

## Chapter 2. Description of the Regional Transit System

### Characteristics of the Transit System

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

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

### Twin Cities Transit Service Providers

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

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

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

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<sup>1</sup> NTD = National Transit Database, a required annual reporting program administered by the Federal Transit Administration (FTA).

## Metro Transit Bus

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

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

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

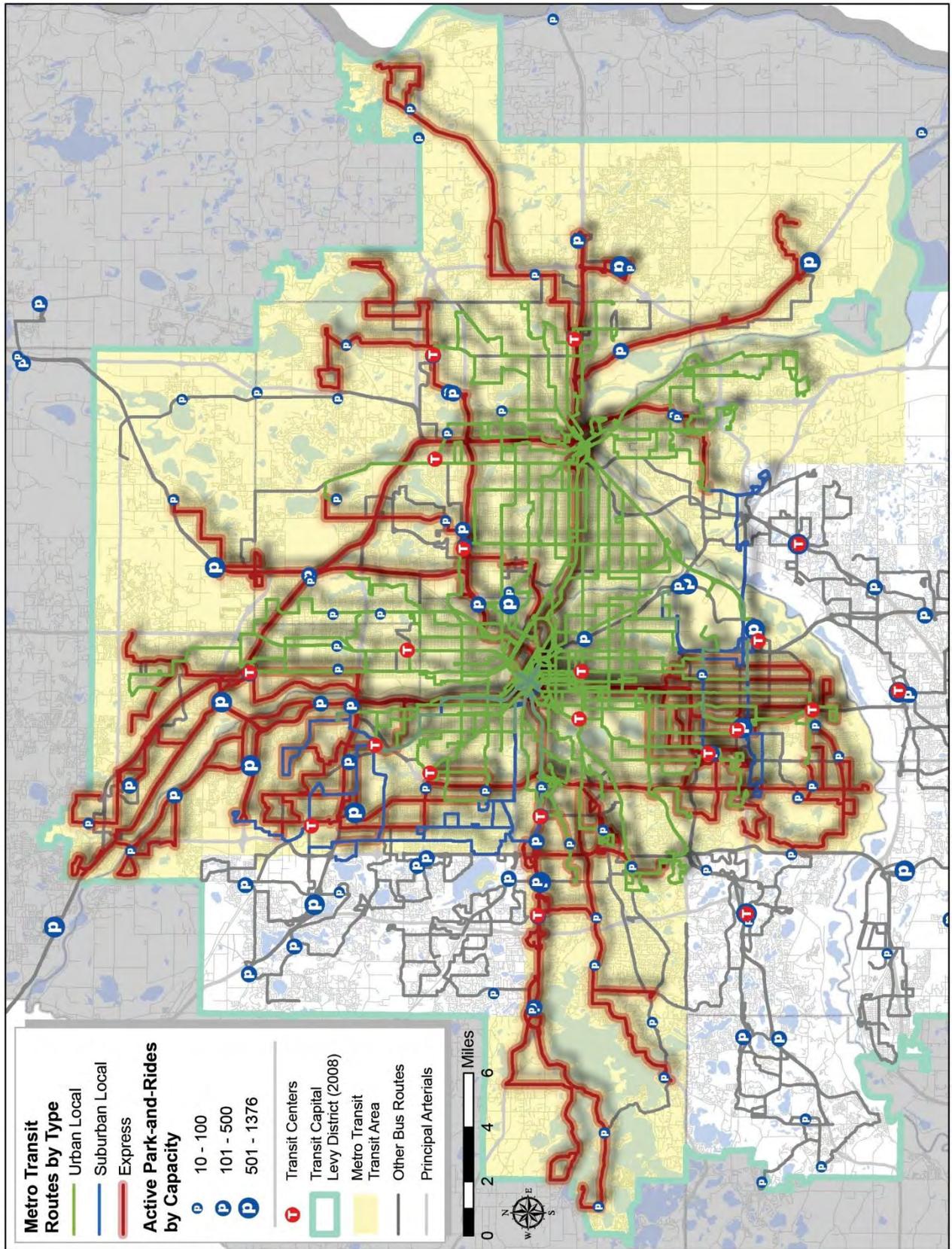
**Table 2-1. 2008 Operating Statistics: Metro Transit Bus**

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

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

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

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



**Metro Transit Light Rail**

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

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

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

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

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

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

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



**Metropolitan Transportation Services**

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

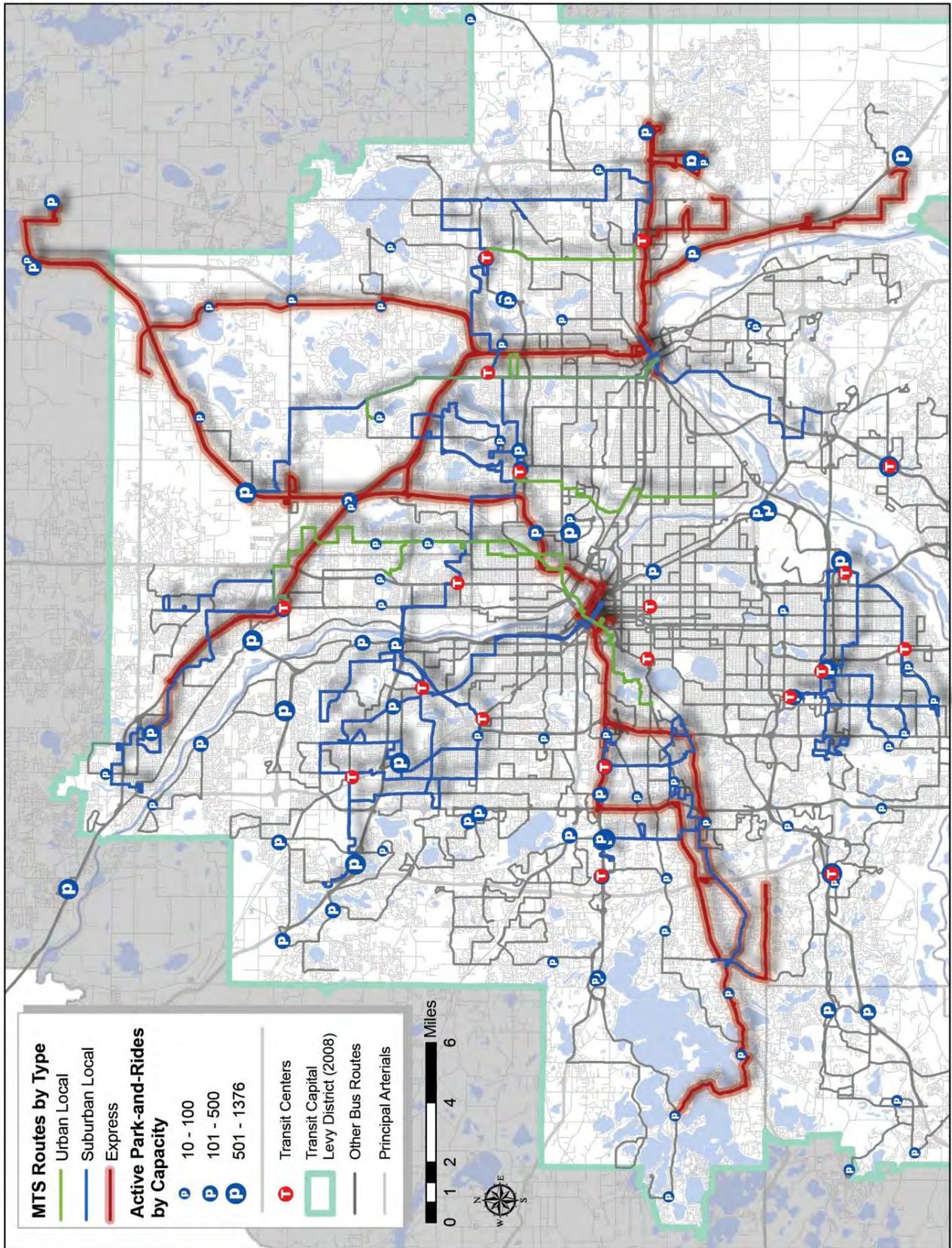
MTS routes serve numerous park-and-rides and transit centers throughout the region. Significant accomplishments in 2008 include initiating express service between Forest Lake/Columbus and downtown Minneapolis in response to the collapse of I-35W bridge, and implementing Job Access and Reverse Commute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

