



Appendix

APPENDIX

PROJECT MANAGEMENT AND DECISION-MAKING PROCESS

The project management and decision-making structure for the plan used a MnDOT project management team, a technical advisory committee and a plan advisory committee. The TAC and PAC provided policy and technical guidance to the PMT during the development of the plan. Public outreach components informed the decision-making process for all three groups. The commissioner of transportation is ultimately responsible for the submittal of the plan to the Minnesota Legislature.

PROJECT MANAGEMENT TEAM

The PMT included key MnDOT planning and technical staff. It was responsible for managing the ongoing development of the plan and ensuring that external and internal communications provided ongoing opportunities to influence the decision-making process.

- Mike Schadauer, director, Office of Transit
- Robert Clarksen, coordinator, Intercity Bus
- Sara Dunlap, co-project lead, principal planner
- Judy Ellison, director, Planning
- Tom Gottfried, director, Programming
- Sarah Lenz, program coordinator
- Bobbi Retzlaff, program coordinator, Office of Transportation System Management
- Noel Shughart, co-project lead, Planning Team
- Darrel Washington, coordinator, Urban Transit System

TECHNICAL ADVISORY COMMITTEE

The TAC provided technical review that guided the work of the PMT. Responsibilities included providing data, reviewing methodologies, facilitating stakeholder communications, evaluating market research and recommending investment priorities. TAC members included transit agency and MnDOT staff.

- Keven Anderson, transit director – Rainbow Rider
- Carol Clark, transit director – VINE Faith in Action
- Tiffany Collins, transit director – Central Community Transit
- Ryan Daniel, executive director – St. Cloud Metro Bus
- Lezlie Grubich, executive director – Paul Bunyan Transit
- Bev Hefindahl, project manager, MnDOT Office of Transit
- Monica Hennessy Mohan, city clerk - Winona
- Dennis Jensen, general manager – Duluth Transit
- Jack Larson, transit director – Arrowhead Transit
- Don Mohawk, project manager, MnDOT Office of Transit
- Amy Repinski, director of transportation – Three Rivers Hiawathaland Transit
- Mark Sehr, transit director – Rock County

PLAN ADVISORY COMMITTEE

The PAC was responsible for providing strategic policy guidance at key project milestones. The PAC considered market research findings, stakeholder comments and technical analysis when offering policy guidance. The PAC was comprised of key stakeholders and partners, including representatives from other Minnesota state agencies, tribal governments and regional planning agencies. Members of the PAC are listed in below:

- Gina Bass, University of Minnesota Center for Transportation Studies
- Julie Belisle, Department of Education
- Laurie Berner, United Day Activity Center (Duluth)
- Bob Bollenbeck, Regional Development Organizations
- Tiffany Collins, Minnesota Public Transit Association, Central Community transit

- Vicki Dalle Molle, Southeast Minnesota Council on Independent Living
- Shelly Diaz, Mille Lacs Band of Ojibwe
- Daniel DuHamel, MnDOT Communications Representative
- Anne Finn, League of Minnesota Cities
- Jay Hancock, Department of Employment and Economic Development
- Earl Haugen, East Grand Forks MPO
- Tim Held, Department of Health
- Wayne Hurley, Regional Development Organizations
- Wade Kline, Fargo-Moorhead Metro COG
- Matt Knutson, Department of Human Services – Disability Services Division
- Dean Loidolt, Central MN Council on Aging
- Gina Mitteco, MnDOT Metro District Representative
- Mark Nelson, MnDOT Modal Planning Representative
- Jackie Peichel, Minnesota Board on Aging
- Dave Pesch, Rochester-Olmsted Council of Governments
- Bob Ries, Department of Human Services – Health Care Administration
- Mike Shadauer, MnDOT Office of Transit
- Harlan Tardy, Arrowhead Economic Opportunity
- Amy Vennewitz, Metropolitan Council
- Steve Voss, MnDOT district planner representative
- Joan Willshire, Minnesota State Council On Disability

