cost of gas historically has not had a dramatic effect on transit ridership, but such a drastic increase undoubtedly has contributed to higher ridership.

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



United States Energy Information Administration, 2010

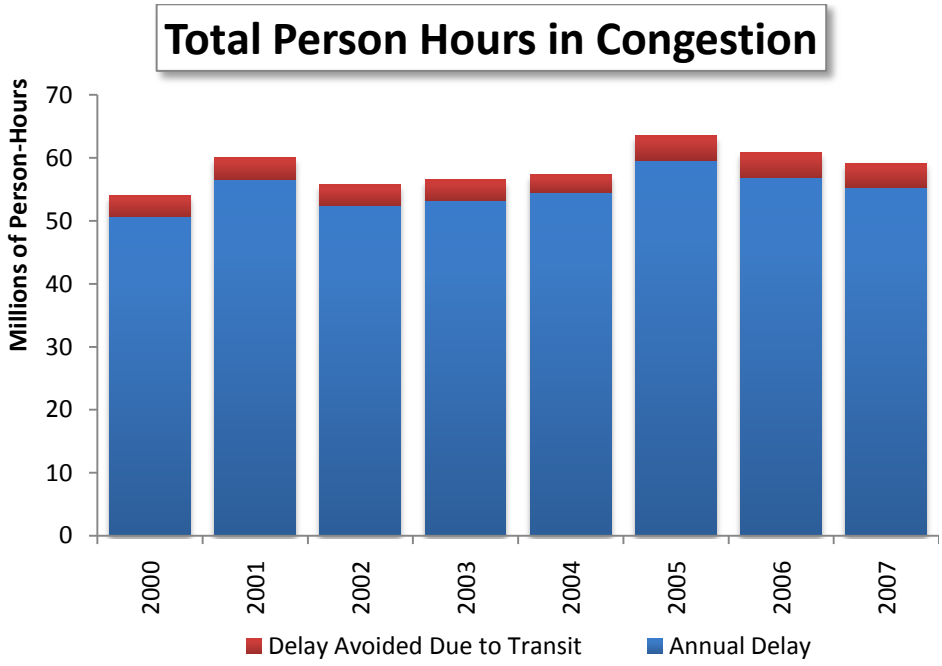
[1] Minnesota DEED, Quarterly Census of Employment and Wages (QCEW)

Chapter 11. Transit's Impact on Highways

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

Transit has the ability to increase the number of persons who can travel on a congested roadway by putting people in higher-occupancy vehicles. The Texas Transportation Institute estimated that an additional delay of approximately 3.9 million person-hours was saved due to the positive impacts of transit on the region's highway system in 2007.

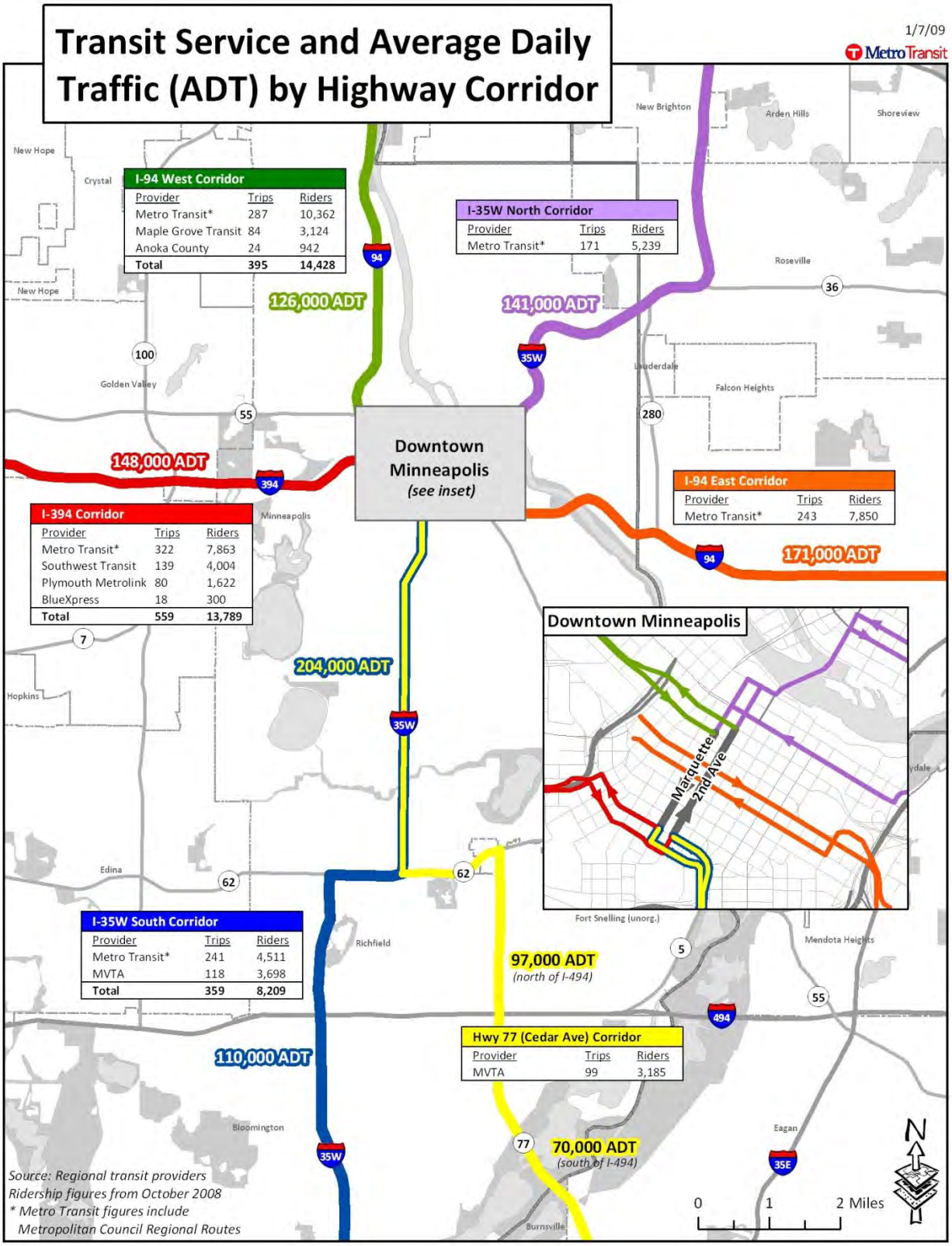
Also, as congestion has increased over time, the positive benefits of transit on travel time have also increased. In 2006 and 2007, transit had the most significant impacts on congestion, despite a decrease in congestion from 2005 levels.