**Metropolitan Council Privately Contracted Regular Route**

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

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

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

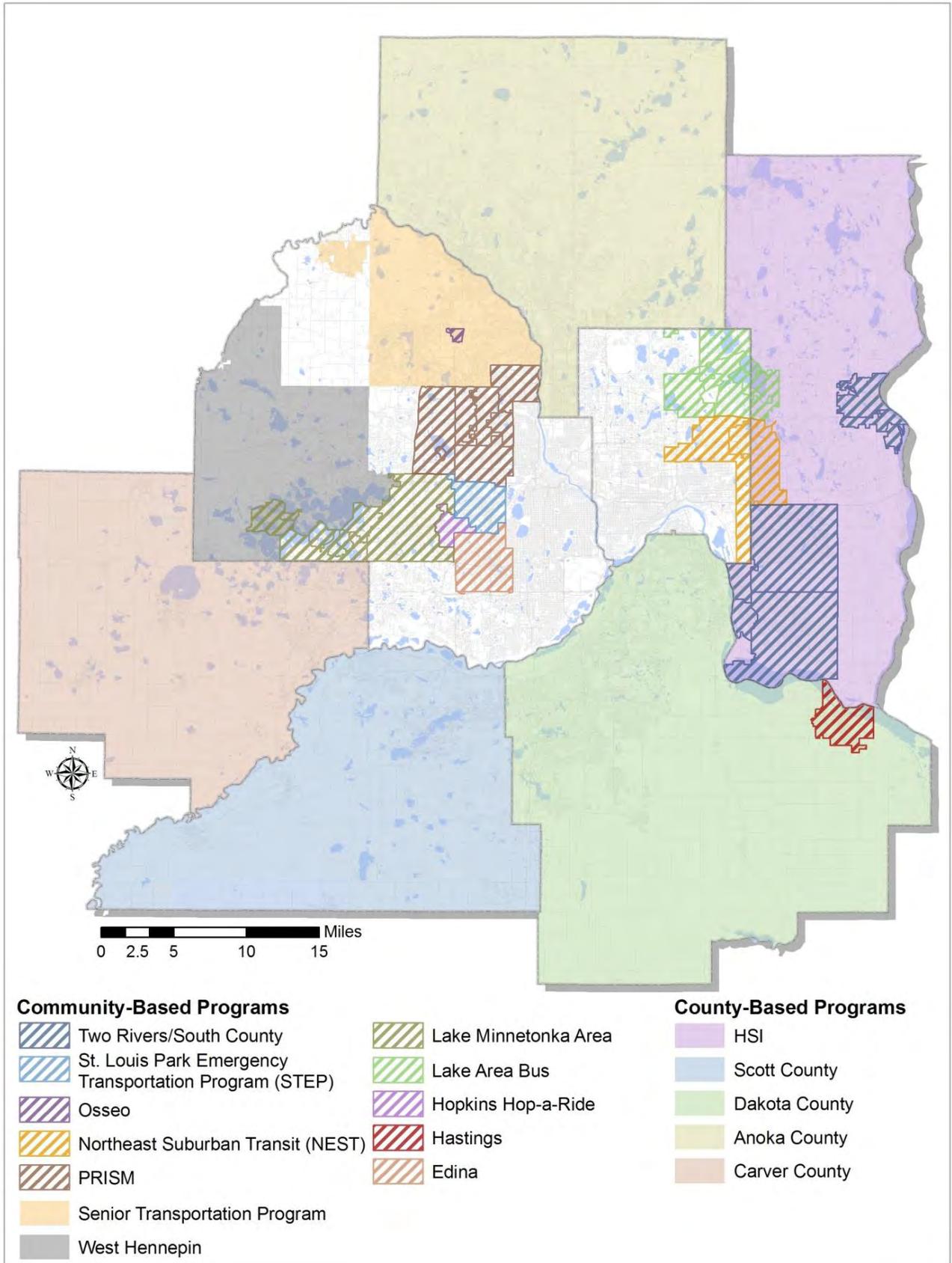


### Dial-a-Ride Programs

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

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

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



**Metro Mobility**

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

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

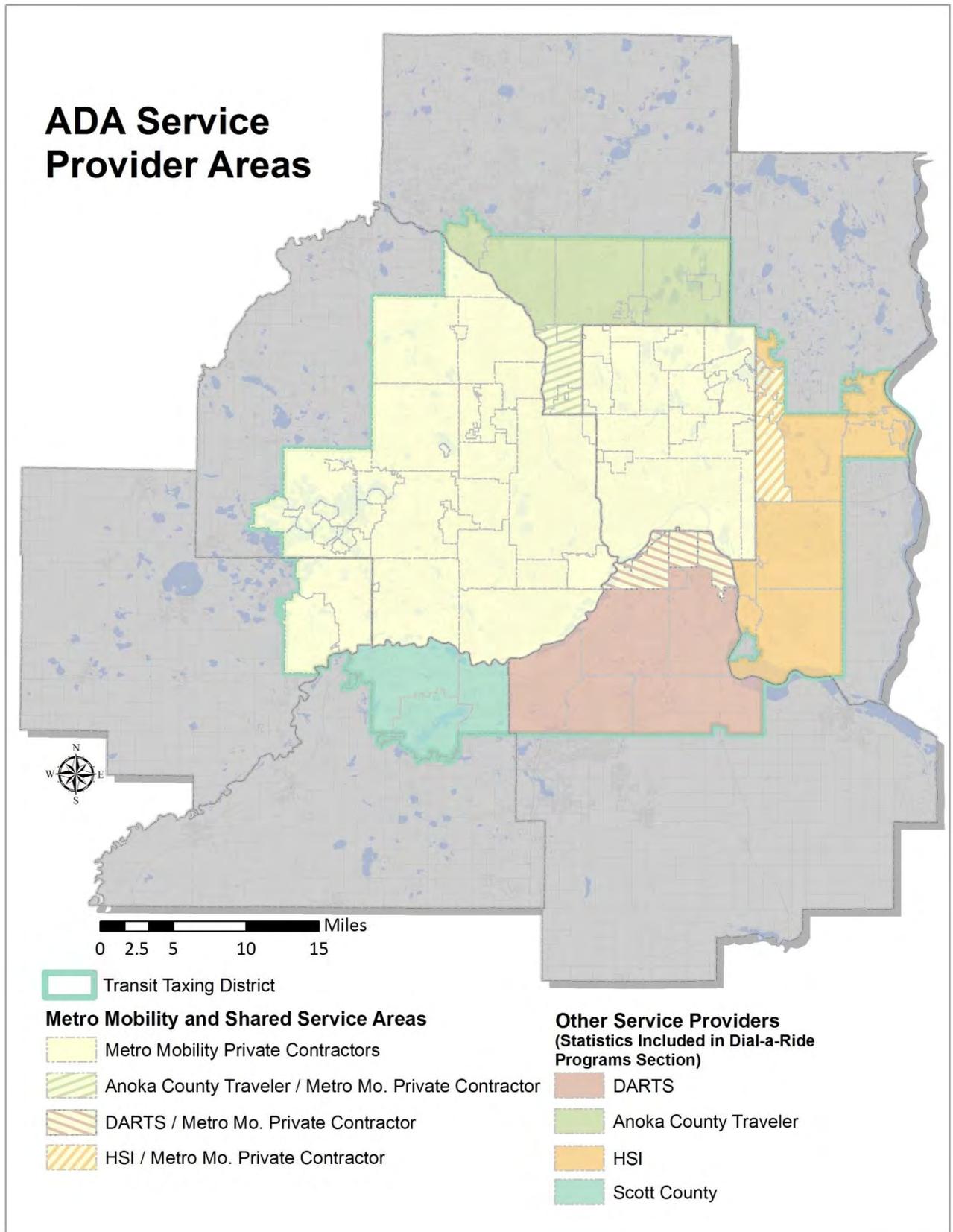
Metro Mobility was able to maintain an exceedingly high level of service quality (on time performance of 98 percent and productivity level of over two passengers per hour) despite an increase in ridership of nearly 5 percent. Total passenger trips delivered for 2008 totaled 1.22 million, establishing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