FEDERAL PLANNING REQUIREMENTS

The GMTIP builds on recent state and regional plans. Technical Memo: Context Review provides an in-depth assessment of contributing documents and plans. This provides an overview of the context in which this plan was developed. Highlights include:

- Federal and state requirements
- MnDOT vision and plans

FEDERAL REQUIREMENTS

Federal planning requirements vary significantly by type of statewide transportation plan. The Greater Minnesota Transit Investment Plan must adhere to the following federal planning requirements/guidelines codified in Statewide Transportation Planning code:

- Title 23 U.S. Code §135 Statewide Transportation Planning, requires each state to develop a statewide transportation plan and a statewide transportation improvement plan.
- Title 49 U.S. Code §5304 Statewide Transportation Planning, requires each state to develop a multimodal long-range statewide transportation plan and STIP.
- Title 49 Code of Federal Regulations §613 Subpart B, which serves to implement the above provisions of the code of federal regulations.
- Title 23 Code of Federal Regulations §450 Subpart B, which serves to implement the above provisions of the U.S. Code in a manner that facilitates the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight (including accessible pedestrian walkways and bicycle transportation facilities) and that fosters economic growth and development between states and urbanized areas, while minimizing the transportation-related fuel consumption and air pollution in all areas of the state. There are 10 planning goals:
 1. Support the economic vitality of the United States, the states, metropolitan areas, and nonmetropolitan areas, especially by enabling global competitiveness, productivity and efficiency
 2. Increase the safety of the transportation system for motorized and non-motorized users

3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase accessibility and mobility of people and freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes throughout the state, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

In addition to transportation-specific legislation, Congress identified additional requirements that apply to all transportation plans regardless of their topic. Examples of the requirements include:

- [*Title VI of the Civil Rights Act of 1964, as amended*](#), and other related civil rights laws that prohibit discrimination based on race, color, national origin, sex, age and religion.
- [*Americans with Disabilities Act of 1990, as amended*](#), which guarantees equal opportunity for persons with disabilities in public accommodations, transportation, government services, and telecommunications.
- [*Executive Order 12898*](#) related to environmental justice, which ensures that minority and low-income populations do not bear disproportionately high and adverse health or environmental effects in comparison to other populations.
- [*Executive Order 13166*](#) states that people with limited English proficiency should have meaningful access to federally-funded programs and activities.

FEDERAL STANDARDS: PERFORMANCE-BASED PLANNING

On December 4, 2015, President Obama signed into law Public Law 114-94, section 1105 (23 U.S.C. 117) Fixing America's Surface Transportation Act, (FAST Act) . Funding surface transportation programs at more than \$305 billion for fiscal years 2016 through 2020, the FAST Act continues many of the streamlined and performance-based surface transportation programs established in the Moving Ahead for Progress in the 21st Century Act. The FAST Act integrates performance into many federal transportation programs and continues the MAP-21 requirements for performance-based planning elements. There are seven national performance goals for federal transportation programs.

- **Safety**—To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition**—To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction**—To achieve a significant reduction in congestion on the National Highway System.
- **System reliability**—To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality**—To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability**—To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays**—To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

For each of these national goals, the Federal Highway Administration is establishing performance measures.

MINNESOTA STATE PLANNING GOALS

Minnesota State Statute 174.01 identified 16 transportation goals for the state transportation system. All statewide transportation plans must address these goals. The goals are to:

1. Minimize fatalities and injuries for transportation users throughout the state
2. Provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community
3. Provide a reasonable travel time for commuters
4. Enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway
5. Encourage tourism by providing appropriate transportation to Minnesota facilities designed to attract tourists and to enhance the appeal, through transportation investments, of tourist destinations across the state
6. Provide transit services to all counties in the state to meet the needs of transit users
7. Promote accountability through systematic management of system performance and productivity through the utilization of technological advancements
8. Maximize the long-term benefits received for each state transportation investment
9. Provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair
10. Ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state
11. Promote and increase the use of high-occupancy vehicles and low-emission vehicles
12. Provide an air transportation system sufficient to encourage economic growth and allow all regions of the state the ability to participate in the global economy
13. Increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost

14. Promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation
15. Reduce greenhouse gas emissions from the state's transportation sector
16. Accomplish these goals with minimal impact on the environment

MINNESOTA GO VISION FOR TRANSPORTATION

Adopted in 2011, the Minnesota GO 50-Year Statewide Vision is for a multimodal transportation system that maximizes the health of people, the environment and the economy. The vision and guiding principles address all forms of transportation, including transit. The implementation of this vision is shared by all modes at MnDOT.

The system:

- Connects Minnesota's primary assets—the people, natural resources and businesses within the state—to each other and to markets and resources outside the state and country
- Provides safe, convenient, efficient and effective movement of people and goods
- Is flexible and nimble enough to adapt to changes in society, technology, the environment and the economy

QUALITY OF LIFE

The system:

- Recognizes and respects the importance, significance and context of place—not just as destinations, but also where people live, work, learn, play and access services
- Is accessible regardless of socioeconomic status or individual ability

ENVIRONMENTAL HEALTH

The system:

- Is designed in such a way that it enhances the community around it and is compatible with natural systems
- Minimizes resource use and pollution

ECONOMIC COMPETITIVENESS

The system:

- Enhances and supports Minnesota's role in a globally competitive economy and the international significance and connections of Minnesota's trade centers
- Attracts human and financial capital to the state

STATEWIDE MULTIMODAL TRANSPORTATION PLAN

The Statewide Multimodal Transportation Plan provides broad multimodal objectives and strategies to direct modal investment plans. The plan places an emphasis on building and maintaining a multimodal transportation system through solutions that ensure high returns on investment, and complement the social, natural and economic features of Minnesota given constrained resources. The plan is intended to dovetail with the guiding principles outlined by the Minnesota GO Vision.

The Statewide Multimodal Plan is the prevailing transportation policy framework for the state covering the next two decades. The objectives and strategies outlined in the plan were used in conjunction with the principles of the Minnesota Go Vision to guide the GMTIP update to create a plan aimed at generating high returns on investment given Minnesota's unique set of social, natural, and economic resources.

