



February 15, 2019

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

The Honorable Scott Newman, Chair
Senate Transportation Finance & Policy Committee
3105 Minnesota Senate Building
Saint Paul, MN 55155

The Honorable Paul Torkelson, GOP Lead
House Transportation Finance & Policy Committee
251 State Office Building
Saint Paul, MN 55155

The Honorable Scott Dibble
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2213 Minnesota Senate Building
Saint Paul, MN 55155

RE: 2018 Annual Transit Report

Dear Legislators:

I am pleased to present the Minnesota Department of Transportation's Annual Transit Report. This report includes information on transit service in Greater Minnesota as required by [Minn. Stat. 174.247](#).

Transit is a key component of Minnesota's multimodal transportation system, contributing to the health of people, the environment and the economy. In 2017, Minnesota had 40 public transit systems in 87 counties offering scheduled transportation services to the public. These transit services are funded through a financial partnership that includes local, state and federal participation.

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

Please contact me if you have any questions about this report, or you may contact Victoria Nill, Director of MnDOT's Office of Transit and Active Transportation at victoria.nill@state.mn.us or 651-366-41612.

Sincerely,

A handwritten signature in black ink that reads 'Margaret Anderson Kelliher'.

Margaret Anderson Kelliher
Commissioner

2018 Transit Report: A Guide to Greater Minnesota's Public Transit Systems



2018 Transit Report: A Guide to Greater Minnesota's Public Transit Systems

February 2019

Prepared by the Minnesota Department of Transportation

in compliance with Minnesota Statutes 174.247

Minnesota Department of Transportation

Office of Transit and Active Transportation

395 John Ireland Boulevard, MS 430

Saint Paul, MN 55155-1800

651.366.4191

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

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

ADArequest.dot@state.mn.us.

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LEGISLATIVE REQUEST

This report is issued to comply with [Minnesota Statutes 174.24](#). The cost of preparing this report is \$12,000. The following table details where specific items requested in legislation are found in the report.

Legislative specifications	Report section	Page
By February 15 annually, the commissioner shall submit a report to the legislature on transit services outside the metropolitan area. The Metropolitan Council and any public transit system receiving assistance under section 174.24 shall provide assistance in creating the report, as requested by the commissioner. The report must include, at a minimum, the following:		
(1) a descriptive overview of public transit in Minnesota;	State of the Industry	5
(2) a descriptive summary of funding sources and assistance programs;	State of the Industry	5
(3) a summary of each public transit system receiving assistance under section 174.24;	Transit Fact Sheets	15
(4) financial data that identifies for each public transit system and for each transit system classification under section 174.24, subdivision 3b:		
(i) the operating and capital costs;	Financial Statistics	61
(ii) each of the funding sources used to provide financial assistance; and	Financial Statistics	61
(iii) for federal funds, the amount from each specific federal program under which funding is provided;	State of the Industry Financial Statistics	5, 61
(5) a summary of the differences in program implementation requirements and aid recipient eligibility between federal aid and state sources of funds;	State of the Industry	5

CONTENTS

State of the Industry	5
2018 Transit System Fact Pages	15
ARROWHEAD TRANSIT.....	16
BECKER COUNTY TRANSIT.....	17
BRAINERD & CROW WING PUBLIC TRANSIT	18
BROWN COUNTY HEARTLAND EXPRESS	19
CENTRAL COMMUNITY TRANSIT	20
CHISAGO-ISANTI COUNTY HEARTLAND EXPRESS	21
DULUTH TRANSIT AUTHORITY: FIXED ROUTE	22
DULUTH TRANSIT AUTHORITY: STRIDE.....	23
EAST GRAND FORKS TRANSIT: FIXED ROUTE.....	24
EAST GRAND FORKS TRANSIT: DIAL-A-RIDE	25
FOSSTON TRANSIT	26
GRANITE FALLS HEARTLAND EXPRESS	27
HIBBING AREA TRANSIT.....	28
HUBBARD COUNTY HEARTLAND EXPRESS	29
JEFFERSON LINES	30
LA CRESCENT APPLE EXPRESS	31
LAND TO AIR EXPRESS	32
MANKATO: FIXED ROUTE.....	33
MANKATO: PARATRANSIT	34
MINNESOTA RIVER VALLEY TRANSIT.....	35
MOORHEAD METRO AREA TRANSIT: FIXED ROUTE	36
MOORHEAD METRO AREA TRANSIT: PARATRANSIT	37
MORRIS TRANSIT	38
PAUL BUNYAN TRANSIT	39
PRAIRIE FIVE RIDES.....	40
PRAIRIE LAKES TRANSIT (FARIBAULT-MARTIN COUNTY).....	41
PRAIRIELAND TRANSIT (SMOC)	42
RAINBOW RIDER TRANSIT.....	43
ROCHESTER PUBLIC TRANSIT: FIXED.....	44
ROCHESTER PUBLIC TRANSIT: PARATRANSIT	45
ROLLING HILLS TRANSIT (SEMCA).....	46
SMART TRANSIT (CEDAR VALLEY SERVICES)	47
ST. CLOUD METRO BUS: FIXED ROUTE	48
ST. CLOUD METRO BUS: PARATRANSIT	49
THREE RIVERS HIAWATHALAND TRANSIT	50
TIMBER TRAILS PUBLIC TRANSIT (KANABEC COUNTY)	51
TRAILBLAZER TRANSIT	52
TRANSIT ALTERNATIVES (PRODUCTIVE ALTERNATIVES)	53
TRI-CAP TRANSIT CONNECTION (TRI-COUNTY).....	54
TRI-VALLEY HEARTLAND EXPRESS.....	55
UNITED COMMUNITY ACTION PARTNERSHIP: TRANSIT	56
VINE FAITH IN ACTION.....	57
WADENA COUNTY FRIENDLY RIDER TRANSIT	58
WATONWAN TAKE ME THERE	59
WINONA TRANSIT SERVICE	60
Financial Statistics	61
Glossary	77



State of the Industry

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

PURPOSE OF THE TRANSIT REPORT

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

This report complies with the requirements in Minn. Stat. 174.247 that MnDOT annually compile and publish financial information for state-supported transit systems. The chart on page 3 itemizes specific statutory guidelines for the report and indicates which sections meet the requirements.

ABOUT GREATER MINNESOTA TRANSIT

In 2017, Minnesota had 40 public transit systems offering scheduled transportation service in 87 counties. These public transit systems provide transportation options that allow residents to participate fully in the state's communities and economy. In accordance with Minn. Stat. 174.247 this report only highlights information for the public transit and intercity bus systems in Greater Minnesota. Transit services offered in the seven-county Twin Cities metropolitan area are not included.

Minnesota has specific statutory goals directly related to transit under [Minn. Stat. 174.01](#) and [174.21](#).

Minnesota Statutes, Section 174.01 has the following goals:

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

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

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

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

Other Transit Opportunities

Previously MnDOT provided state funding for transit services offered by Tribal Nations in Minnesota. In recent years, MnDOT has not provided funding to Tribal Nations because they receive a direct annual apportionment of federal funds for transit services.

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

FEDERAL AND STATE FUNDING FOR TRANSIT

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

Federal Funding Programs for Public Transit

Urbanized areas, defined by the U.S. Census Bureau as places with populations greater than 50,000 are eligible to receive Federal Transit Administration (Section 5307 Urbanized Area Formula Program) grant funds. The Section 5307 program allows areas with populations greater than 50,000, but less than 200,000, to spend funds on transit capital, planning and operations. Each of Minnesota's eight eligible Metropolitan areas receives these funds. These areas are: Fargo-Moorhead, Grand Forks-East Grand Forks, La Crosse-La Crescent, Rochester, Duluth, St. Cloud, Mankato and the

seven-county Twin Cities metropolitan area. Mankato's population surpassed 50,000 at the 2010 census and the city began receiving these funds in federal fiscal year 2013.

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

Rural and small urban areas, defined by the U.S. Census Bureau as places with populations less than 50,000, are eligible for Section 5311 Rural Area Formula Program grant funds. These funds can be used for transit capital and operating assistance. Program funds are typically appropriated (i.e. awarded) to states or registered tribes and states administer funds to local governments, non-profit organizations or operators of public transportation or intercity bus service. In 2017, 30 awards were made to by MnDOT to sub-recipients of the Section 5311 funds.

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

Federal Programs Support Local Transit Operating and Capital Projects

Federal programs constitute the majority of federal transit formula funding in Minnesota and provide operating and capital funds through grants to large urban, small urban and rural areas. In total, MnDOT provided \$14.5 million in Section 5311 fiscal year funding toward public transportation assistance in Greater Minnesota (Table 1). Federal Section 5307 and Tribal funds are directly appropriated and managed by the large urban systems and the tribal nations.

Table 1 depicts approximate Sections 5311 Greater Minnesota Transit assistance funding for fiscal year 2018.

Table 1: FY 2018 Federal Funding for Minnesota Transit

PROGRAM	DESCRIPTION	2018 TOTAL
5311	Non-urbanized Area Formula Program: Capital and operating funding for small urban and rural areas; includes intercity bus transportation and the Rural Transit Assistance Program: Research, training and technical assistance for transit operators in non-urbanized areas	\$14,500,000 (\$14.2M 5311/\$300K RTAP)
Grand total		\$14,500,000

State Programs Support Public Transit

The amount of service that Minnesota transit systems can provide is closely tied to the amount of funding provided by the state. In 2017, state funding covered approximately 65 percent of transit system operating costs. The Minnesota State Legislature decides on the funding levels for the state's public transit system every two years. The amount covered by state funds in 2018 dropped significantly because no General Funds appropriated to cover transit system operating costs - a reduction of approximately \$16.5 million.

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

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

State law requires local participation in funding public transit services in Greater Minnesota. A statutory fixed-share funding formula sets a local share of operating costs by system classification as follows:

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

State and federal funding for public transit covers the remaining 80 or 85 percent of operating costs awarded through the Public Transit Participation Program.

State Public Transit Assistance

The following table lists state transit funding in the 2017-2018 biennium.

Table 2: State Transit Funding for 2017-2018

SOURCE	2017	2018	TOTAL
Public transit assistance (general fund)	\$19,745,000	\$0	\$19,745,000
Greater MN transit account (MVST)	\$30,171,000	\$30,948,000	\$61,119,000
Greater MN transit account (leased MVST revenues)	\$33,388,000	\$36,670,000	\$70,058,000
Greater Minnesota total	\$83,303,000	\$67,618,000	\$150,912,000

2017 Major Accomplishments

NEW SERVICE EXPANSION GRANTS (NSE)

In Fiscal Year 2017, MnDOT launched the Greater Minnesota Public Transit Service Expansion Program to encourage public transit service growth, system efficiency, and service effectiveness throughout Greater Minnesota. This new special discretionary grant program is intended to stimulate transit service growth in Greater Minnesota by reducing the local match requirement. This program was launched to meet the legislative target of 90 percent of public transit need in Greater Minnesota. A total of 500,000 new service hours must be added by 2025 to meet the targeted goal.