**Table 2-5. 2008 Operating Statistics: Metro Mobility**

	Operating Cost	Fare Revenue	Ridership	Revenue Hours	Subsidy Per Pass.	Cost Per Rev. Hour
<b>Metro Mobility Total<sup>5</sup></b>	<b>\$31,196,000</b>	<b>\$3,950,000</b>	<b>1,221,000</b>	<b>591,500</b>	<b>\$22.31</b>	<b>\$52.74</b>

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



**Vanpools**

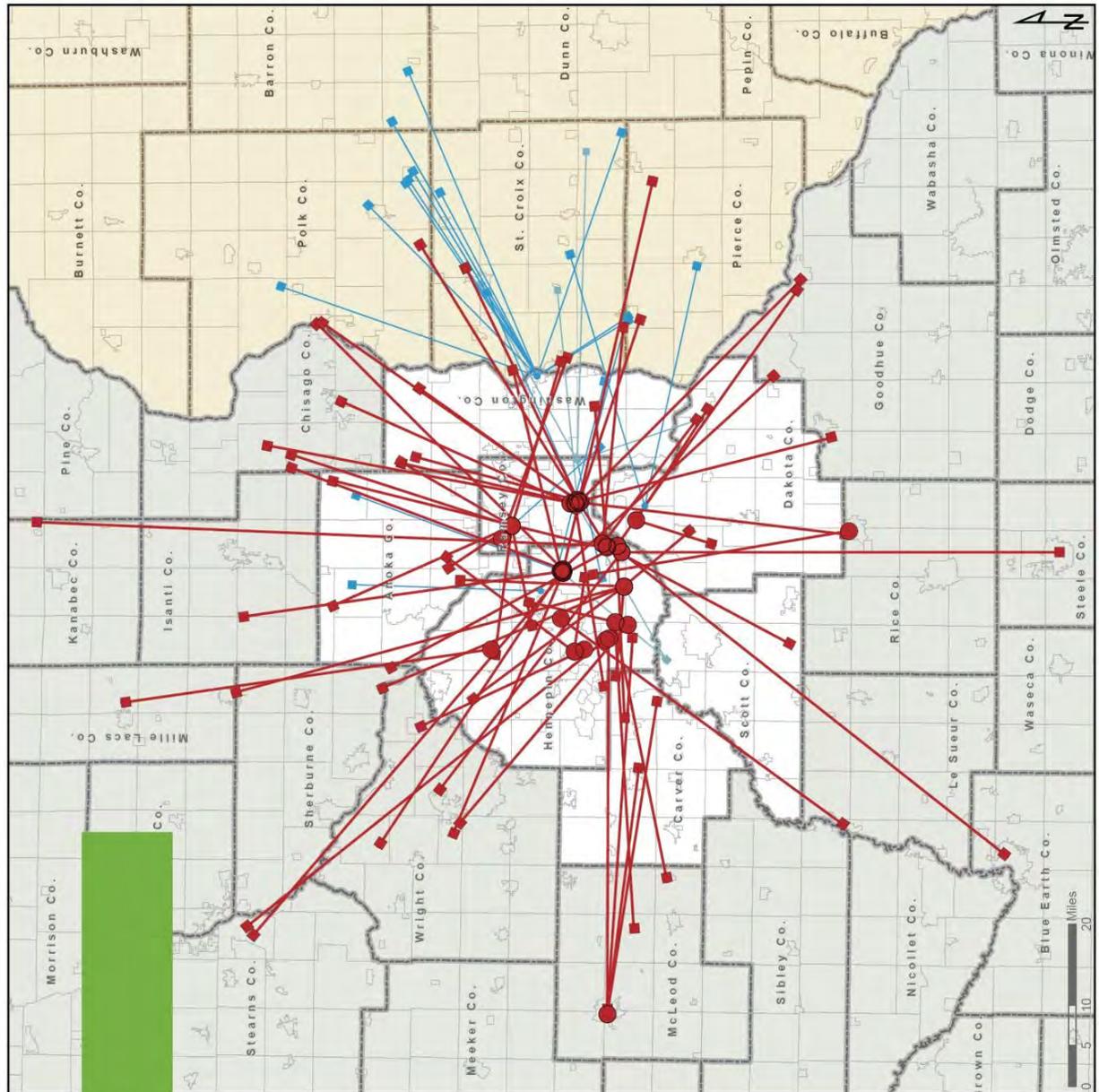
The Metropolitan Council operates a vanpool program called Van-Go! This program started in 2001 as a way of providing transit service for persons living or working in areas not served by regular route service. People driving long distances from low-density areas add a disproportionate amount of vehicle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

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

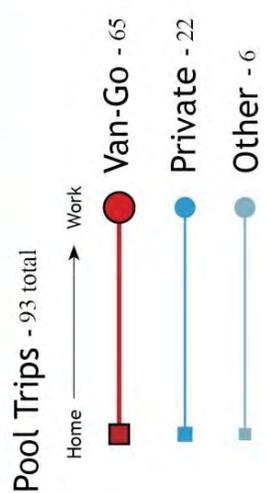
At the high point in 2008, there were 71 vanpools in operation, with a Council subsidy per passenger just under \$3. This figure only represents the Council share of lease costs for the vans. Van-Go! participants also pay the cost of fuel, parking, and car washes.