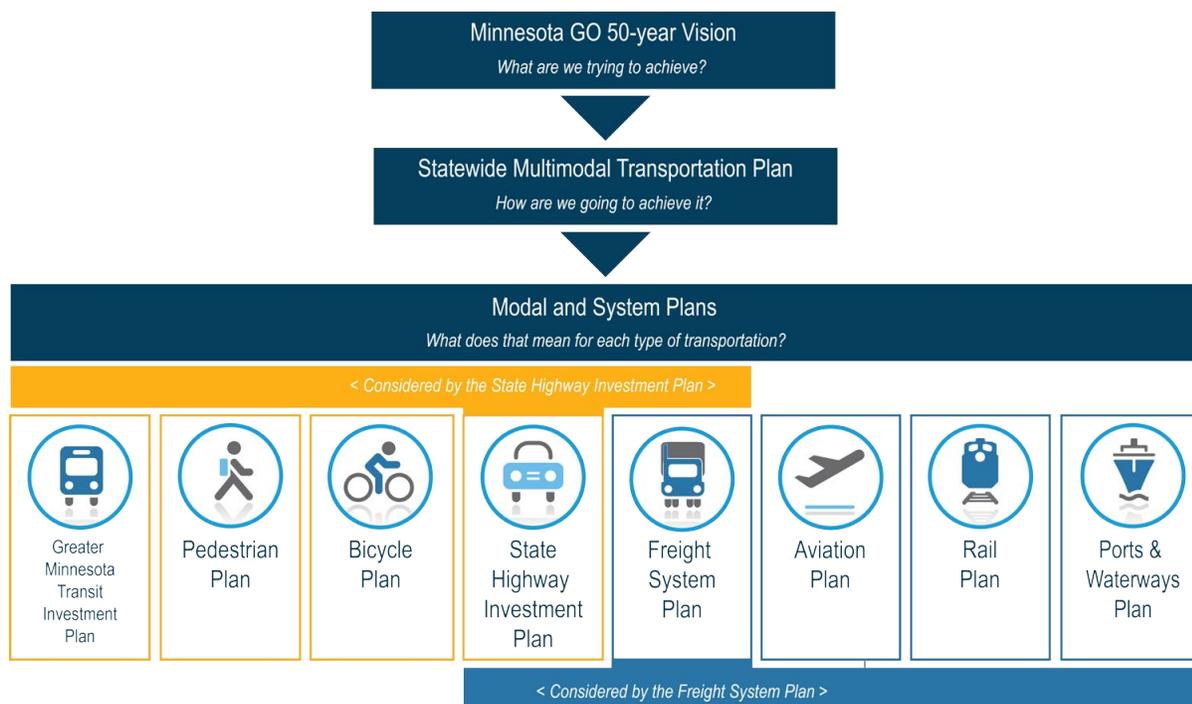
Guiding Principles

The following principles will guide future policy and investment decisions for all forms of transportation throughout the state. These are listed in no particular order. The principles are intended to be used collectively.

- **Leverage public investments to achieve multiple purposes:** The transportation system should support other public purposes, such as environmental stewardship, economic competitiveness, public health and energy independence.
- **Ensure accessibility:** The transportation system must be accessible and safe for users of all abilities and incomes. The system must provide access to key resources and amenities throughout communities.
- **Build to a maintainable scale:** Consider and minimize long-term obligations—don't overbuild. The scale of the system should reflect and respect the surrounding physical and social context of the facility. The transportation system should affordably contribute to the overall quality of life and prosperity of the state.

- **Ensure regional connections:** Key regional centers need to be connected to each other through multiple modes of transportation.
- **Integrate safety:** Systematically and holistically improve safety for all forms of transportation. Be proactive, innovative and strategic in creating safe options.
- **Emphasize reliable and predictable options:** The reliability of the system and predictability of travel time are frequently as important, or more important, than speed. Prioritize multiple multimodal options over reliance on a single option.
- **Strategically fix the system:** Some parts of the system may need to be reduced while other parts are enhanced or expanded to meet changing demand. Strategically maintain and upgrade critical existing infrastructure.
- **Use partnerships:** Coordinate across sectors and jurisdictions to make transportation projects and services more efficient.

Figure A-1: Family of Plans



MINNESOTA'S OLMSTEAD PLAN

The Olmstead Plan focuses on outcomes for people with disabilities and improvements on their quality of life. The most recent update of the plan, released in July 2015, contains 33 measurable goals and 13 topic areas. The measurable goals are intended to provide the state with specific indicators of progress towards achieving the integration mandate of the Americans with Disabilities Act. The transportation-related goals in the plan are as follows:

- By Dec.31, 2020 accessibility improvements will be made to 4,200 curb ramps (increase from base of 19 percent to 38 percent) and 250 Accessible Pedestrian Signals (increase from base of 10 percent to 50 percent). By 2025, additional rides and service hours will increase the annual number of passenger trips to 17 million in Greater Minnesota (approximately 50 percent increase).
- By 2025, expand transit coverage so that 90 percent of the public transportation service areas in Minnesota will meet minimum service guidelines for access.
- By 2020, transit systems' on time performance will be 90 percent or greater statewide.

Since the Olmstead Plan requires that transit providers must be measured and monitored on an annual basis, it is critical that the measures be straightforward and easy to track and report. Annual measuring progress and reporting the results starts in 2016. The measures used to monitor and track progress toward meeting the Olmstead goals will be defined as part of this Transit Investment Plan.