[The Greater Minnesota Transit Investment Plan](#), completed in April 2017, illustrates the types of service expansions needed to meet the targeted goal. In 2017, 23 transit systems were awarded NSE operating grants, 21 received NSE capital grants and two received facility NSE grants. In 2018, 23 transit systems were awarded NSE operating grants, 24 received NSE capital grants and one received a NSE facility grant.

REGIONAL TRANSPORTATION COORDINATING COUNCILS (RTCC)

The Minnesota Department of Transportation and the Minnesota Department of Human Services collaborated with other state agencies, local governments and organizations through the Minnesota Council on Transportation Access, to create Regional Transportation Coordinating Councils (RTCCs) in Greater Minnesota. Increased coordination between transportation providers, service agents and the private sector helps fill transportation gaps, streamline access to transportation and provide people with more options to travel. The RTCCs are responsible for coordinating transportation services through a network

of existing public, private and non-profit transportation providers. RTCCs consist of stakeholders interested in improving mobility for people with limited transportation options including older adults, individuals with disabilities, individuals with low incomes and military veterans.

MnDOT's Office of Transit and Active Transportation is providing financial and technical support for the creation of the Greater Minnesota network of RTCCs. The RTCCs will be consistent in their development of increased cooperation but unique in operations to meet the needs and characteristics of each region.

FIVE-YEAR TRANSIT SYSTEM PLANS

The goal of the five-year planning process is for each transit system to understand strengths and weaknesses, identify unmet needs and future transit service changes. The five-year plans will help MnDOT to understand the needs of transit and to articulate those needs to the legislature. The individual five-year plans will identify system-specific priorities based on themes from the Greater Minnesota Transit Investment Plan. The Five-year plans will help systems better deliver service and work toward overall goals such as:

- Improve coordination of services to meet transportation needs
- Increase ridership/usage across the network

Each five-year plan establishes a vision and details on service improvements, allowing transit systems to develop better year-to-year budgets. As the funding and service landscape evolves, there is an increasing need to consolidate transit services and cooperate with outside entities, including private providers and community-based services to realize economic and service efficiencies.

TRANSIT ASSET MANAGEMENT

Transit Asset Management in MnDOT's Office of Transit and Active Transportation provides consistent, accountable, and transparent program guidance for all Greater Minnesota transit providers. The National TAM System final rule ([49 U.S.C. 625](#)) requires that all agencies that receive federal financial assistance under 49 U.S.C. Chapter 53 and own, operate, or manage capital assets used to provide public transportation create a TAM plan. TAM and the TAM Plan aid in the decision making process to balance asset needs and demands for rolling stock, facilities, and equipment. For OTAT, rolling stock mainly includes buses but not rail cars or vehicles. Vehicles used to indirectly deliver transit service, maintain revenue vehicles, and perform transit-oriented administrative activities. These vehicles include automobiles, trucks and other rubber tire vehicles. Equipment generally includes non-revenue service

vehicles. Facilities range from general purpose maintenance overnight storage facilities to combined administrative and maintenance facilities for actions such as service and inspection.

Maintenance plans for both facilities and vehicles are key to understanding and documenting how transit systems are maintaining their assets. Updated and relevant maintenance plans specific to the systems' assets are a key component to understanding transit systems operations and needs. Another key tool for making decisions about assets is the annual inspections conducted by MnDOT staff. Annual Inspections help MnDOT see firsthand how systems are maintaining their respective fleets in accordance with their vehicle maintenance plans and shows MnDOT the condition of the fleet in the field. The inspection keeps MnDOT informed about the issues the transit systems face in regards to their fleet. MnDOT staff visits federally-funded transit facilities and conducts an annual facility review. The review verifies the transit systems are maintaining their facilities in accordance with their facility maintenance plan.

To further enhance TAM, in 2017, MnDOT added a Transit Asset Management module to the BlackCat system, called the Grants Managements System, that allows greater tracking of assets. MnDOT completed an update to its TAM plan in 2018 that included:

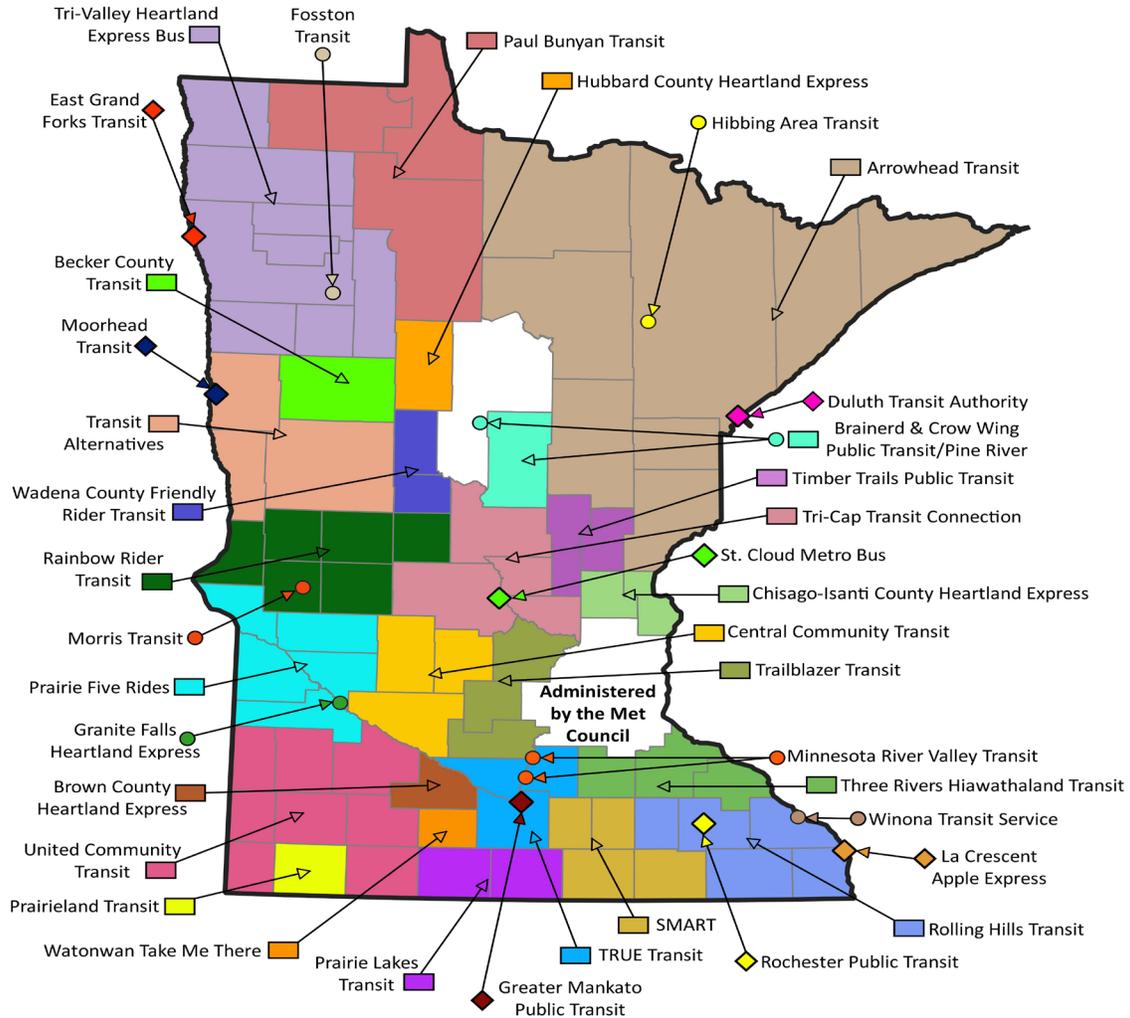
- An inventory of the number and type of capital assets.
- A condition assessment of those inventoried assets for which a provider has direct capital responsibility.
- A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.
- A discussion of prioritization investment direction, and plan implementation

Conclusion

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

2018 Transit System Fact Pages

Greater Minnesota Public Transit Map Systems Administered by the Minnesota Department of Transportation



♦ Urbanized Area Funding Program (pop 50,000+), includes ADA Paratransit Services
 □ Rural County Systems
 ○ Rural Community Systems



Arrowhead Transit



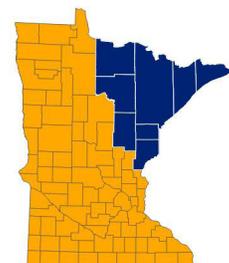
INFORMATION	ARROWHEAD TRANSIT
Contact	Jack Larson
Title	Transit Director
Street	702 3rd Avenue South
City/State/Zip	Virginia, MN 55792
Telephone	218-735-6807
E-Mail	jack.larson@aeoa.org
Website	www.arrowheadtransit.com

SYSTEM HIGHLIGHTS

- An additional Dial-A-Ride bus was added in Itasca County to serve the population of Grand Rapids. This service added an additional 1,200 service hours to the city and transported 6,581 rides in 2017. This added service was a key factor in a nearly 10 percent increase in total number of rides in 2017 versus 2016.
- In August of 2017, a new Dial-A-Ride service was started in the Hermantown. Arrowhead provided the residents of Hermantown 3,000 rides for the first five months. This has also allowed for a coordination effort with the Duluth Transit Authority to offer a free fare transfer program, allowing DTA riders to access the area within Hermantown and Hermantown riders to access areas within Duluth. This program has been very successful providing riders an opportunity for work, shopping and medical access in both neighboring cities.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$8,173,749	\$1,590,005	\$2,442,063	\$2,898,938	\$1,242,744	15.2%
2017 Capital Expenditures	\$1,445,133	\$981,600	\$0	\$174,506	\$289,026	20.0%
2018 Operating Budget	\$8,300,000	\$2,200,000	\$1,161,563	\$3,484,688	\$1,453,750	17.5%
2018 NSE Capital	\$487,200	\$0	\$0	\$487,200	\$0	0%
2018 NSE Operating	\$917,600	\$0	\$0	\$917,600	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$1,046,000	\$0	\$0	\$1,046,000	\$0	0%

Becker County Transit



INFORMATION	BECKER COUNTY TRANSIT
Contact	Jack Igstad
Title	County Administrator
Street	1324 Rossman Avenue
City/State/Zip	Detroit Lakes, MN 56501
Telephone	218-847-1674
E-Mail	jwinst@co.becker.mn.us
Website	www.co.becker.mn.us/dept/transit

SYSTEM HIGHLIGHTS

- New service expansion to cities of Lake Park and Audubon.
- Extended service hours to 7a.m. - 6 p.m. Monday - Friday. Saturday service was added from 10 a.m. - 2 p.m.