**Table 2-6. 2008 Operating Statistics: Vanpools**

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



**Van-GO! Pool Locations**

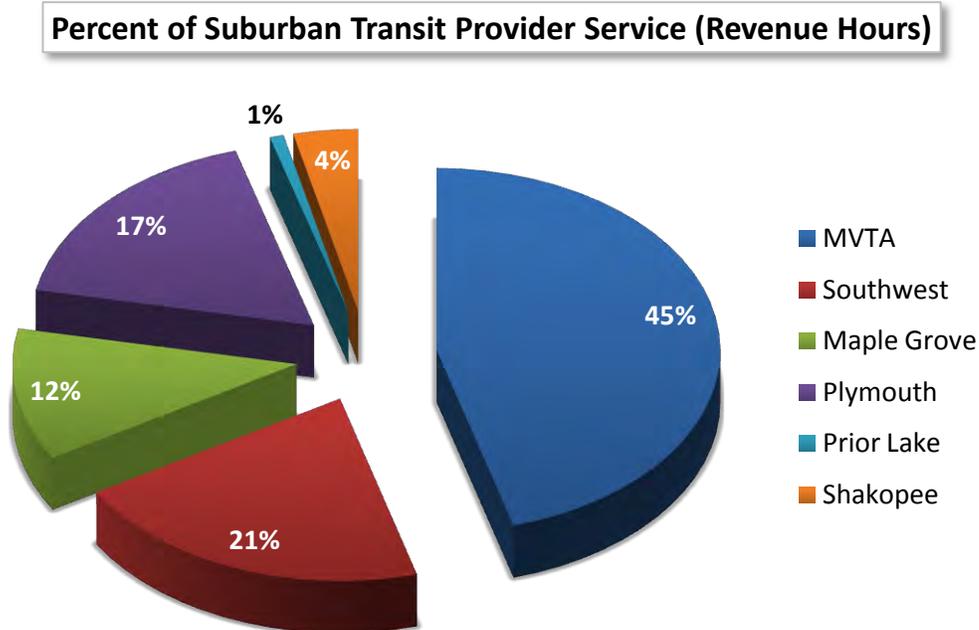


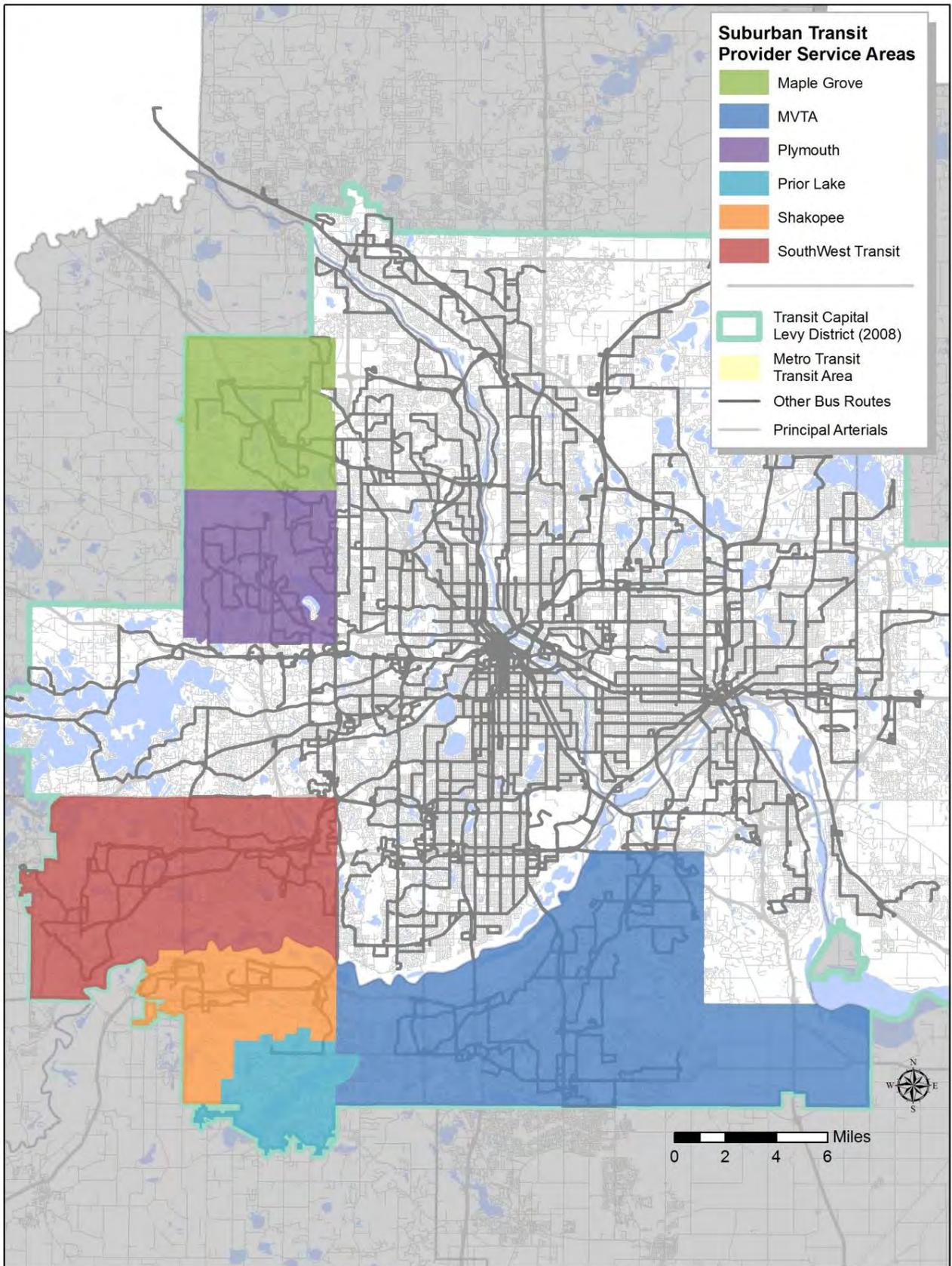
### Suburban Transit Providers

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

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

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



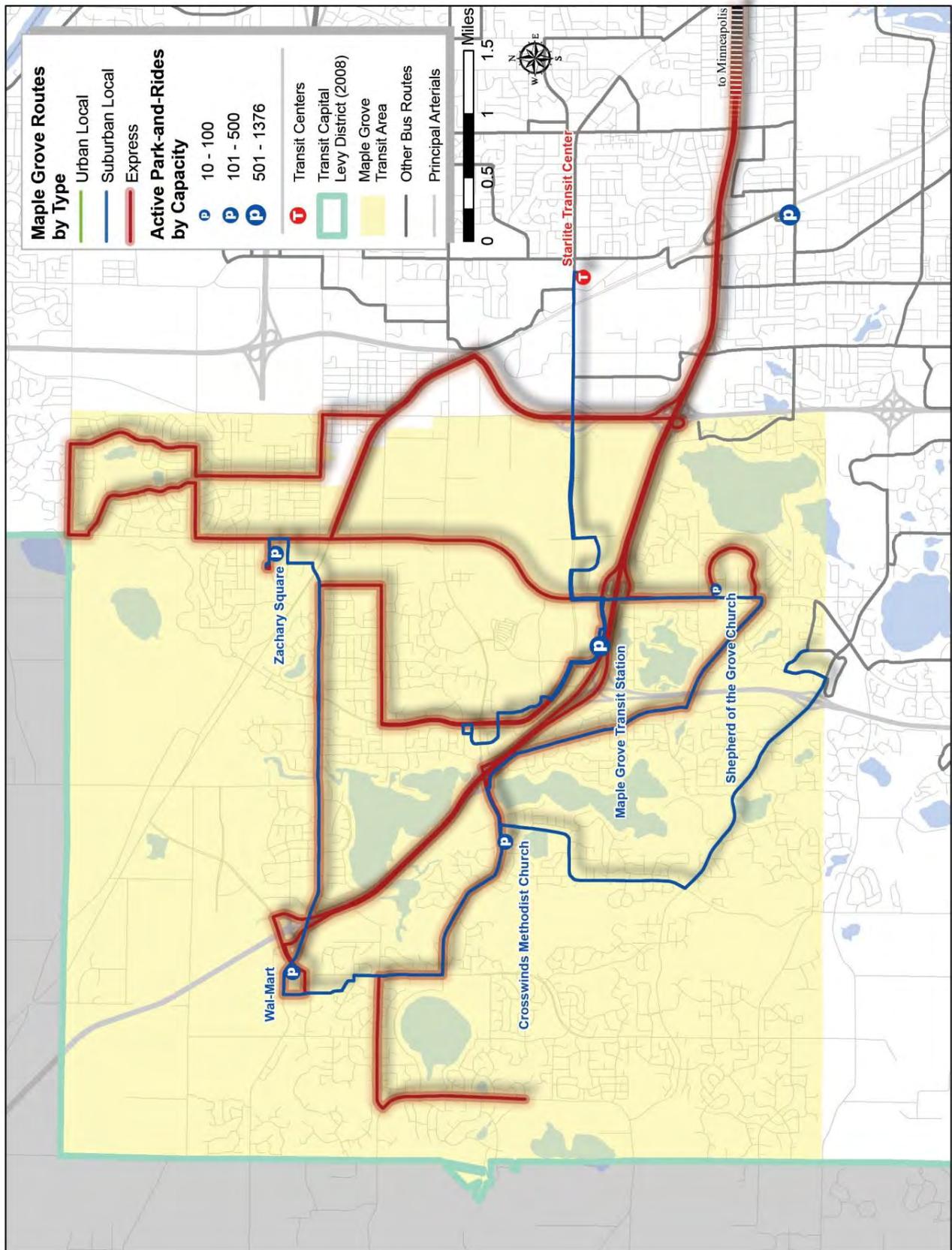


**Maple Grove Transit**

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