TRANSIT DEVELOPMENT PLANS

Urbanized areas (defined as metro regions with more than 50,000 people) must create their own transportation plans. Transit Development Plans specifically assess transit service in the short and long-term, and are produced by metropolitan planning organizations, transit agencies and/or cities in Greater Minnesota. MnDOT reviewed the TDP plans for 2012-2016 Fargo-Moorhead, 2009 Duluth Transit Authority Vision Report, City of Rochester Transit Development Plan 2006, Greater Mankato Transit Redesign Study 2012, La Crosse Regional Transportation Plan and Multi-modal Transit Element 2004 and the St. Cloud Metro Bus Performance, Redesign, Market Study and Long Range Plan Update. A summary of each document is available in Technical Memo: Plan Context.

Minnesota Walks

Formerly known as the Statewide Pedestrian System Plan, Minnesota Walks is being completed through a collaborative effort between MnDOT and the Minnesota Department of Health. Development of the plan is being guided by the following three goals:

- Gain a better understanding of pedestrian needs and challenges in Minnesota from public and external stakeholders to help MnDOT and MDH better address pedestrian needs.
- Develop and prioritize recommendations for new projects, policies and programs that would improve the pedestrian environment at the state, regional and local levels.
- Provide recommendations to clarify the various roles and responsibilities of partners involved with creating better pedestrian environments in Minnesota.

3C Strategies

In 2011, MnDOT launched the Transit for Our Future initiative to refine MnDOT's process for evaluating applications for public transit funding. The goal of the Transit for Our Future initiative is to improve customer access and service by establishing consistent state program policies that balance accessibility (i.e. broad availability to all users regardless of ability, income, etc.) with efficiency in providing public transit service in Greater Minnesota. Transit systems may choose one or more strategies intended to enhance the organizational working relationships among Greater Minnesota public transit systems resulting in expanded service access, more efficient management, and/or a higher level of compliance with existing and future federal regulations. As part of this initiative, MnDOT developed the Guidance for Coordination, Cooperation and Consolidation document. The "3C" strategies are:

- **Coordination:** Two or more agencies work together in some formal relationship, perhaps focusing primarily on information sharing. All agencies retain their separate identities and authorities, including control over the vehicles they own and their employees.
- **Cooperation:** Two or more agencies use joint decision making power to establish formal arrangements (interagency agreements) to provide for the management of the resources of a distinct system. Agencies retain their separate identities and authorities, including control over the vehicles they own and their employees.
- **Consolidation:** Two or more agencies vest all operational authority in one agency that then provides services according to purchase of service agreements or other contractual relationships. The vehicles are owned by the consolidated system and employees may be employed by the consolidated system.

PUBLIC OUTREACH

CONSULTATION WITH ENVIRONMENTAL RESOURCE AGENCIES

As part of the planning effort, the project team consulted with environmental resource agencies to provide information and hold discussions with agencies that will be impacted by the GMTIP. Specifically, presentations and topic conversations were held through the planning process as part of the Minnesota Council on Transportation Access. MCOTA was established by the Minnesota Legislature in 2010 to “study, evaluate, oversee, and make recommendations to improve the coordination, availability, accessibility, efficiency, cost-effectiveness, and safety of transportation services provided to the transit public.”

Members of MCOTA included:

- Minnesota Department of Employment and Economic Development
- Metropolitan Council
- Minnesota Department of Human Resources – Board on Aging
- Minnesota Council on Disabilities
- Minnesota Department of Veterans Affairs
- Minnesota Department of Health
- Public Transit Association
- Minnesota Department of Education

TRADITIONAL TRANSPORTATION PARTNERS

Throughout the planning process, the project leaders worked and collaborated with different stakeholder groups and organizations. The goal of the public engagement was to bring information to groups early and often in the process. Project leaders presented on plan components at regularly scheduled meetings with key organizations including the Metropolitan planning organizations, regional development organizations and the area transportation partners. Project leads also conducted a series of webinars with the public transit providers on the results of the public outreach campaign, performance standards, investment priorities and the strategies.