SYSTEM CHARACTERISTICS

INFORMATION	BECKER COUNTY TRANSIT
Vehicle Fleet	5 Class 400, 1 Class 300
Service Type	Demand Response
Base Fare	\$1.50-4.50 or \$1.50 per 5 miles
Area Served	Becker County
State/Fed District	02B, 04B/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$500,932	\$125,650	\$59,113	\$177,338	\$138,831	27.7%
2017 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	0%
2018 Operating Budget	\$450,000	\$0	\$95,625	\$286,875	\$67,500	15.0%
2018 NSE Capital	\$93,000	\$0	\$0	\$93,000	\$0	0%
2018 NSE Operating	\$51,100	\$0	\$0	\$51,100	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$55,096	\$0	\$0	\$55,096	\$0	0%

Brainerd & Crow Wing Public Transit



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

SYSTEM HIGHLIGHTS

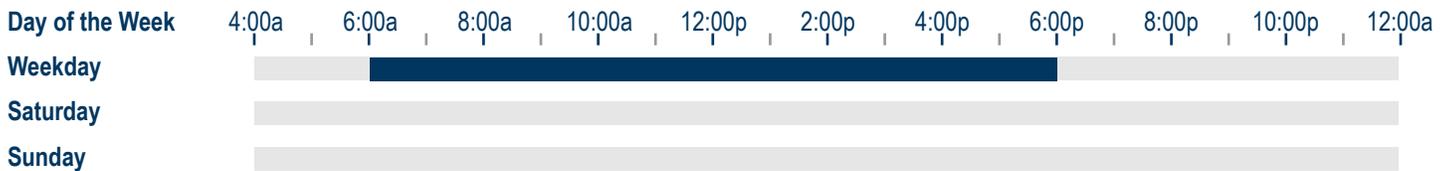
- Maintained ridership of 80,000 passengers in 2017.

SYSTEM CHARACTERISTICS

INFORMATION	BRAINERD & CROW WING PUBLIC TRANSIT
Vehicle Fleet	9 Class 400, 1 Class 500
Service Type	Demand Response, Deviated Fixed Route
Base Fare	Brainerd: \$1.00, Baxter: \$2.00, County: \$3.50
Area Served	Hwy 210/371 corridor, larger Crow Wing cities
State/Fed District	10, 10A/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$1,008,967	\$290,557	\$144,900	\$422,165	\$151,345	15.0%
2017 Capital Expenditures	\$158,194	\$0	\$0	\$126,476	\$31,718	20.1%
2018 Operating Budget	\$1,058,000	\$366,400	\$133,225	\$399,675	\$158,700	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Brown County Heartland Express



INFORMATION	BROWN COUNTY HEARTLAND EXPRESS
Contact	Patrick LaCourse
Title	Transit Manager
Street	1900 North Franklin Avenue
City/State/Zip	New Ulm, MN 56073
Telephone	507-359-2717
E-Mail	pat.lacourse@co.brown.mn.us
Website	www.co.brown.mn.us/heartland-express-transit

SYSTEM HIGHLIGHTS

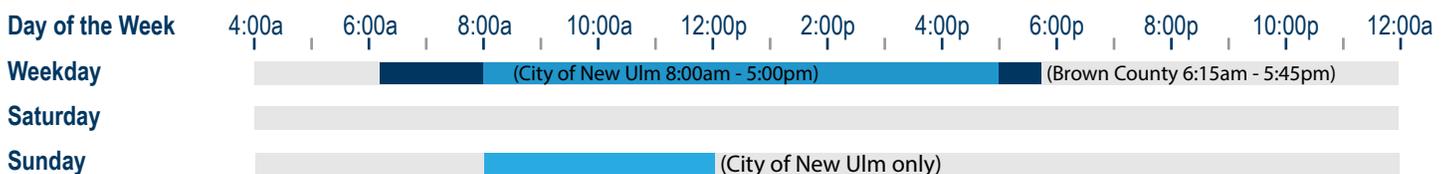
- Received a new bus in September 2017.
- Provided rides for numerous "Let's Go Fishing" group trips to Sleepy Eye Lake.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$717,220	\$203,700	\$97,188	\$291,563	\$124,769	17.4%
2017 Capital Expenditures	\$75,081	\$0	\$60,065	\$0	\$15,016	20.0%
2018 Operating Budget	\$740,000	\$252,000	\$94,250	\$282,750	\$111,000	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$25,400	\$0	\$0	\$25,400	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$31,566	\$0	\$0	\$31,566	\$0	0%

Central Community Transit



INFORMATION	CENTRAL COMMUNITY TRANSIT
Contact	Tiffany Collins
Title	Transit Director
Street	1320 Southwest 22nd Street, P.O. Box 186
City/State/Zip	Willmar, MN 56201-0186
Telephone	320-214-7488
E-Mail	tcollins@cctbus.org
Website	www.cctbus.org

SYSTEM HIGHLIGHTS

- Central Community Transit expanded services in July 2017, which included stops for Litchfield and service hours were expanded to 8 p.m.
- In November 2017, CCT participated in a food shelf drive; over 500 lbs. were collected and delivered to the Meeker County Food Shelf.

SYSTEM CHARACTERISTICS

INFORMATION	CENTRAL COMMUNITY TRANSIT
Vehicle Fleet	1 Class 500, 29 Class 400
Service Type	Route Deviation, Dial-a-Ride
Base Fare	\$2 city limits, \$3 0-13 miles, \$4 14-22 miles, \$5 23-35 miles, \$6 36+ miles
Area Served	Meeker, Kandiyohi and Renville Counties
State/Fed District	13A, 13B, 17, 18A, 18B/7



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$2,683,241	\$728,279	\$901,500	\$650,976	\$402,486	15.0%
2017 Capital Expenditures	\$321,683	\$189,600	\$0	\$63,200	\$68,883	21.4%
2018 Operating Budget	\$3,200,000	\$1,064,400	\$413,900	\$1,241,700	\$480,000	15.0%
2018 NSE Capital	\$79,000	\$0	\$0	\$79,000	\$0	0%
2018 NSE Operating	\$106,600	\$0	\$0	\$106,600	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$123,683	\$0	\$0	\$123,683	\$0	0%

Chisago-Isanti County Heartland Express



INFORMATION	CHISAGO-ISANTI COUNTY HEARTLAND EXPRESS
Contact	Paul Smith
Title	Transit Director
Street	245 2nd Avenue Southeast
City/State/Zip	Cambridge, MN 55008
Telephone	763-689-8130
E-Mail	paul.smith@chisagocounty.us
Website	www.co.isanti.mn.us/isanti/departments/transit

SYSTEM HIGHLIGHTS

- Provided 66,666 rides in 2017, a 10 percent increase from 2016.
- Internal Operations (Human Resources, Payroll, Accounting) moved from a dual to single system, solely with Isanti County.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$1,533,297	\$429,800	\$191,750	\$575,250	\$336,497	21.9%
2017 Capital Expenditures	\$153,250	\$0	\$0	\$122,600	\$30,650	20.0%
2018 Operating Budget	\$1,450,000	\$508,000	\$181,125	\$543,375	\$217,500	15.0%
2018 NSE Capital	\$559,900	\$0	\$0	\$559,900	\$0	0%
2018 NSE Operating	\$555,600	\$0	\$0	\$555,600	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$649,000	\$0	\$0	\$649,000	\$0	0%

East Grand Forks Transit: Fixed Route



INFORMATION	EAST GRAND FORKS TRANSIT: FIXED ROUTE
Contact	Nancy Ellis
Title	Transit Manager
Street	600 Demers Avenue
City/State/Zip	East Grand Forks, MN 56721
Telephone	218-773-0124
E-Mail	nellis@egf.mn
Website	www.grandforksgov.com/bus

SYSTEM HIGHLIGHTS

- Increase in system performance; customers are able to more efficiently transfer buses at designated times.
- Received funding for increased day service and to begin night service in East Grand Forks in summer 2018.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$337,297	\$79,500	\$0	\$182,900	\$74,897	22.2%
2017 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	0%
2018 Operating Budget	\$325,000	\$85,000	\$43,750	\$131,250	\$65,000	20.0%
2018 NSE Capital	\$460,000	\$0	\$0	\$460,000	\$0	0%
2018 NSE Operating	\$55,000	\$0	\$0	\$55,000	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$229,700	\$0	\$0	\$229,700	\$0	0%

East Grand Forks Transit: Dial-a-Ride



INFORMATION	EAST GRAND FORKS TRANSIT: DIAL-A-RIDE
Contact	Nancy Ellis
Title	Transit Manager
Street	600 Demers Avenue
City/State/Zip	East Grand Forks, MN 56721
Telephone	218-773-0124
E-Mail	nellis@egf.mn
Website	www.grandforksgov.com/bus

SYSTEM HIGHLIGHTS

- Continued successful partnership with the Grand Forks and MV Transportation as provider.
- Increase in ridership with no noticeable increase in cost to provider or customer.

SYSTEM CHARACTERISTICS

INFORMATION	EAST GRAND FORKS TRANSIT: DIAL-A-RIDE
Vehicle Fleet	1 Class 400, 9 Class 300 Vans
Service Type	Complementary Dial-a-Ride
Base Fare	\$3.00
Area Served	City of East Grand Forks
State/Fed District	01B/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$68,152	\$0	\$12,750	\$38,250	\$17,152	25.2%
2017 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	0%
2018 Operating Budget	\$72,000	\$0	\$15,300	\$45,900	\$10,800	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Jefferson Lines



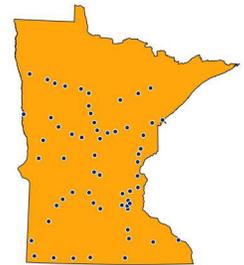
INFORMATION	JEFFERSON LINES
Contact	Cem Onbasi
Title	Grant Administrator
Street	2100 East 26th Street
City/State/Zip	Minneapolis, MN 55404
Telephone	612-359-3408
E-Mail	Conbasi@jeffersonlines.com
Website	www.jeffersonlines.com

SYSTEM HIGHLIGHTS

- Expanded service and connections west to Washington from Montana.
- Pilot program for paperless boarding was implemented.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$3,594,556	\$1,265,741	\$0	\$1,265,741	\$1,063,074	29.6%
2017 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	0%
2018 Operating Budget	\$953,000	\$405,025	\$101,256	\$303,769	\$142,950	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Minnesota River Valley Transit



INFORMATION	MINNESOTA RIVER VALLEY TRANSIT
Contact	Wayne Albers
Title	Compliance Manager
Street	203 S. 2nd Street
City/State/Zip	Le Sueur, MN 56082
Telephone	(888) 880-4696
E-Mail	waynea@saintpetermn.gov
Website	www.mrvtransit.com

SYSTEM HIGHLIGHTS

- Merged Le Sueur Transit and Saint Peter Transit into Minnesota River Valley Transit.
- Began Route Service from Le Sueur through Saint Peter and into Mankato.