**Table 2-7. 2008 Operating Statistics: Maple Grove**

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



**Minnesota Valley Transit Authority**

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

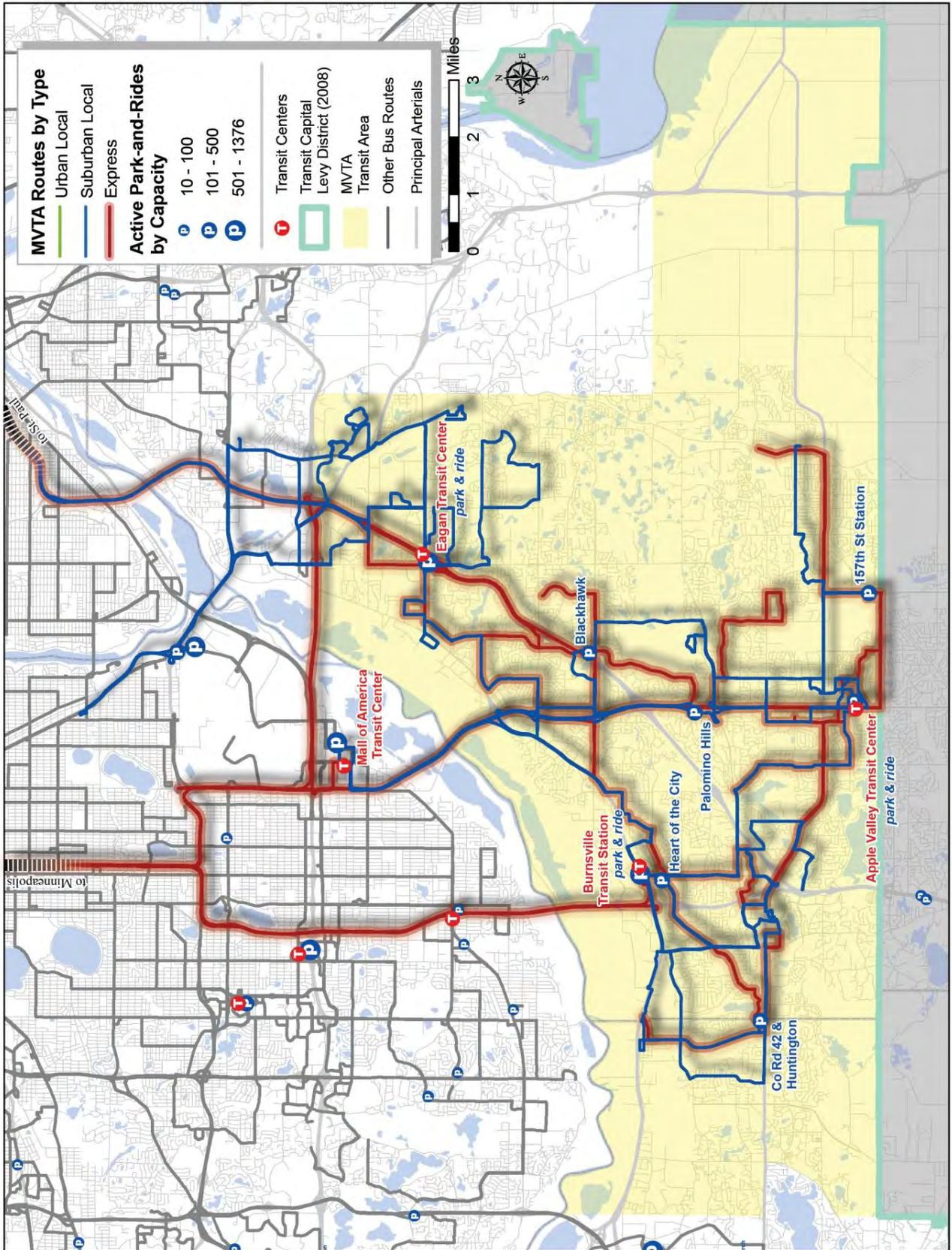
The MVTA will operate one of the first Bus Rapid Transit (BRT) line in the region on Cedar Avenue. It is also working with the University of Minnesota Intelligent Vehicles Lab and the HUMANFirst Lab in creating technology to assist with bus operations on the shoulders of Cedar Avenue. This will include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