TRIBAL GOVERNMENTS

There are 12 federally recognized tribes in Minnesota. Each tribe is a separate sovereign nation and has an independent relationship with the United States and the State of Minnesota. This unique relationship is recognized in federal requirements, Governor Executive Order 13-10 and MnDOT Policy AD005, Minnesota Tribal Nations Government-to-Government relationship with MnDOT: Providing for Consultation, Coordination and Cooperation.

Federal requirements note that plans should be developed in consultation with tribal governments. Consultation is defined as “one or more parties confer with the other identified parties in accordance with an established process and, prior to taking action(s), considers the views of the other parties and periodically informs them of action(s) taken” (23 CFR 450.102). The executive order notes that state agencies will work directly with tribes when developing or implementing policies or programs that directly affect Indian tribes and their members.

MnDOT’s Office of Transit worked with multiple tribal nations throughout the planning process. Staff received input on the plan from tribal leaders through guided discussions. Staff also met with and worked with three tribes in Greater Minnesota. During these events, staff used a participatory mapping exercise to understand the regional travel demand of tribal members in addition to distributing the ‘hard to reach’ paper survey. The purpose was to involve the tribal community in the planning process and understand the unique needs of the tribal members.

In summary:

- Staff met with Grand Portage Tribe planning staff and presented highlights of the planning process. Approximately 50 Elderly Nutrition Program staff at Grand Portage completed the paper survey in spring 2016.
- Staff also participated in the Mille Lacs Tribe Band meeting in fall of 2015. Approximately 200 tribal members attended the meeting. The GMTIP was briefly presented followed by two exercises to gather input from the tribal members. First, a participatory mapping exercise was held, where participants used dots on table-top maps to identify their regional travel destinations.
- This helped MnDOT understand that people were crossing boundaries to access other trade centers. Second, the staff distributed and collected the ‘hard to reach population’ paper survey.
- Staff also participated in Winterfest at the Leech Lake Reservation in 2016. Approximately 250 people attended the community event. Staff used the regional mapping exercise to capture travel destinations and the “hard to reach” paper survey for priorities.

ENVIRONMENTAL JUSTICE

Throughout the planning process, MnDOT staff gathered input from populations included in Environmental Justice. Policy and populations have been included as part of the plan to ensure minority populations are not disproportionately affected in an adverse manner. A full demographic analysis of minority populations including other “vulnerable populations” was developed and documented in [Technical Memo: Environmental Justice Assessment](#). The primary tool for collecting input was through surveys:

- The on-board survey results showed a higher number of minority populations ride transit in Greater Minnesota. A full report of the on-board survey results are available in the [Technical Memo: Transit User Preferences](#).
- Hard to Reach Population survey: MnDOT understood that access to internet and the ability to complete the online engagement tools was a barrier from collecting information. MnDOT distributed a paper survey through human service organizations and three tribal communities. Results of the survey showed that participants were older, an average of age 65, reported higher percentages of disabilities, and had less access to a vehicle. The full analysis is available in the [Technical Memo: Hard to Reach Population Survey Results](#).

FEDERAL REQUIREMENTS ON PERFORMANCE MEASURES

On May 27, 2016, FHWA and the Federal Transit Administration published the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning in the Federal Register to implement the changes to the planning process established by MAP-21 and the FAST Act. The rule requires metropolitan planning organizations and states to establish performance targets that address the national performance measures issued by the U.S. DOT and to report on them annually. State transportation improvement programs and metropolitan transportation improvement programs must include a description of the anticipated progress toward achieving the targets brought about by implementing the program of projects.