SYSTEM CHARACTERISTICS

INFORMATION	MINNESOTA RIVER VALLEY TRANSIT
Vehicle Fleet	9 Class 400 buses
Service Type	Demand Response and Deviated Route
Base Fare	Le Sueur \$2.00, Saint Peter \$3.50 D-a-R and \$1.75 Fixed, LS/SP/Mankato \$6.00
Area Served	Cities of Le Sueur, Kasota and Saint Peter
State/Fed District	19,20A/1



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$725,586	\$204,140	\$0	\$376,329	\$145,117	20.0%
2017 Capital Expenditures	\$77,930	\$0	\$62,344	\$0	\$15,586	20.0%
2018 Operating Budget	\$827,000	\$271,200	\$97,600	\$292,800	\$165,400	20.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$28,500	\$0	\$0	\$28,500	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$33,000	\$0	\$0	\$33,000	\$0	0%

Paul Bunyan Transit



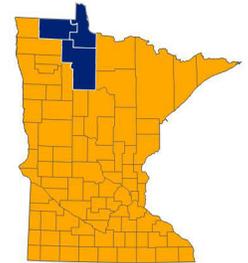
INFORMATION	PAUL BUNYAN TRANSIT
Contact	Lezlie L. Grubich
Title	Executive Director
Street	PO Box 1773
City/State/Zip	Bemidji, MN 56601
Telephone	218-751-8765
E-Mail	l.grubich@paulbunyantransit.com
Website	www.paulbunyantransit.com

SYSTEM HIGHLIGHTS

- Paul Bunyan Transit increased service in Lake of the Woods County by extending service to travel 12 miles up the Lakes Road.
- Paul Bunyan Transit (Bemidji, Roseau, Warroad and Baudette) provided rides from June through August at no cost to students K-12 to summer activities, jobs, classes and Boys and Girls Club that ride independently of an adult. This increased the K-12 ridership by 200 rides per month over the summer.

SYSTEM CHARACTERISTICS

INFORMATION	PAUL BUNYAN TRANSIT
Vehicle Fleet	17 class 400, 4 class 500, 1 Van
Service Type	Route Deviation, Demand Response
Base Fare	\$1.50
Area Served	Cities of Bemidji, Roseau, Warroad and Baudette; and Beltrami, Roseau and Lake of the Woods Counties
State/Fed District	1,2,5/7,8



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$1,423,224	\$394,450	\$203,563	\$610,688	\$214,524	15.1%
2017 Capital Expenditures	\$155,200	\$0	\$124,160	\$0	\$31,040	20.0%
2018 Operating Budget	\$1,600,000	\$522,000	\$209,500	\$628,500	\$240,000	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Prairie Five Rides



INFORMATION	PRAIRIE FIVE RIDES
Contact	Ted Nelson
Title	Program Director
Street	719 North 7th Street P.O. Box 159
City/State/Zip	Montevideo, MN 56265
Telephone	320-269-6578
E-Mail	Ted.nelson@prairiefive.org
Website	www.prairiefive.com/transportation

SYSTEM HIGHLIGHTS

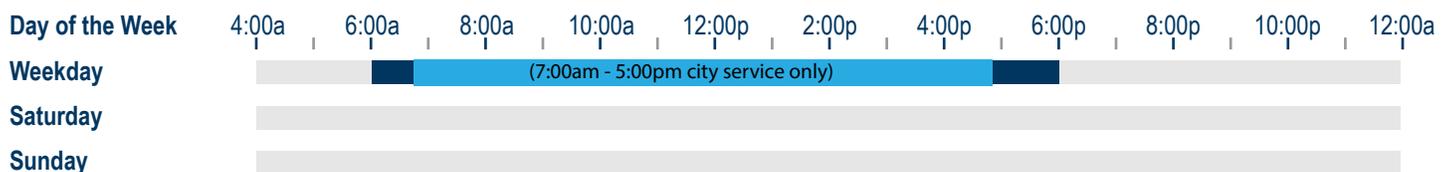
- With the help of the 2017 Commuter Challenge Grant, Prairie Five RIDES increased advertising and educated the public across the five-county region on the services Prairie Five RIDES provides.
- Prairie Five RIDES experienced a 11 percent increase in ridership in 2017 from 2016.

SYSTEM CHARACTERISTICS

INFORMATION	PRAIRIE FIVE RIDES
Vehicle Fleet	21 class 400 Buses/ 6 wheelchair accessible Mini Vans
Service Type	Demand Response Paratransit
Base Fare	City Fare = \$1.50 / Regional fare base on per mile rate
Area Served	Counties of Bigstone, Chippewa, Lac qui Parle, Swift and Yellow Medicine
State/Fed District	12A, 16A, 17A/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$2,011,670	\$577,500	\$280,625	\$841,875	\$311,670	15.5%
2017 Capital Expenditures	\$194,716	\$0	\$155,515	\$0	\$39,201	20.1%
2018 Operating Budget	\$2,250,000	\$760,000	\$288,125	\$864,375	\$337,500	15.0%
2018 NSE Capital	\$79,000	\$0	\$0	\$79,000	\$0	0%
2018 NSE Operating	\$72,000	\$0	\$0	\$72,000	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$78,000	\$0	\$0	\$78,000	\$0	0%

Prairie Lakes Transit (Faribault-Martin County)



INFORMATION	PRAIRIE LAKES TRANSIT
Contact	Jeremy Monahan
Title	Transit Director
Street	201 Lake Avenue #104
City/State/Zip	Fairmont, MN 56031
Telephone	507-238-3128
E-Mail	Jeremy.monahan@co.martin.mn.us
Website	www.PLTransit.com

SYSTEM HIGHLIGHTS

- Newly created Deviated Routes in Fairmont and Blue Earth began getting significant ridership gains, approaching the standard of five passengers per hour even with a smaller urban population.
- Used Commuter Challenge Grant funds to participate in 13 local summer festival parades which assisted in overall transit system recognition.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$1,092,962	\$330,385	\$183,388	\$415,245	\$163,944	15.0%
2017 Capital Expenditures	\$77,548	\$0	\$62,038	\$0	\$15,510	20.0%
2018 Operating Budget	\$1,235,000	\$420,000	\$157,438	\$472,313	\$185,250	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Prairieland Transit (SMOC)



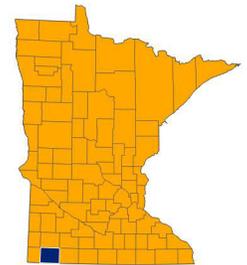
INFORMATION	PRAIRIELAND TRANSIT (SMOC)
Contact	Karen DeBoer
Title	Transit Director
Street	1106 3rd Avenue, PO Box 787
City/State/Zip	Worthington, MN 56187
Telephone	507-346-3322
E-Mail	kdeboer@smoc.us
Website	www.smoc.us/transitsystem

SYSTEM HIGHLIGHTS

- Participated in community initiatives regarding transportation. Provided community input sessions regarding a third level of mobility in the city of Worthington.
- Number of adult passengers increased by 9 percent.

SYSTEM CHARACTERISTICS

INFORMATION	PRAIRIELAND TRANSIT (SMOC)
Vehicle Fleet	3 Class B Buses + Taxi Sub-contract
Service Type	Deviated Route + Dial a Ride
Base Fare	\$2.50 Deviated Route, \$3.00 Dial-a-Ride, \$1.00 Worthington Route
Area Served	Nobles County
State/Fed District	22B, 22/1



SPAN OF SERVICE

Day of the Week	4:00a	6:00a	8:00a	10:00a	12:00p	2:00p	4:00p	6:00p	8:00p	10:00p	12:00a
Weekday											
Saturday											
Sunday											

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$328,745	\$93,602	\$126,700	\$59,131	\$49,312	15.0%
2017 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	0%
2018 Operating Budget	\$440,000	\$148,000	\$56,500	\$169,500	\$66,000	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Rainbow Rider Transit



INFORMATION	RAINBOW RIDER TRANSIT
Contact	Brenda Brittin
Title	Transit Director
Street	249 Poplar Avenue
City/State/Zip	Lowry, MN 56349
Telephone	320-283-5065
E-Mail	bbrittin@rainbowriderbus.com
Website	www.rainbowriderbus.com

SYSTEM HIGHLIGHTS

- Doubled ridership for Alexandria saturday service.
- Increased revenues by 4 percent.

SYSTEM CHARACTERISTICS

INFORMATION	RAINBOW RIDER TRANSIT
Vehicle Fleet	1 Class 500, 33 Class 400 and 2 Mini-Vans
Service Type	Demand Response and Flex Deviated Route
Base Fare	\$2.00 per every 5 miles up to 20 miles then \$2.00 additional per every 10 miles
Area Served	Douglas, Grant, Pope, Stevens, Traverse and southern portion of Todd county
State/Fed District	8B, 9A, 9B, 12A, 12B/7



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$2,585,580	\$688,800	\$359,050	\$1,077,150	\$460,580	17.8%
2017 Capital Expenditures	\$315,244	\$0	\$252,195	\$0	\$63,049	20.0%
2018 Operating Budget	\$2,650,000	\$847,600	\$351,225	\$1,053,675	\$397,500	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Rochester Public Transit: Fixed



INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Contact	Anthony J. Knauer
Title	Transit and Parking Manager
Street	4300 East River Road NE
City/State/Zip	Rochester, MN 55906
Telephone	(507) 328-2424
E-Mail	Tknauer@rochestermn.gov
Website	www.RPTride.com

SYSTEM HIGHLIGHTS

- Continued growth in overall ridership; 7.5 percent over 2016 (1,837,534 riders in 2017).
- Expanded park and ride; added 746 spaces at the community college in exchange for free student passes. RPT operates 2,181 park and ride spaces spread over six locations.