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

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

**Table 2-8. 2008 Operating Statistics: MVTA**

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



**Plymouth Metrolink**

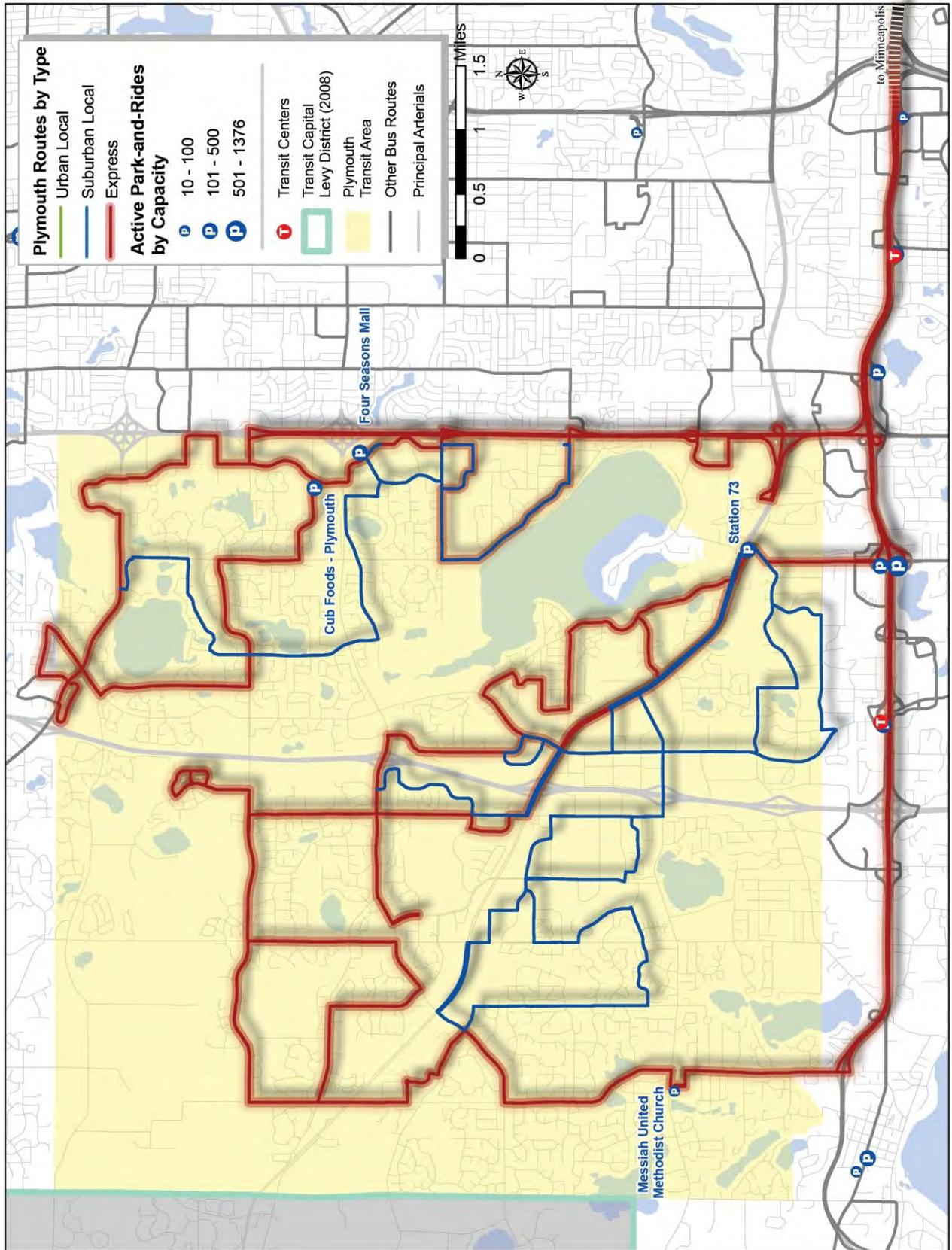
Established in 1984, Plymouth Metrolink was formed under the replacement transit service demonstration legislation (Minnesota Statutes, Chapter 473, Article 388). Plymouth Metrolink offers express service routes, reverse commute routes, and dial-a-ride service. The 2009 Plymouth City Council goals for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

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

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

**Table 2-9. 2008 Operating Statistics: Plymouth**

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



**Prior Lake Transit**

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

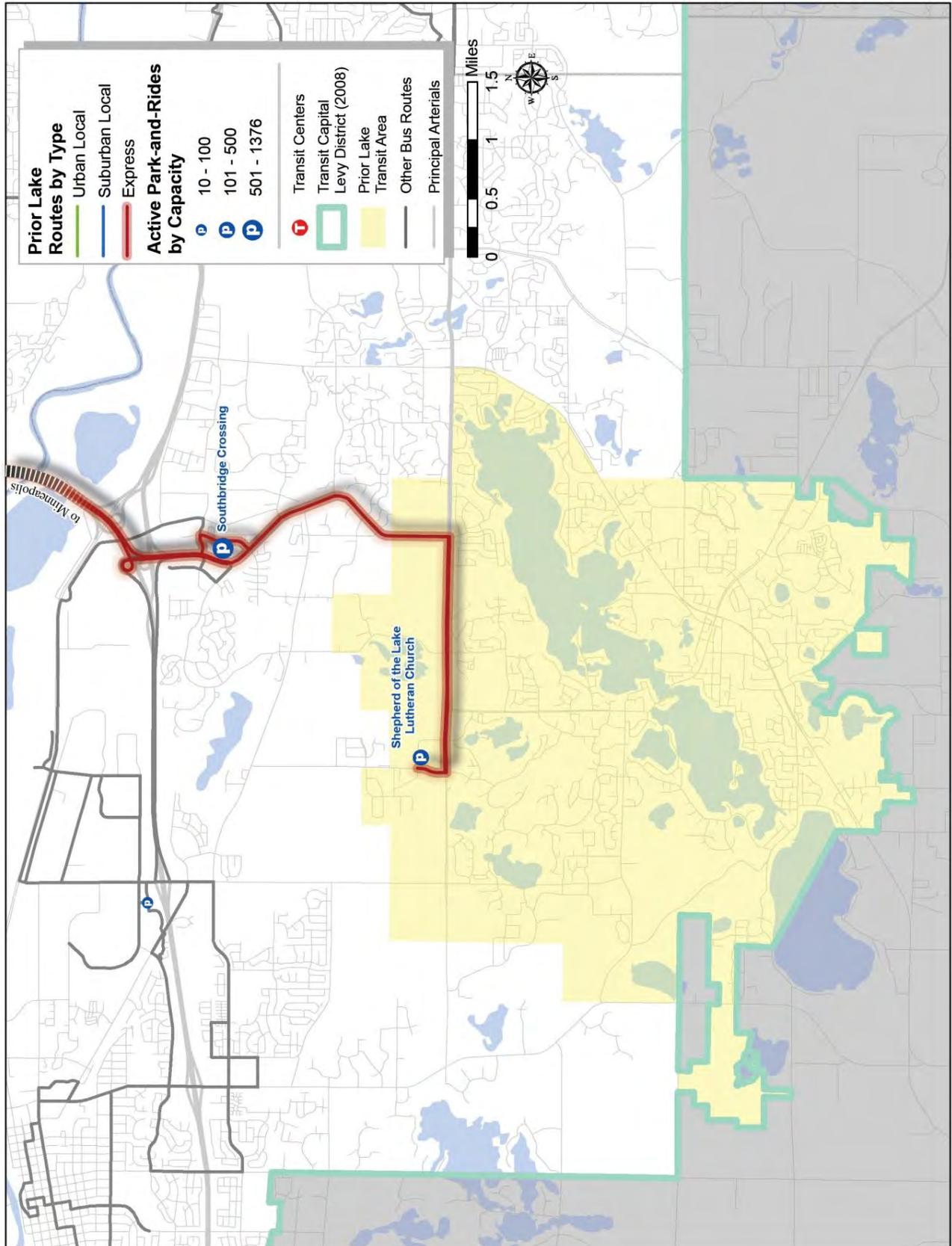
In the early 1980s, the City of Prior Lake opted out of the Metro Transit system and partnered with MVTA for bus service. In 2002, the city chose to create its own transit service, and began operating *Laker Lines*, an express service from Prior Lake to downtown Minneapolis. In 2004, the city also began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