Selection of performance targets by metropolitan planning organizations is intended to be coordinated, to the maximum extent practicable, with providers of public transportation and selection of targets at the state level is intended to incorporate metropolitan targets. States can choose to set different targets for urban and rural areas, but they must coordinate with providers of public transportation in urbanized areas with a population of fewer than 200,000 individuals not represented by a metropolitan planning organization.

Figure A-2: U.S. DOT Goals and Performance Monitoring

Source: U.S. Department of Transportation



In addition, Federal Transit Administration will issue a Transit Asset Management Rule that defines state of good repair and establishes state of good repair performance measures. Providers of public transportation will be required to set targets and report on progress as well as to develop transit asset management plans. Public transportation providers will also report transit safety performance criteria and standards. The FTA published a NPRM in September 2015; a final rule is expected later this year.

Finally, all recipients of FTA funding are required to develop an agency safety plan and certify that the plan meets FTA requirements. At a minimum, these plans must include strategies for identifying risks and minimizing exposure to hazards and performance targets based on the safety performance criteria. The FTA published a NPRM on public transportation agency safety plans in April 2016.

Current Uses of Transit Performance Evaluation

Performance measurement frameworks are widely used in the transit industry and vary from agency to agency. All transit systems in Greater Minnesota, including small urban and rural transit agencies, monitor and track basic performance data and report data monthly to the Office of Transit. This data includes passenger trips, hours, miles, safety incidents, fleet condition and financial data. Performance data is reported to the Federal Transit Administration, and its National Transit Database, is used by transit systems to comply with Title VI requirements, and to monitor progress in meeting goals included in Minnesota's Olmstead Plan.

National Transit Database

FTA's National Transit Database (NTD) records the financial, operating and asset condition of transit systems. The NTD is designed to support local, state, and regional planning efforts and help governments and other decision-makers make multi-year comparisons and perform trend analyses. All systems in Greater Minnesota, including small urban and rural transit agencies monitor and track basic performance data and report monthly to the Office of Transit. These include trips, hours, miles, safety incidents, vehicle fleets and financial data. MnDOT is the recipient of Section 5311 funds and reports required data to NTD.

Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs receiving federal financial assistance. MnDOT strongly encourages all transit providers to follow the fixed route system Title VI requirements to prevent discriminatory service decisions. The FTA requires fixed route transit systems to monitor service standards at least once every three years by comparing the level and quality of service provided to predominantly minority and predominantly low-income areas.

Minnesota's Olmstead Plan

The Olmstead Plan focuses on measurable outcomes for people with disabilities and improvements on their quality of life. The measurable goals are intended to provide the State with specific indicators of progress towards achieving the integration mandate of the Americans with Disabilities Act.

The Olmstead Goals for transportation apply to the increase in public transit service to meet 90% of the transit need by 2025. There is no measure that tracks or reports the number of Olmstead clients riding public transit. MnDOT assumes that improved transit services to the public will also improve transit service to the Olmstead population. The transportation-related goals in the plan are as follows:

- Goal: By 2025, additional rides and service hours will increase the annual number of passenger trips to 17 million in Greater Minnesota (approximately 50% increase).
- Goal: By 2025, expand transit coverage so that 90% of the public transportation service areas in Minnesota will meet the baseline span of service.
- Goal: By 2025, transit systems' on-time performance will be 90% or greater statewide.

Annual progress and reporting of progress towards the goals start in 2017.