SYSTEM CHARACTERISTICS

INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Vehicle Fleet	51 Class 700
Service Type	Regular route
Base Fare	\$2.00
Area Served	City of Rochester and four surrounding townships
State/Fed District	25, 26/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$7,535,236	\$0	\$1,400,000	\$4,200,000	\$1,935,236	25.7%
2017 Capital Expenditures	\$208,627	\$0	\$166,902	\$0	\$41,725	20.0%
2018 Operating Budget	\$7,800,000	\$1,000,000	\$1,310,000	\$3,930,000	\$1,560,000	20.0%
2018 NSE Capital	\$1,355,000	\$0	\$0	\$1,355,000	\$0	0%
2018 NSE Operating	\$181,200	\$0	\$0	\$181,200	\$0	0%
2019 NSE Capital	\$300,000	\$0	\$0	\$300,000	\$0	0%
2019 NSE Operating	\$1,262,609	\$0	\$0	\$1,262,609	\$0	0%

Rochester Public Transit: Paratransit



INFORMATION	ROCHESTER PUBLIC TRANSIT: PARATRANSIT
Contact	Anthony J. Knauer
Title	Transit and Parking Manager
Street	4300 East River Road NE
City/State/Zip	Rochester, MN 55906
Telephone	(507) 328-2424
E-Mail	Tknauer@rochestermn.gov
Website	www.RPTride.com

SYSTEM HIGHLIGHTS

- July 2017 service expansion including; sunday and holiday service.

SYSTEM CHARACTERISTICS

INFORMATION	ROCHESTER PUBLIC TRANSIT: PARATRANSIT
Vehicle Fleet	6 Class 600
Service Type	Dial-a-Ride
Base Fare	\$3.00
Area Served	City of Rochester and 4 surrounding townships
State/Fed District	25, 26/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$983,887	\$0	\$189,975	\$569,925	\$223,987	22.8%
2017 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	0%
2018 Operating Budget	\$951,000	\$0	\$202,088	\$606,263	\$142,650	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Rolling Hills Transit (SEMCAAC)



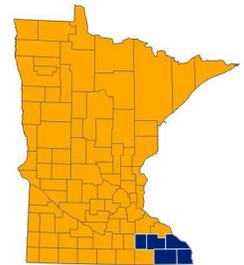
INFORMATION	ROLLING HILLS TRANSIT (SEMCAAC)
Contact	Erlene Welshons
Title	Transportation Director
Street	204 S Elm St. PO Box 549
City/State/Zip	Rushford, MN 55971
Telephone	507-864-8238
E-Mail	Erlene.welshons@semcac.org
Website	www.semcac.org

SYSTEM HIGHLIGHTS

- Started the process for new dispatch software.
- Expanded service to the city of Chatfield two days a week.

SYSTEM CHARACTERISTICS

INFORMATION	ROLLING HILLS TRANSIT (SEMCAAC)
Vehicle Fleet	15 Class 400
Service Type	Demand Response, Subscription
Base Fare	\$1.50 - \$6.00
Area Served	Dodge, Fillmore, Houston, Olmsted and Winona Counties
State/Fed District	21B, 24A, 25A, 27A, 27B, 28A/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$1,002,141	\$294,385	\$151,063	\$406,373	\$150,321	15.0%
2017 Capital Expenditures	\$473,038	\$0	\$0	\$378,430	\$94,608	20.0%
2018 Operating Budget	\$1,182,000	\$408,800	\$148,975	\$446,925	\$177,300	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

SMART Transit (Cedar Valley Services)



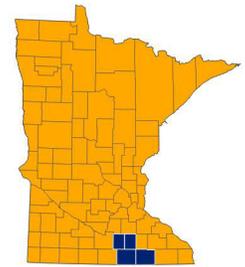
INFORMATION	SMART TRANSIT (CEDAR VALLEY SERVICES)
Contact	Melinda Estey
Title	Transit Manager
Street	2111 4th St NW
City/State/Zip	Austin, MN 55912
Telephone	507-444-2346
E-Mail	MEstey@CedarValleyServices.org
Website	www.smartbusmn.org

SYSTEM HIGHLIGHTS

- Increased ridership over 2016 by 12 percent.
- Expanded service hours in Owatonna to meet peak demands and added preschool service.

SYSTEM CHARACTERISTICS

INFORMATION	SMART TRANSIT (CEDAR VALLEY SERVICES)
Vehicle Fleet	31 Class 400 buses, 1 Class 500 bus, 1 Van
Service Type	Demand Response and Route Deviation
Base Fare	\$1.50 Route, \$2 in town, \$2.50 rural
Area Served	Freeborn, Mower, Steele, and Waseca Counties
State/Fed District	24, 24A, 27, 27A, 27B/1



SPAN OF SERVICE

DAY OF WEEK	FREEBORN	MOWER AND STEELE	WASECA
Weekday	7am - 4:30pm	6am - 9pm	6am - 6pm
Saturday	9am - 1pm	9am - 5pm, Steele: 9am - 3pm	9am - 1pm
Sunday	No service	Mower: 1pm - 5pm, Steele: 7:30am - 1pm	8am - 12pm

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$2,572,891	\$731,531	\$394,000	\$1,061,427	\$385,934	15.0%
2017 Capital Expenditures	\$341,709	\$252,541	\$252,541	\$0	\$68,342	20.0%
2018 Operating Budget	\$2,742,000	\$896,800	\$358,475	\$1,075,425	\$411,300	15.0%
2018 NSE Capital	\$237,000	\$0	\$0	\$237,000	\$0	0%
2018 NSE Operating	\$113,800	\$0	\$0	\$113,800	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$179,000	\$0	\$0	\$179,000	\$0	0%

St. Cloud Metro Bus: Fixed Route



INFORMATION	ST. CLOUD METRO BUS: FIXED ROUTE
Contact	Ryan I. Daniel
Title	Chief Executive Officer
Street	665 Franklin Avenue NE
City/State/Zip	St. Cloud, MN 56304
Telephone	320-529-4482
E-Mail	rdaniel@stcloudmtc.com
Website	www.ridemetrobus.com

SYSTEM HIGHLIGHTS

- Operated crash free 93 percent of total service days.
- Installed a new methane detection system in the storage garage.

SYSTEM CHARACTERISTICS

INFORMATION	ST. CLOUD METRO BUS: FIXED ROUTE
Vehicle Fleet	3 Class 400, 38 Class 700, 1 trolley bus
Service Type	Fixed Route
Base Fare	\$1.25
Area Served	Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park
State/Fed District	13B, 14A, 14B, 15B, 30A/6



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$7,199,705	\$0	\$1,620,000	\$4,139,764	\$1,439,941	20.0%
2017 Capital Expenditures	\$2,720,325	\$0	\$2,176,260	\$0	\$544,065	20.0%
2018 Operating Budget	\$8,500,000	\$1,340,000	\$1,365,000	\$4,095,000	\$1,700,000	20.0%
2018 NSE Capital	\$3,550,000	\$0	\$0	\$3,550,000	\$0	0%
2018 NSE Operating	\$227,000	\$0	\$0	\$227,000	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$239,000	\$0	\$0	\$239,000	\$0	0%

St. Cloud Metro Bus: Paratransit



INFORMATION	ST. CLOUD METRO BUS: PARATRANSIT
Contact	Ryan I. Daniel
Title	Chief Executive Officer
Street	665 Franklin Avenue NE
City/State/Zip	St. Cloud, MN 56304
Telephone	320-529-4482
E-Mail	rdaniel@stcloudmtc.com
Website	www.ridemetrobus.com

SYSTEM HIGHLIGHTS

- Purchased two CNG fueled buses, increasing Dial-a-Ride Fleet to 30 percent “green.”
- Garage addition increased storage capacity by 40 percent.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$3,719,213	\$0	\$871,250	\$2,290,081	\$557,882	15.0%
2017 Capital Expenditures	\$2,720,325	\$0	\$2,176,260	\$0	\$544,065	20.0%
2018 Operating Budget	\$4,100,000	\$0	\$871,250	\$2,613,750	\$615,000	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Three Rivers Hiawathaland Transit



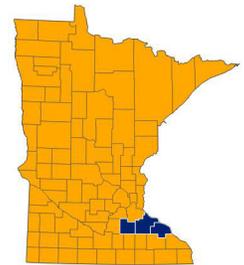
INFORMATION	THREE RIVERS HIAWATHALAND TRANSIT
Contact	Tracy Holguin
Title	Director of Transportation
Street	55049 241st Ave
City/State/Zip	Plainview, MN 55964
Telephone	866-623-7505
E-Mail	tholguin@threeriverscap.org
Website	www.threeriverscap.org/transportation/hiawathaland-transit

SYSTEM HIGHLIGHTS

- Expanded service hours in several locations: Saturdays in Lake City and Wabasha, Sundays in Red Wing, and evenings in Northfield.
- Added a Travel Trainer to work with the Somali population in Rice County.

SYSTEM CHARACTERISTICS

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



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$2,821,476	\$770,700	\$386,175	\$1,158,525	\$506,076	17.9%
2017 Capital Expenditures	\$0	\$0	\$0	\$0	\$0	0%
2018 Operating Budget	\$2,900,000	\$893,200	\$392,950	\$1,178,850	\$435,000	15.0%
2018 NSE Capital	\$166,000	\$0	\$0	\$166,000	\$0	0%
2018 NSE Operating	\$221,700	\$0	\$0	\$221,700	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$260,000	\$0	\$0	\$260,000	\$0	0%

Timber Trails Public Transit (Kanabec County)



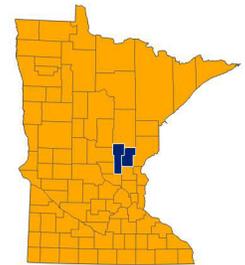
INFORMATION	TIMBER TRAILS PUBLIC TRANSIT (KANABEC CTY)
Contact	Helen Pieper
Title	Transit Director
Street	905 East Forest Ave. Suite #127
City/State/Zip	Mora, MN 55051
Telephone	320-364-1351
E-Mail	Helen.pieper@co.kanabec.mn.us
Website	www.timbertrailstransit.com

SYSTEM HIGHLIGHTS

- Ninth consecutive year of increased ridership.
- Continued to build on our strong dedication to meeting the needs of the communities that we serve.

SYSTEM CHARACTERISTICS

INFORMATION	TIMBER TRAILS PUBLIC TRANSIT (KANABEC CTY)
Vehicle Fleet	8 Class 400
Service Type	Demand Response and Deviated Routes
Base Fare	\$1.50 one way/\$3.00 round trip in town
Area Served	Kanabec and Mille Lacs Counties
State/Fed District	8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$944,939	\$231,843	\$159,350	\$412,005	\$141,741	15.0%
2017 Capital Expenditures	\$316,316	\$0	\$252,800	\$0	\$63,516	20.1%
2018 Operating Budget	\$1,088,000	\$381,200	\$135,900	\$407,700	\$163,200	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$60,300	\$0	\$0	\$60,300	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$46,844	\$0	\$0	\$46,844	\$0	0%

Tri-Cap Transit Connection (Tri-County)



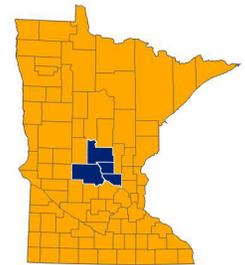
INFORMATION	TRI-CAP TRANSIT CONNECTION
Contact	Lori Schultz
Title	Executive Director
Street	1210 23rd Ave S, PO Box 683
City/State/Zip	Waite Park MN 56387
Telephone	320-251-1612
E-Mail	Lori.Schultz@tricap.org
Website	www.tricap.org

SYSTEM HIGHLIGHTS

- Increased ridership by 3.5 percent from 2016.
- Expanded service hours in Little Falls and Sauk Centre to include Saturday service.