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

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

**Table 2-10. 2008 Operating Statistics: Prior Lake**

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



**Shakopee Transit**

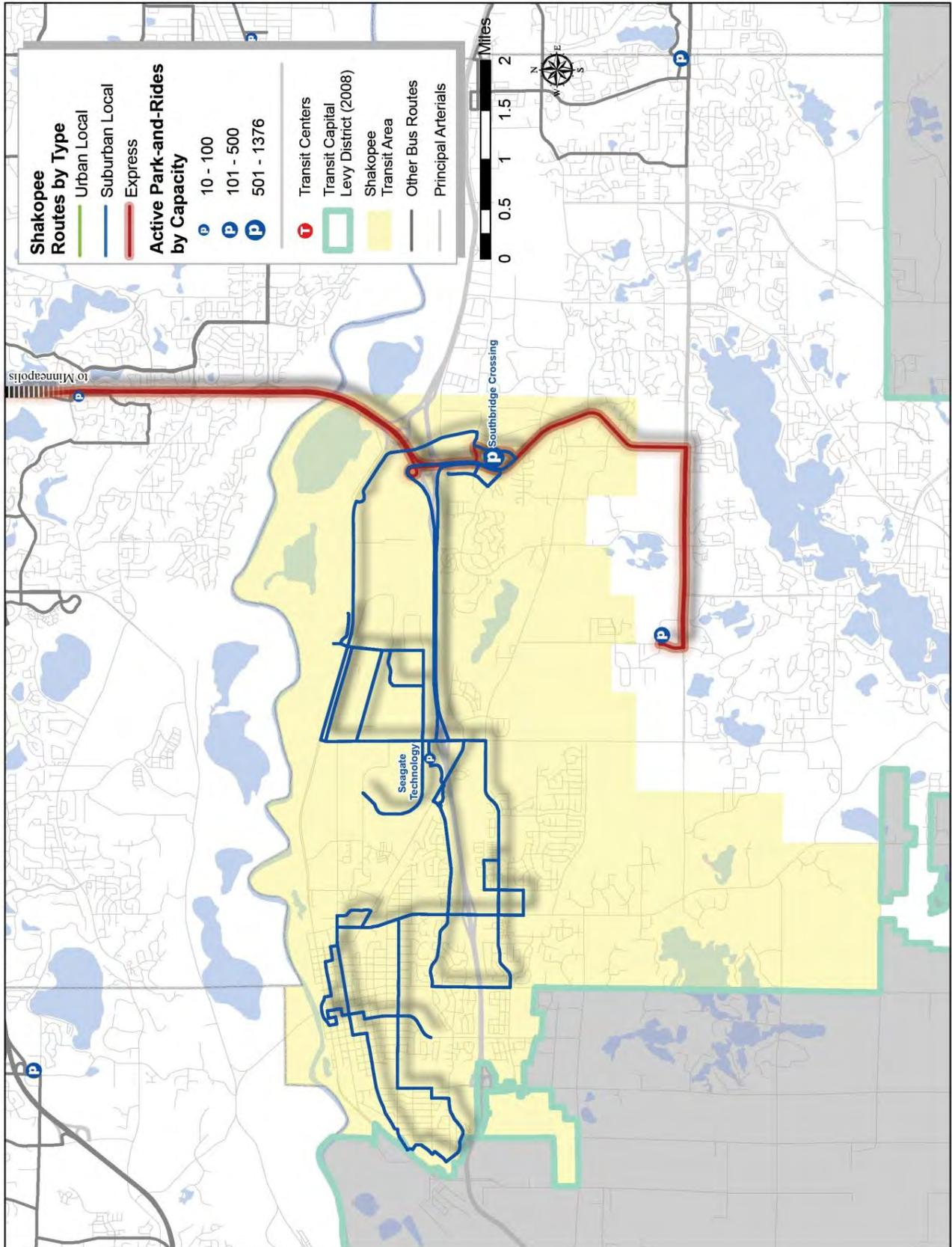
In 1984 and 1985, the City of Shakopee established itself as a local transit provider under the name Shakopee Area Transit. From that time until the start of 2007, the core transit service provided was dial-a-ride within the city. Since its inception, the city has also supported a limited number of vanpools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