INVENTORY OF TRANSIT SERVICES BY SYSTEM

Figure A-3: Urban ADA Complementary Paratransit Providers Inventory

AGENCY	AVERAGE HEADWAYS <=60 MINUTES? (FIXED-ROUTE)	WEEKEND SERVICE – SATURDAY?	WEEKEND SERVICE – SUNDAY?	EVENING SERVICE AFTER 7 PM?	SCHEDULES ONLINE?	INTER-COUNTY SERVICE?
Duluth Transit Authority STRIDE		•	•	•	•	
East Grand Forks Transit Dial-A-Ride		•			•	
Mankato Transit System Mobility Bus		•			•	
Moorhead Metropolitan Area Transit Paratransit		•		•	•	
Rochester Dial-A-Ride		•	•		•	
St. Cloud Metro Bus Dial-A-Ride		•	•	•	•	

Figure A-4: Large Urban System Inventory

URBAN FIXED ROUTES AND DEVIATED SERVICES	AVERAGE HEADWAYS <=60 MINUTES?	WEEKEND SERVICE – SATURDAY?	WEEKEND SERVICE – SUNDAY?	EVENING SERVICE AFTER 7 PM?	SCHEDULES ONLINE?	INTER-COUNTY SERVICE?
Duluth Transit Authority	•	•	•	•	•	
East Grand Forks Transit	•	•			•	
La Crescent Apple Express					•	
Mankato Transit System City Bus	•	•			•	
Moorhead, City of	•	•		•	•	
Rochester Public Transit - RR	•	•		•	•	
St. Cloud Metropolitan Transit Commission RR	•	•	•	•	•	

Figure A-5: System Inventory and Priorities - Rural

AGENCY	AVERAGE HEADWAYS <=60 MINUTES?	WEEKEND SERVICE – SATURDAY?	WEEKEND SERVICE – SUNDAY?	EVENING SERVICE AFTER 7 PM?	SCHEDULES ONLINE?	INTER-COUNTY SERVICE?
Arrowhead Transit		•		•	•	•
Becker County Transit					•	
Brainerd and Crow Wing Public Transit					•	•
Brown County Heartland Express			•		•	
Chisago-Isanti Heartland Express					•	•
Community Transit of Western Community Action					•	•
FAR North Public Transit		•	•		•	•
Fond du Lac Transit		•	•	•	•	•
Fosston Transit					•	
Hubbard County Heartland Express		•			•	
Kandiyohi Area Transit		•			•	•
Lincoln County Heartland Express						
Mahnomen County Heartland Express					•	
Meeker County Public Transit		•	•		•	
Minnesota River Valley Transit		•			•	•
Murray County Heartland Express					•	
Paul Bunyan Transit		•			•	
Pine River Ride with Us Bus					•	
Pipestone County Transit		•	•		•	
Prairie Five Rides						•
Prairie Lakes Transit		•		•	•	

AGENCY	AVERAGE HEADWAYS <=60 MINUTES?	WEEKEND SERVICE – SATURDAY?	WEEKEND SERVICE – SUNDAY?	EVENING SERVICE AFTER 7 PM?	SCHEDULES ONLINE?	INTER-COUNTY SERVICE?
PrairieLand Transit					•	
Rainbow Rider Transit					•	•
Red Lake Transit						
Renville County Heartland Express					•	
Rock County Heartland Express			•		•	
SEMCAC Transportation (Rolling Hills Transit)					•	•
SMART Transit		•	•	•	•	•
Three Rivers Hiawathaland Transit	•	•		•	•	•
Timber Trails Public Transit					•	•
Trailblazer Transit						•
Transit Alternatives		•			•	•
Tri-CAP Transit Connection					•	•
Tri-Valley Heartland Express Bus		•			•	•
Wadena County Friendly Rider Transit		•	•	•	•	
Watonwan Take Me There					•	
White Earth Transit					•	•

Figure A-6 Small Urban System Inventory

AGENCY	AVERAGE HEADWAYS <=60 MINUTES?	WEEKEND SERVICE – SATURDAY?	WEEKEND SERVICE – SUNDAY?	EVENING SERVICE AFTER 7 PM?	SCHEDULES ONLINE?	INTER-COUNTY SERVICE?
Granite Falls Heartland Express			•			
Hibbing Area Transit	•	•	•	•	•	
Morris Transit		•	•	•	•	
Winona Transit Services	•	•			•	

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