SYSTEM CHARACTERISTICS

INFORMATION	TRI-CAP TRANSIT CONNECTION
Vehicle Fleet	11 Class 400; 11 Class 500
Service Type	Demand Response
Base Fare	\$1.25 - \$3.00
Area Served	Benton, Stearns, Sherburne and Morrison Counties
State/Fed District	9B, 12B, 13A, 13B, 14A, 14B, 15A, 15B, 30A, 31A/6, 7, 8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$2,135,818	\$611,073	\$298,000	\$894,000	\$332,744	15.6%
2017 Capital Expenditures	\$298,859	\$0	\$239,087	\$0	\$59,772	20.0%
2018 Operating Budget	\$2,196,000	\$728,000	\$284,650	\$853,950	\$329,400	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$135,500	\$0	\$0	\$135,500	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$114,566	\$0	\$0	\$114,566	\$0	0%

Tri-Valley Heartland Express



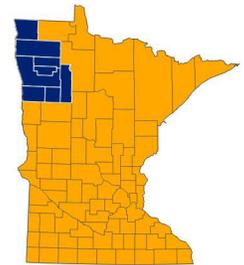
INFORMATION	TRI-VALLEY HEARTLAND EXPRESS
Contact	Cynthia Pic
Title	Transportation Programs Director
Street	1345 Fairfax Avenue
City/State/Zip	Crookston, MN 56716
Telephone	218-281-0700
E-Mail	cpic@tvoc.org
Website	www.tvoc.org/services/transportation

SYSTEM HIGHLIGHTS

- Started a second Bagley route and implemented a new Red Lake county route.
- Provided free rides for kids in Crookston and Thief River Falls to Eat United Program.

SYSTEM CHARACTERISTICS

INFORMATION	TRI-VALLEY HEARTLAND EXPRESS
Vehicle Fleet	1 Class 300, 23 Class 400 and 5 Class 500
Service Type	Demand Response
Base Fare	\$2.00
Area Served	Clearwater, Kittson, Mahnomon, Marshall, Norman, Pennington, Polk and Red Lake counties
State/Fed District	1A,1B,2A,2B,4B/7



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$2,374,550	\$660,451	\$386,575	\$971,341	\$356,182	15.0%
2017 Capital Expenditures	\$271,415	\$0	\$217,133	\$0	\$54,283	20.0%
2018 Operating Budget	\$2,600,000	\$820,000	\$347,500	\$1,042,500	\$390,000	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$106,000	\$0	\$0	\$106,000	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$107,250	\$0	\$0	\$107,250	\$0	0%

United Community Action Partnership: Transit



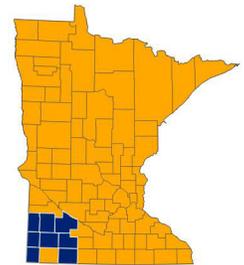
INFORMATION	UNITED COMMUNITY ACTION PARTNERSHIP: TRANSIT
Contact	Cathleen Amick
Title	Transportation Director
Street	1400 S Saratoga
City/State/Zip	Marshall, MN 56258
Telephone	507-537-1416
E-Mail	cathleen.amick@unitedcapmn.org
Website	www.communitytransitswmn.org

SYSTEM HIGHLIGHTS

- Increased service area by adding a route from Fulda to Worthington in August of 2017.
- By merging with Murray County Heartland Express and Rock County Heartland Express ridership increased by 22 percent.

SYSTEM CHARACTERISTICS

INFORMATION	UNITED COMMUNITY ACTION PARTNERSHIP: TRANSIT
Vehicle Fleet	40 small buses
Service Type	Dial-A-Ride, Flexible Routes
Base Fare	\$1.00 Routes \$2.00 Dial-A-Ride
Area Served	Cottonwood, Jackson, Lincoln, Lyon, Murray, Pipestone, Redwood and Rock Counties
State/Fed District	16,22,23,16A, 22A, 23A, 16B, 22B/1,7



SPAN OF SERVICE

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

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$3,416,341	\$894,250	\$439,438	\$1,318,313	\$764,341	22.4%
2017 Capital Expenditures	\$158,526	\$0	\$126,400	\$0	\$32,126	20.3%
2018 Operating Budget	\$3,338,000	\$1,109,200	\$432,025	\$1,296,075	\$500,700	15.0%
2018 NSE Capital	\$158,000	\$0	\$0	\$158,000	\$0	0%
2018 NSE Operating	\$63,700	\$0	\$0	\$63,700	\$0	0%
2019 NSE Capital	\$60,000	\$0	\$0	\$60,000	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

VINE Faith in Action



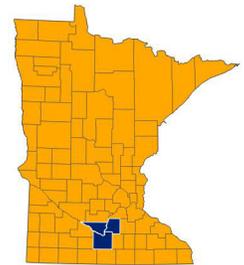
INFORMATION	VINE FAITH IN ACTION
Contact	Carol Clark
Title	Transportation Manager
Street	421 E. Hickory St
City/State/Zip	Mankato, MN 56001
Telephone	507-385-5581
E-Mail	carolclark@vinevolunteers.com
Website	www.truetransit.org

SYSTEM HIGHLIGHTS

- Provided 1,213 rides in our first year using volunteer drivers and one bus.
- VINE's first operational year.

SYSTEM CHARACTERISTICS

INFORMATION	VINE FAITH IN ACTION
Vehicle Fleet	5 Class 400 Buses
Service Type	Deviated Routes
Base Fare	\$3.00
Area Served	Rural Blue Earth, Nicollet, and Le Sueur counties
State/Fed District	19,23/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2017 Operating Expenditures	\$288,842	\$0	\$0	\$245,516	\$43,326	15.0%
2017 Capital Expenditures	\$311,602	\$0	\$248,860	\$0	\$62,741	20.1%
2018 Operating Budget	\$780,000	\$0	\$165,750	\$497,250	\$117,000	15.0%
2018 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2018 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Capital	\$0	\$0	\$0	\$0	\$0	0%
2019 NSE Operating	\$0	\$0	\$0	\$0	\$0	0%

Financial Statistics

MINNESOTA PUBLIC TRANSIT SYSTEMS – 2016 OPERATING EXPENDITURES

GREATER MINNESOTA CATEGORY	EXPENDITURES
Urbanized	\$32,906,344
Elderly and Disabled	\$6,471,704
Small Urban	\$1,501,750
Rural	\$46,074,509
Transit for Our Future	\$222,196
Other Transit Service	\$864,782
Total	\$88,041,284

Note: Totals may not add up due to rounding

GREATER MINNESOTA TRANSIT SYSTEMS – 2017 OPERATING EXPENDITURES

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

Table A-1: Greater Minnesota transit system operating expenditures

SYSTEM CATEGORY	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Urbanized	\$32,906,344	\$652,000	\$8,635,625	\$16,392,845	\$7,225,874	22.0%
Elderly & Disabled	\$6,471,704	\$0	\$1,666,213	\$3,725,038	\$1,080,453	16.7%
Small Urban	\$1,501,750	\$374,845	\$215,438	\$599,715	\$311,753	20.8%
Rural	\$46,053,625	\$11,800,105	\$8,300,250	\$18,117,228	\$7,836,042	17.0%
Transit For Our Future	\$222,196	\$0	\$0	\$188,866	\$33,329	15.0%
Other Transit Services	\$864,782	\$0	\$376,000	\$315,825	\$172,956	20.0%
Total	\$88,020,401	\$12,826,950	\$19,193,526	\$39,339,517	\$16,660,407	18.9%

Table A-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Blue Earth Blue Sky LLC	\$646,655	\$269,666	\$0	\$269,666	\$107,324	16.6%
Jefferson Lines	\$3,594,556	\$1,265,741	\$0	\$1,265,741	\$1,063,074	29.6%
Intercity Bus Total	\$4,241,211	\$1,535,407	\$0	\$1,535,407	\$1,170,398	27.6%

Table A-3: Urbanized system operating expenditures

URBANIZED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority	\$13,538,203	\$0	\$4,970,000	\$5,860,563	\$2,707,641	20.0%
East Grand Forks Transit	\$337,297	\$79,500	\$0	\$182,900	\$74,897	22.2%
La Crescent Apple Express	\$342,992	\$55,000	\$0	\$219,394	\$68,598	20.0%
Mankato Transit System	\$1,946,224	\$517,500	\$207,625	\$622,875	\$598,224	30.7%
Moorhead Metro Area Transit	\$2,006,686	\$0	\$438,000	\$1,167,349	\$401,337	20.0%
Rochester Public Transit	\$7,535,236	\$0	\$1,400,000	\$4,200,000	\$1,935,236	25.7%
St. Cloud Metro Bus	\$7,199,705	\$0	\$1,620,000	\$4,139,764	\$1,439,941	20.0%
Total	\$32,906,343	\$652,000	\$8,635,625	\$16,392,845	\$7,225,874	22.0%

Note: Totals may not add up due to rounding

Table A-4: Elderly & Disabled system operating expenditures

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority-STRIDE	\$805,709	\$0	\$407,150	\$277,703	\$120,856	15.0%
East Grand Forks Transit Dial-A-Ride	\$68,152	\$0	\$12,750	\$38,250	\$17,152	25.2%
Mankato Paratransit	\$436,017	\$0	\$86,063	\$258,188	\$91,767	21.0%
Moorhead Metro Area Transit Paratransit	\$458,726	\$0	\$99,025	\$290,892	\$68,809	15.0%
Rochester Dial-A-Ride	\$983,887	\$0	\$189,975	\$569,925	\$223,987	22.8%
St. Cloud Metro Bus Dial-A-Ride	\$3,719,213	\$0	\$871,250	\$2,290,081	\$557,882	15.0%
Total	\$6,471,704	\$0	\$1,666,213	\$3,725,038	\$1,080,453	16.7%

Table A-5: Small urban system operating expenditures

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Granite Falls Heartland Express	\$123,357	\$35,181	\$17,300	\$46,204	\$24,671	20.0%
Hibbing Area Transit	\$340,253	\$93,450	\$41,838	\$125,513	\$79,453	23.4%
Morris Transit	\$416,034	\$115,444	\$59,575	\$157,808	\$83,207	20.0%
Winona Transit Service	\$622,106	\$130,770	\$96,725	\$270,190	\$124,421	20.0%
Total	\$1,501,750	\$374,845	\$215,438	\$599,715	\$311,753	20.8%