2009 TTI Urban Mobility Report

Corridor Specific Relief

The following map illustrates the raw number of transit riders travelling in congested highway corridors around the Twin Cities metropolitan area. The numbers are based on daily ridership figures, by route and corridor. The relationship between daily transit ridership and average daily traffic (ADT) volumes indicates the degree to which transit can mitigate congestion by taking single-occupancy vehicles off the road. It is important to also consider that while the transit trips are primarily provided during the peak-period commute, the ADT figures represent all-day totals. Thus, transit is an even more significant reliever during the congested peak periods.


Transit Service and Average Daily Traffic (ADT) by Highway Corridor
1/7/09
MetroTransit
I-94 West Corridor
Provider | Trips | Riders
Metro Transit* | 287 | 10,362
Maple Grove Transit | 84 | 3,124
Anoka County | 24 | 942
Total | 395 | 14,428
126,000 ADT
I-35W North Corridor
Provider | Trips | Riders
Metro Transit* | 171 | 5,239
141,000 ADT
148,000 ADT
Downtown Minneapolis (see inset)
I-94 East Corridor
Provider | Trips | Riders
Metro Transit* | 243 | 7,850
171,000 ADT
I-394 Corridor
Provider | Trips | Riders
Metro Transit* | 322 | 7,863
Southwest Transit | 139 | 4,004
Plymouth Metrolink | 80 | 1,622
BlueXpress | 18 | 300
Total | 559 | 13,789
204,000 ADT
Downtown Minneapolis
Marquette
2nd Ave
I-35W South Corridor
Provider | Trips | Riders
Metro Transit* | 241 | 4,511
MVTA | 118 | 3,698
Total | 359 | 8,209
97,000 ADT
(north of I-494)
Hwy 77 (Cedar Ave) Corridor
Provider | Trips | Riders
MVTA | 99 | 3,185
110,000 ADT
70,000 ADT
(south of I-494)
Source: Regional transit providers
Ridership figures from October 2008
* Metro Transit figures include
Metropolitan Council Regional Routes
0 1 2 Miles
N
New Brighton
Arden Hills
Shoreview
New Hope
Crystal
Roseville
Golden Valley
Lauderdale
Falcon Heights
Minneapolis
Hopkins
Edina
Richfield
Fort Snelling (unorg.)
Mendota Heights
Bloomington
Eagan
Burnsville

Appendix A. List of Peer Region Providers

The following is a breakdown of the transit providers reporting to the National Transit Database that have been included in each metropolitan region's figures in chapters 5 and 6.

- Baltimore
  - Maryland Transit Authority (MTA)
  - Harford County Transportation
- Cleveland
  - Greater Cleveland Regional Transit Authority (GCRTA)
  - Brunswick Transit Alternative
- Dallas
  - Fort Worth Transportation Authority
  - Dallas Area Rapid Transit (DART)
  - First Student *(not after 2002)*
  - ATC/Vancom *(not before 2001)*
  - Handitran Special Transportation Division
  - City of Grand Prairie Transportation Services
  - City of Mesquite, TX (MTED)
  - Dallas – VPSI, Inc.
- Denver
  - Regional Transportation District (RTD)
  - Special Transportation for Boulder *(not after 2001)*
- Houston
  - Metropolitan Transit Authority of Harris County (METRO)
  - First Transit *(not after 2003)*
  - VPSI *(not after 2003)*
- Milwaukee
  - Milwaukee County (MCTS)
  - Washington County Transit
  - Ozaukee County Transit Services
  - Waukesha County *(not after 2002)*
  - Waukesha Transit
- Pittsburgh
  - Port Authority of Allegheny County (PAT)
  - Beaver County Transit Authority
  - Westmoreland County Transit
  - GG & C Bus Company, Inc.
  - ACCESS Transportation Systems, Inc.
  - Southwestern Pennsylvania Commission (SPC)
  - University of Pittsburgh *(not after 2003)*
- Portland

  - Tri-County Metropolitan Transit District of Oregon (Tri-Met)
  - Clark County Public Transportation
  - South Metro Area Rapid Transit (SMART) *(not before 2002)*
- San Diego
  - San Diego Metropolitan Transit System
  - North County Transit District
  - San Diego Trolley
  - San Diego Association of Governments (SANDAG)
  - MTS Contract Services (MCS)
  - Chula Vista Transit *(not before 2003)*
  - County of San Diego Transit *(2001-2003 only)*
  - National City Transit *(not before 2001)*
- Seattle
  - King County Department of Transportation (KC Metro)
  - City of Seattle - Monorail Transit
  - Pierce County Transportation Benefit District
  - Snohomish County Transportation Benefit Area Corporation (Community Transit)
  - Senior Services of Snohomish County
  - Central Puget Sound Regional
- St. Louis
  - Bi-State Development Agency (BSDA)
  - Madison County