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

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

**Table 2-11. 2008 Operating Statistics: Shakopee**

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



**SouthWest Transit Commission**

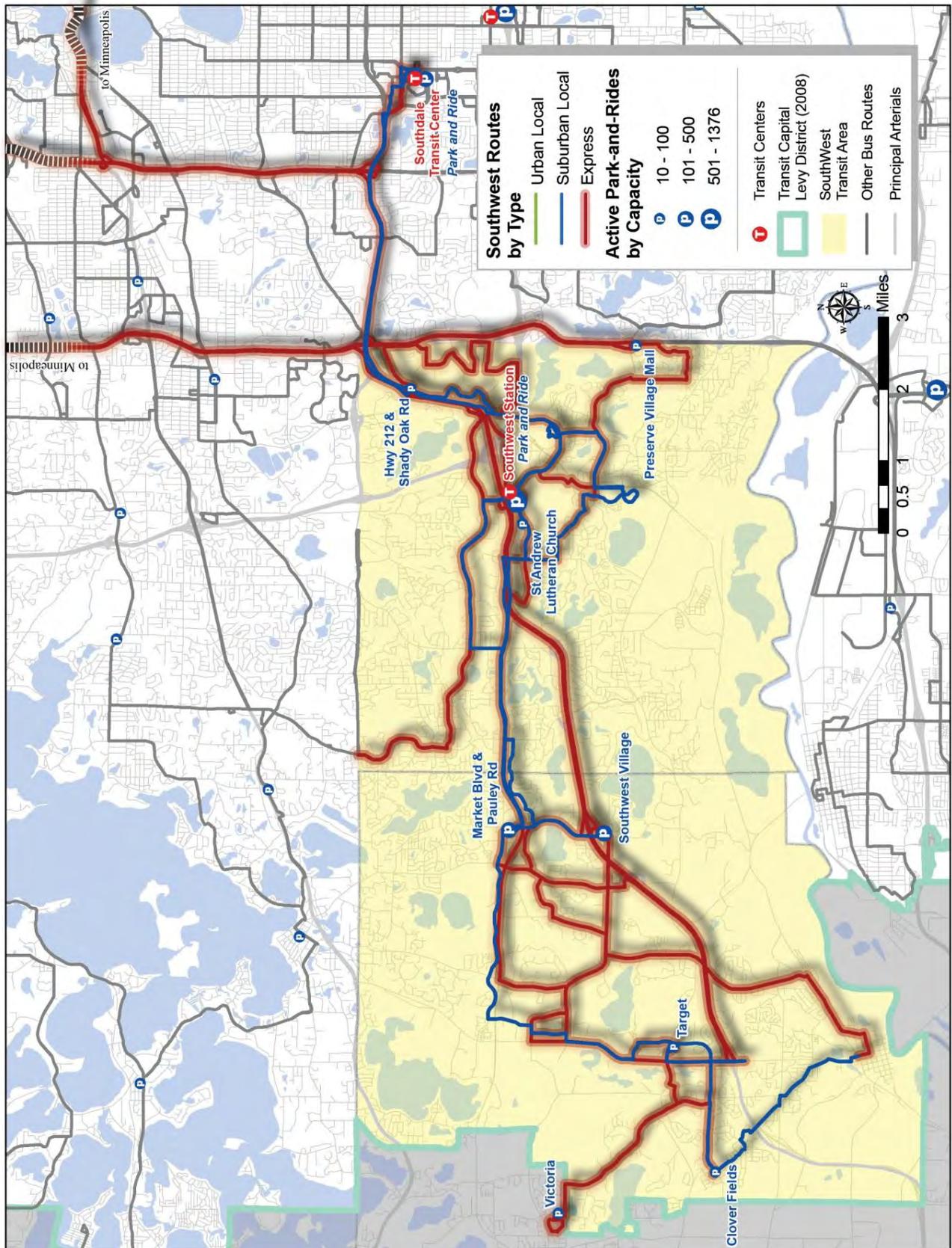
The SouthWest Transit Commission (SWT) was formed in July of 1986 by a joint powers agreement between the cities of Eden Prairie, Chanhassen, and Chaska to provide public transit services. The primary mission of SWT is to provide transit services that are the highest in quality, safety, cost effectiveness,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

**Table 2-12. 2008 Operating Statistics: SouthWest Transit**

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

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

<sup>7</sup> Includes State Fair Service and any discrepancy between route analysis and NTD.



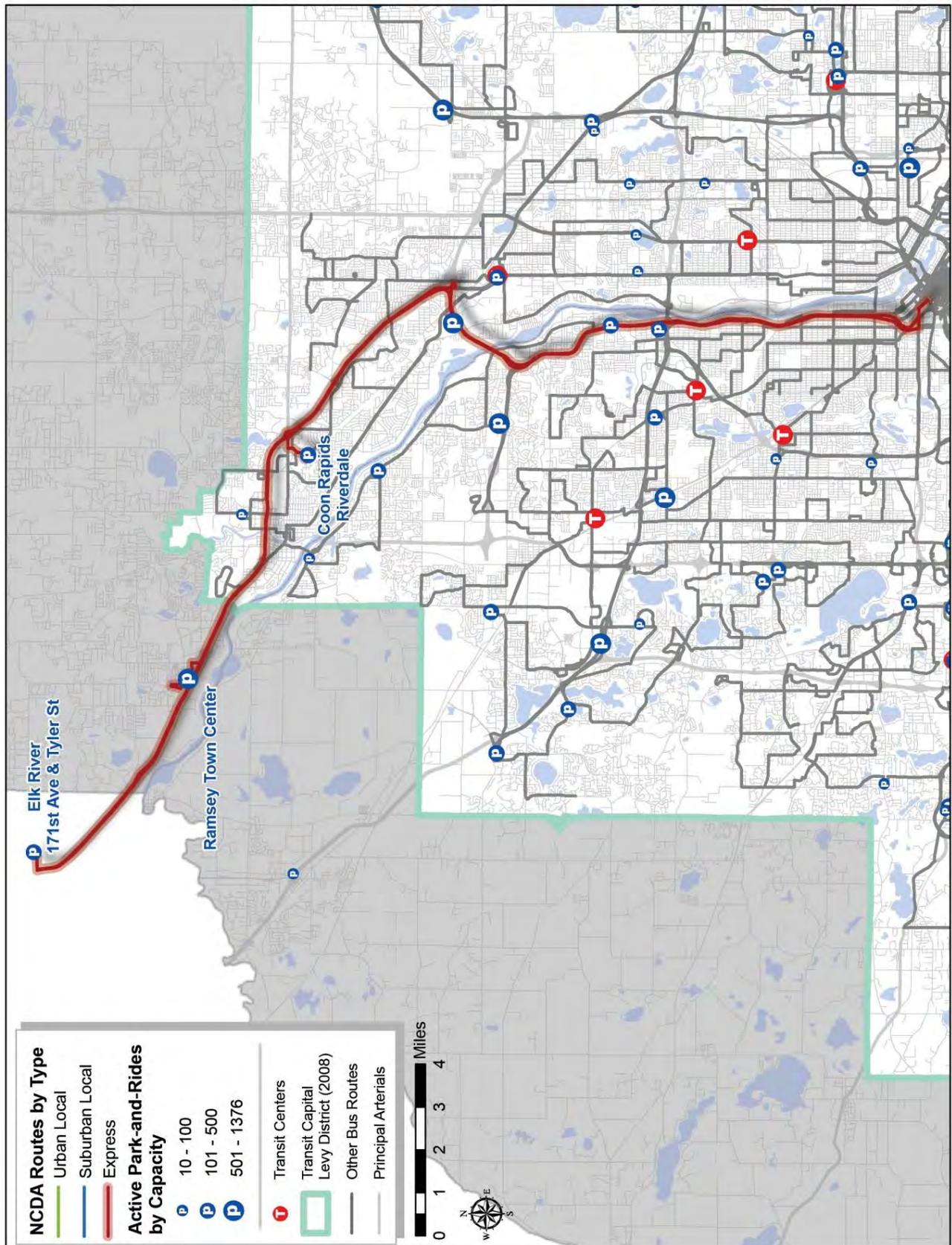
**NCDA Transit Service**

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

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

**Table 2-13. 2008 Operating Statistics: NCDA**

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



**University of Minnesota Service**

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

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

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

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