Note: Totals may not add up due to rounding

Table A-6: Rural system operating expenditures

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Arrowhead Transit	\$7,096,408	\$1,590,005	\$2,213,625	\$2,213,625	\$1,079,153	15.2%
Arrowhead Transit - RR Mobility Management	\$1,077,341	\$0	\$228,438	\$685,313	\$163,591	15.2%
Becker County Transit	\$500,931	\$125,650	\$59,113	\$177,338	\$138,831	27.7%
Brainerd and Crow Wing Public Transit	\$1,008,967	\$290,557	\$144,900	\$422,165	\$151,345	15.0%
Brown County Heartland Express	\$717,219	\$203,700	\$97,188	\$291,563	\$124,769	17.4%
Central Community Transit	\$2,683,241	\$728,279	\$901,500	\$650,976	\$402,486	15.0%
Chisago-Isanti County Heartland Express	\$1,533,297	\$429,800	\$191,750	\$575,250	\$336,497	21.9%
Faribault/Martin County	\$1,092,962	\$330,385	\$183,388	\$415,245	\$163,944	15.0%
Fosston Transit	\$81,552	\$24,150	\$10,538	\$31,613	\$15,252	18.7%
Hubbard County Heartland Express	\$435,229	\$110,950	\$62,150	\$186,450	\$75,679	17.4%
Minnesota River Valley Transit	\$725,586	\$204,140	\$0	\$376,329	\$145,117	20.0%
Paul Bunyan Transit	\$1,423,224	\$394,450	\$203,563	\$610,688	\$214,524	15.1%
Prairie Five Rides	\$2,011,670	\$577,500	\$280,625	\$841,875	\$311,670	15.5%
Prairieland Transit (SMOC)	\$328,745	\$93,602	\$126,700	\$59,131	\$49,312	15.0%
Rainbow Rider Transit	\$2,585,580	\$688,800	\$359,050	\$1,077,150	\$460,580	17.8%
Rolling Hills Transit (SEMCAAC)	\$1,002,141	\$294,385	\$151,063	\$406,373	\$150,321	15.0%
SMART Transit (Cedar Valley Services)	\$2,572,891	\$731,531	\$394,000	\$1,061,427	\$385,934	15.0%
Three Rivers Hiawathaland Transit	\$2,821,476	\$770,700	\$386,175	\$1,158,525	\$506,076	17.9%
Timber Trails Public Transit (Kanabec County)	\$944,939	\$231,843	\$159,350	\$412,005	\$141,741	15.0%
Trailblazer Transit	\$4,308,462	\$1,026,600	\$635,850	\$1,907,550	\$738,462	17.1%
Transit Alternatives (Productive Alternatives)	\$1,790,919	\$480,900	\$222,538	\$667,613	\$419,869	23.4%
Tri-CAP Transit Connection	\$2,135,818	\$611,073	\$298,000	\$894,000	\$332,744	15.6%
Tri-Valley Heartland Express	\$2,374,550	\$660,451	\$386,575	\$971,341	\$356,182	15.0%

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
United (Western) Community Action: Transit	\$3,416,341	\$894,250	\$439,438	\$1,318,313	\$764,341	22.4%
VINE Faith in Action, Inc.	\$288,842	\$0	\$0	\$245,516	\$43,326	15.0%
Wadena County Friendly Rider Transit	\$733,103	\$214,355	\$107,425	\$301,358	\$109,965	15.0%
Watonwan Take Me There	\$362,192	\$92,050	\$57,313	\$158,500	\$54,329	15.0%
Total	\$46,053,625	\$11,800,105	\$8,300,250	\$18,117,228	\$7,836,042	17.02%

Table A-7: Transit for Our Future system operating expenditures

TRANSIT SYSTEM	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Central Community Transit JPB	\$54,838	\$0	\$0	\$46,612	\$8,226	15.0%
Prairie Five - Benson	\$66,907	\$0	\$0	\$56,871	\$10,036	15.0%
VINE - Three County Expansion	\$100,451	\$0	\$0	\$85,383	\$15,068	15.0%
Total - TFF	\$222,196	\$0	\$0	\$188,866	\$33,329	15.0%

Table A-8: Other transit service operating expenditures

OTHER TRANSIT SERVICE	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
St. Cloud Northstar Link	\$864,782	\$0	\$376,000	\$315,825	\$172,956	20.0%
Total	\$864,782	\$0	\$376,000	\$315,825	\$172,956	20.0%

Note: Totals may not add up due to rounding

GREATER MINNESOTA TRANSIT SYSTEMS – 2017 CAPITAL EXPENDITURES

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

Table B-1: Total Greater Minnesota capital expenditures

TRANSIT SYSTEM	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Urbanized	\$2,928,952	\$0	\$2,343,162	\$585,790
Small Urban	\$202,737	\$0	\$162,190	\$40,547
Rural	\$5,676,820	\$1,423,651	\$3,111,827	\$1,141,342
Total	\$8,808,510	\$1,423,651	\$5,617,179	\$1,767,680

Table B-2: Urbanized system capital expenditures

URBANIZED SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Duluth Transit Authority	Buses (5339)	\$0	\$0	\$0	\$0
Mankato Transit System	Bus	\$0	\$0	\$0	\$0
Moorhead Metro Area Transit	Bus	\$0	\$0	\$0	\$0
Rochester Public Transit	Buses	\$48,060	\$0	\$38,448	\$9,612
Rochester Public Transit	Bus Stop Improvements & Electronic Annunciators	\$160,567	\$0	\$128,454	\$32,113
St Cloud Metro Bus	Buses	\$2,720,325	\$0	\$2,176,260	\$544,065
Total Urban		\$2,928,952	\$0	\$2,343,162	\$585,790

Table B-3: Small urban system capital expenditures

SMALL URBAN SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Morris Transit	Bus	\$75,538	\$0	\$60,430	\$15,108
Winona Transit Service	Bus	\$127,199	\$0	\$101,759	\$25,440
Total Small Urban		\$202,737	\$0	\$162,190	\$40,547

Table B-4: Rural system capital expenditures

RURAL SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Arrowhead Transit	Buses (5339)	\$1,445,133	\$981,600	\$174,506	\$289,027
Brainerd and Crow Wing County Transit	Bus	\$79,095	\$0	\$63,276	\$15,819
Brainerd and Crow Wing County Transit	Bus (accident vehicle)	\$79,099	\$0	\$63,200	\$15,899
Brown County Heartland Express	Bus	\$75,081	\$0	\$60,065	\$15,016
Central Community Transit	Bus	\$82,121	\$0	\$63,200	\$18,921
Central Community Transit	Buses (5339)	\$239,562	\$189,600	\$0	\$49,962
Chisago-Isanti Heartland Express	Buses	\$153,250	\$0	\$122,600	\$30,650
Faribault-Martin County	Bus	\$77,548	\$0	\$62,038	\$15,510
Hubbard County Heartland Express	Radio upgrade & new computer (state)	\$11,963	\$0	\$9,570	\$2,393
Minnesota River Valley Transit	Bus	\$77,930	\$0	\$62,344	\$15,586
Paul Bunyan Transit	Bus	\$155,200	\$0	\$124,160	\$31,040
Prairie Five Rides	Bus & Service Vehicle (State)	\$194,716	\$0	\$155,515	\$39,201
Rainbow Rider Transit	Buses	\$315,244	\$0	\$252,195	\$63,049
Rolling Hills Transit (SEMCAC)	Buses	\$157,058	\$0	\$125,646	\$31,412
Rolling Hills Transit (SEMCAC)	Facility	\$315,980	\$0	\$252,784	\$63,196
SMART Transit (Cedar Valley Services)	Bus (State)	\$26,145	\$0	\$20,916	\$5,229
SMART Transit (Cedar Valley Services)	Buses (5339)	\$315,564	\$252,451	\$0	\$63,113
Timber Trails Public Transit (Kanabec County)	Buses	\$316,316	\$0	\$252,800	\$63,516
Trailblazer Transit	Buses	\$157,611	\$0	\$126,089	\$31,522
Transit Alternatives (Productive Alternatives)	Buses	\$234,967	\$0	\$187,973	\$46,993
Tri-CAP Transit Connection	Buses	\$298,859	\$0	\$239,087	\$59,772
Tri-Valley Heartland Express	Buses	\$236,366	\$0	\$189,093	\$47,273
Tri-Valley Heartland Express	Service Vehicle (State)	\$29,479	\$0	\$23,584	\$5,896

RURAL SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Tri-Valley Heartland Express	Office Remodel & Storage Facility	\$5,570	\$0	\$4,456	\$1,114
United (Western) Community Action: Transit	Buses	\$158,526	\$0	\$126,400	\$32,126
Vine Faith In Action	ITS Project	\$311,602	\$0	\$248,860	\$62,741
Wadena County Friendly Rider Transit	Computer Software	\$58,105	\$0	\$46,484	\$11,621
Watonwan Take Me There	Bus	\$68,733	\$0	\$54,986	\$13,747
Total Rural		\$5,676,820	\$1,423,651	\$3,111,827	\$1,141,342

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

*Note - Totals may not add up due to rounding.

GREATER MINNESOTA TRANSIT SYSTEMS – 2018 OPERATING BUDGET

Figures represent contracted amounts.

Table C-1: Greater Minnesota transit system operating budget

SYSTEM CATEGORY	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Urbanized	\$35,546,000	\$4,927,000	\$5,877,450	\$17,632,350	\$7,109,200	20.0%
Elderly & Disabled	\$7,018,000	\$0	\$1,491,325	\$4,473,975	\$1,052,700	15.0%
Small Urban	\$1,677,000	\$502,400	\$209,800	\$629,400	\$335,400	20.0%
Rural	\$49,561,000	\$15,464,800	\$6,602,988	\$19,808,963	\$7,684,250	15.5%
Other Transit Services	\$970,000	\$0	\$194,000	\$582,000	\$194,000	20.0%
Total	\$94,772,000	\$20,894,200	\$14,375,563	\$43,126,688	\$16,375,550	17.3%

Table C-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Blue Earth Blue Sky LLC	\$4,167,100	\$1,601,000	\$400,250	\$1,200,750	\$965,100	23.2%
Jefferson Lines	\$953,000	\$405,025	\$101,256	\$303,769	\$142,950	15.0%
Intercity Bus Total	\$5,120,100	\$2,006,025	\$501,506	\$1,504,519	\$1,108,050	21.6%

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

OTHER GM FUNDED SERVICES	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Metropolitan Council Northstar Commuter Rail	\$19,587,000	\$0	\$347,398	\$1,042,193	\$18,197,409	93.0%
Metropolitan Council Transit Link	\$2,720,000	\$1,264,000	\$0	\$0	\$1,456,000	79.7%
Total	\$22,307,000	\$1,264,000	\$347,398	\$1,042,193	\$19,653,409	88.1%

Table C-4: Urbanized system operating budget

URBANIZED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority	\$14,500,000	\$1,500,000	\$2,525,000	\$7,575,000	\$2,900,000	20.0%
East Grand Forks Transit	\$325,000	\$85,000	\$43,750	\$131,250	\$65,000	20.0%
La Crescent Apple Express	\$359,000	\$55,000	\$58,050	\$174,150	\$71,800	20.0%
Mankato Transit System	\$1,900,000	\$532,000	\$247,000	\$741,000	\$380,000	20.0%
Moorhead Metro Area Transit	\$2,162,000	\$415,000	\$328,650	\$985,950	\$432,400	20.0%
Rochester Public Transit	\$7,800,000	\$1,000,000	\$1,310,000	\$3,930,000	\$1,560,000	20.0%
St. Cloud Metro Bus	\$8,500,000	\$1,340,000	\$1,365,000	\$4,095,000	\$1,700,000	20.0%
Total	\$35,546,000	\$4,927,000	\$5,877,450	\$17,632,350	\$7,109,200	20.0%

Table C-5: Elderly & Disabled system operating budget

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority-STRIDE	\$960,000	\$0	\$204,000	\$612,000	\$144,000	15.0%
East Grand Forks Transit Dial-A-Ride	\$72,000	\$0	\$15,300	\$45,900	\$10,800	15.0%
Mankato Dial-A-Ride	\$445,000	\$0	\$94,563	\$283,688	\$66,750	15.0%
Moorhead Metro Area Transit Paratransit	\$490,000	\$0	\$104,125	\$312,375	\$73,500	15.0%
Rochester Dial-A-Ride	\$951,000	\$0	\$202,088	\$606,263	\$142,650	15.0%
St. Cloud Metro Bus Dial-A-Ride	\$4,100,000	\$0	\$871,250	\$2,613,750	\$615,000	15.0%
Total	\$7,018,000	\$0	\$1,491,325	\$4,473,975	\$1,052,700	15.0%

Table C-6: Small urban system operating budget

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Granite Falls Heartland Express	\$138,000	\$44,000	\$16,600	\$49,800	\$27,600	20.0%
Hibbing Area Transit	\$387,000	\$132,000	\$44,400	\$133,200	\$77,400	20.0%
Morris Transit	\$455,000	\$145,600	\$54,600	\$163,800	\$91,000	20.0%
Winona Transit Service	\$697,000	\$180,800	\$94,200	\$282,600	\$139,400	20.0%
Total	\$1,677,000	\$502,400	\$209,800	\$629,400	\$335,400	20.0%

Table C-7: Rural system operating budget

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Arrowhead Transit	\$8,300,000	\$2,200,000	\$1,161,563	\$3,484,688	\$1,453,750	17.5%
Becker County Transit	\$450,000	\$0	\$95,625	\$286,875	\$67,500	15.0%
Brainerd and Crow Wing County Transit	\$1,058,000	\$366,400	\$133,225	\$399,675	\$158,700	15.0%
Brown County Heartland Express	\$740,000	\$252,000	\$94,250	\$282,750	\$111,000	15.0%
Central Community Transit	\$3,200,000	\$1,064,400	\$413,900	\$1,241,700	\$480,000	15.0%
Chisago-Isanti Heartland Express	\$1,450,000	\$508,000	\$181,125	\$543,375	\$217,500	15.0%
Faribault/Martin County	\$1,235,000	\$420,000	\$157,438	\$472,313	\$185,250	15.0%
Fosston Transit	\$78,000	\$27,600	\$9,675	\$29,025	\$11,700	15.0%
Hubbard County Heartland Express	\$410,000	\$122,400	\$56,525	\$169,575	\$61,500	15.0%
Minnesota River Valley Transit	\$827,000	\$271,200	\$97,600	\$292,800	\$165,400	20.0%
Paul Bunyan Transit	\$1,600,000	\$522,000	\$209,500	\$628,500	\$240,000	15.0%
Prairie Five Rides	\$2,250,000	\$760,000	\$288,125	\$864,375	\$337,500	15.0%
Prairieland Transit (SMOC)	\$440,000	\$148,000	\$56,500	\$169,500	\$66,000	15.0%
Rainbow Rider Transit	\$2,650,000	\$847,600	\$351,225	\$1,053,675	\$397,500	15.0%
Rolling Hills Transit (SEMCAAC)	\$1,182,000	\$408,800	\$148,975	\$446,925	\$177,300	15.0%
SMART (Cedar Valley Services)	\$2,742,000	\$896,800	\$358,475	\$1,075,425	\$411,300	15.0%
Three Rivers Hiawathaland Transit	\$2,900,000	\$893,200	\$392,950	\$1,178,850	\$435,000	15.0%
Timber Trails Public Transit (Kanabec County)	\$1,088,000	\$381,200	\$135,900	\$407,700	\$163,200	15.0%
Trailblazer Transit	\$5,200,000	\$1,768,800	\$662,800	\$1,988,400	\$780,000	15.0%
Transit Alternatives (Productive Alternatives)	\$1,665,000	\$566,400	\$212,213	\$636,638	\$249,750	15.0%
Tri-CAP Transit Connection	\$2,196,000	\$728,000	\$284,650	\$853,950	\$329,400	15.0%
Tri-Valley Heartland Express	\$2,600,000	\$820,000	\$347,500	\$1,042,500	\$390,000	15.0%

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
United (Western) Community Action Transit	\$3,338,000	\$1,109,200	\$432,025	\$1,296,075	\$500,700	15.0%
VINE Faith in Action, Inc.	\$780,000	\$0	\$165,750	\$497,250	\$117,000	15.0%
Wadena County Friendly Rider Transit	\$798,000	\$269,200	\$102,275	\$306,825	\$119,700	15.0%
Watonwan Take Me There	\$384,000	\$113,600	\$53,200	\$159,600	\$57,600	15.0%
Total	\$49,561,000	\$15,464,800	\$6,602,988	\$19,808,963	\$7,684,250	15.5%

Table C-8: Other transit service operating budget

OTHER TRANSIT SERVICE	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
St. Cloud Metropolitan Transit Commission - Northstar Link	\$970,000	\$0	\$194,000	\$582,000	\$194,000	15.00%
Total	\$970,000	\$0	\$194,000	\$582,000	\$194,000	15.00%

NEW SERVICE EXPANSION PROJECTS

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

Table D-1: 2018 and 2019 NSE Operating Contracts

SYSTEM	OPERATING PROJECT(S)	STATE SHARE (SFY 2018)	STATE SHARE (SFY 2019)
Arrowhead Transit	10 New Service Segment Projects	\$917,600	\$1,046,000
Becker County Transit	1 New Service Segment Project	\$51,100	\$55,096
Brown County Heartland Express	1 New Service Segment Project	\$25,400	\$31,566
SMART Transit (Cedar Valley Services)	3 New Service Segment Projects	\$113,800	\$179,000
Central Community Transit	3 New Service Segment Projects	\$106,600	\$123,683
East Grand Forks Transit	2 New Service Segment Projects	\$55,000	\$229,700
Hibbing Area Transit	3 New Service Segment Projects	\$23,200	\$26,624
Mankato Transit	9 New Service Segment Projects	\$497,600	\$1,080,000
Moorhead Metro Area Transit	5 New Service Segment Projects	\$451,300	\$476,710
Rochester Public Transit	4 New Service Segment Projects	\$181,200	\$1,262,609
Winona Transit Service	1 New Service Segment Project	\$119,600	\$150,000
Duluth Transit Authority	9 New Service Segment Projects	\$1,229,400	\$1,790,058
Chisago-Isanti County Heartland Express	9 New Service Segment Projects	\$555,600	\$649,000
Timber Trails Public Transit	2 New Service Segment Projects	\$60,300	\$46,844
Minnesota River Valley Transit	1 New Service Segment Project	\$28,500	\$33,000
Prairie Five Rides	1 New Service Segment Project	\$72,000	\$78,000
Transit Alternatives (Productive Alternatives)	1 New Service Segment Project	\$83,000	\$101,500
St. Cloud Metro Bus	1 New Service Segment Project	\$227,000	\$239,000
Three Rivers Hiawathaland Transit	8 New Service Segment Projects	\$221,700	\$260,000
Tri-Cap Transit Connection (Tri-County)	5 New Service Segment Projects	\$135,500	\$114,566
Tri Valley Heartland Express	2 New Service Segment Projects	\$106,000	\$107,250
United (Western) Community Action: Transit	2 New Service Segment Projects	\$63,700	\$60,000
Wadena County Friendly Rider Transit	3 New Service Segment Projects	\$84,300	\$42,900
TOTAL NEW SERVICE EXPANSION OPERATING		\$5,409,400	\$8,183,106

Table D-2: 2018 and 2019 NSE Capital Contracts

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

Glossary

GLOSSARY

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

Accessible vehicle

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

Americans with Disabilities Act

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

Base fare

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

Bus roadeo

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

Capital cost

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

Commuter service

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

Coordination

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

Dedicated funding source

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

Demand response/dial-a-ride service

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

Fare

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

Fare box

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

Fare box recovery ratio

Total fare revenue divided by the total operating cost.

Federal Transit Administration

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

Fixed route

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

Flexible fixed route

See route deviation.

Funding classification

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

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

Intercity bus service

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

Light rail transit

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

MAP-21

Moving Ahead for Progress in the 21st Century Act, signed into law in July 2012. MAP-21 established surface transportation funding programs for federal fiscal years 2013 and 2014.

Motor vehicle sales tax

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

Operating expenditures

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

Operating deficit

Total operating expenditures minus total operating revenue.

Operating revenue

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

Total operating cost

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

Paratransit

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

Park and ride facility

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

Pass

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

Peak period

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

Public transportation

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

Ridership

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

Passenger trip

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

Revenue hours

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

Route deviation

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

Rural Transit Assistance Program

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

Section 5307 (Urbanized Area Formula Program)

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

Section 5309 (Capital Program)

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

Section 5310 (Elderly and Persons with Disabilities Capital Program)

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

Section 5311 (Non-urbanized Area Formula Program)

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

Service area

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

Service hours

See revenue hours.

Service span

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

Subscription service

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

Transit

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

Transit dependent

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

Vehicle Classification

MnDOT classifies transit vehicles according to the following categories:

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

