

General Information

Urbanized Area Statistics - 2010 Census

Minneapolis-St. Paul, MN-WI  
1,022 Square Miles  
2,650,890 Population  
16 Pop. Rank out of 498 UZAs  
Other UZAs Served  
0 Minnesota Non-UZA

Service Consumption

26,374,818 Annual Passenger Miles (PMT)  
3,074,531 Annual Unlinked Trips (UPT)  
10,232 Average Weekday Unlinked Trips  
4,835 Average Saturday Unlinked Trips  
3,536 Average Sunday Unlinked Trips

Database Information

NTDID: 50154  
Reporter Type: Full Reporter  
Asset Type: Tier I (Non-Fixed Route VOMS)  
Sponsor NTDID:

Assets

Revenue Vehicles 857  
Service Vehicles 3  
Facilities 14  
Track Miles  
Lane Miles 76.10

Financial Information

Sources of Operating Funds Expended

Fares and Directly Generated \$7,614,191 6.9%  
Local Funds \$544,400 0.5%  
State Funds \$97,137,115 87.8%  
Federal Assistance \$5,332,821 4.8%

Total Operating Funds Expended \$110,628,527 100.0%

Sources of Capital Funds Expended

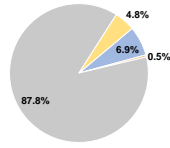
Fares and Directly Generated \$0 0.0%  
Local Funds \$1,066,929 100.0%  
State Funds \$0 0.0%  
Federal Assistance \$0 0.0%

Total Capital Funds Expended \$1,066,929 100.0%

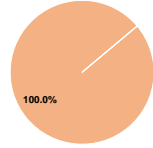
Summary of Operating Expenses (OE)

Labor \$5,075,591 4.7%  
Materials and Supplies \$7,797,089 7.2%  
Purchased Transportation \$91,810,464 85.1%  
Other Operating Expenses \$3,172,512 2.9%  
Total Operating Expenses \$107,855,656 100.0%  
Reconciling OE Cash Expenditures  
Purchased Transportation  
(Reported Separately) \$0

Operating Funding Sources



Capital Funding Sources



Performance Measure Targets - 2022

Performance Measure - Asset Type - Target % not in State of Good Repair  
Equipment - Trucks and other Rubber Tire Vehicles - 0%  
Rolling Stock - BU - Bus - 0%  
Rolling Stock - CU - Cutaway - 40%  
Rolling Stock - SV - Sports Utility Vehicle - 0%

Modal Characteristics

| Modal Overview  | Vehicles Operated in Maximum Service |                          | Uses of Capital Funds |                       |                         |       |             |
|-----------------|--------------------------------------|--------------------------|-----------------------|-----------------------|-------------------------|-------|-------------|
|                 | Directly Operated                    | Purchased Transportation | Revenue Vehicles      | Systems and Guideways | Facilities and Stations | Other | Total       |
| Demand Response | -                                    | 553 <sup>1</sup>         | \$270,869             | \$0                   | \$0                     | \$0   | \$270,869   |
| Bus             | -                                    | 59 <sup>1</sup>          | \$0                   | \$796,060             | \$0                     | \$0   | \$796,060   |
| Vanpool         | -                                    | 34 <sup>1</sup>          | \$0                   | \$0                   | \$0                     | \$0   | \$0         |
| Total           | -                                    | 646                      | \$270,869             | \$796,060             | \$0                     | \$0   | \$1,066,929 |

Operation Characteristics

| Mode            | Operating Expenses        | Fare Revenues            | Uses of Capital Funds | Annual Passenger Miles | Annual Unlinked Trips | Annual Vehicle Revenue Miles | Annual Vehicle Revenue Hours | Fixed Guideway Directional Route Miles | Vehicles Available for Maximum Service | Vehicles Operated in Maximum Service | Percent Spare Vehicles | Average Fleet Age in Years <sup>a</sup> |
|-----------------|---------------------------|--------------------------|-----------------------|------------------------|-----------------------|------------------------------|------------------------------|--|--|--------------------------------------|------------------------|---|
| Demand Response | \$90,466,933 <sup>1</sup> | \$6,617,477 <sup>1</sup> | \$270,869             | 19,772,242             | 1,928,824             | 25,916,674                   | 1,393,278                    | 0.0                                    | 710                                    | 553 <sup>1</sup>                     | 28.4%                  | 3.5                                     |
| Bus             | \$16,756,649 <sup>1</sup> | \$415,460 <sup>1</sup>   | \$796,060             | 4,560,705              | 1,089,113             | 2,852,795                    | 223,451                      | 1.4                                    | 107                                    | 59 <sup>1</sup>                      | 81.4%                  | 6.6                                     |
| Vanpool         | \$632,074 <sup>1</sup>    | \$338,501 <sup>1</sup>   | \$0                   | 2,041,871              | 56,594                | 692,123                      | 16,434                       | 0.0                                    | 38                                     | 34 <sup>1</sup>                      | 11.8%                  | 2.2                                     |
| Total           | \$107,855,656             | \$7,371,438              | \$1,066,929           | 26,374,818             | 3,074,531             | 29,461,592                   | 1,633,163                    | 1.4                                    | 855                                    | 646                                  | 24.4%                  |   |

Performance Measures

Service Efficiency

| Mode            | Operating Expenses per Vehicle Revenue Mile | Operating Expenses per Vehicle Revenue Hour |
|-----------------|---|---|
| Demand Response | \$3.49                                      | \$64.93                                     |
| Bus             | \$5.87                                      | \$74.99                                     |
| Vanpool         | \$0.91                                      | \$38.46                                     |
| Total           | \$3.66                                      | \$66.04                                     |

Service Effectiveness

| Mode            | Operating Expenses per Passenger Mile | Operating Expenses per Unlinked Passenger Trip | Unlinked Trips per Vehicle Revenue Mile | Unlinked Trips per Vehicle Revenue Hour |
|-----------------|---------------------------------------|--|---|---|
| Demand Response | \$4.58                                | \$46.90  | 0.1                                     | 1.4                                     |
| Bus             | \$3.67                                | \$15.39  | 0.4                                     | 4.9                                     |
| Vanpool         | \$0.31                                | \$11.17  | 0.1                                     | 3.4                                     |
| Total           | \$4.09                                | \$35.08  | 0.1                                     | 1.9                                     |



Notes:

<sup>a</sup>Demand Response - Taxi (DR/TX) and non-dedicated fleets do not report fleet age data.

<sup>1</sup>Includes data for a contract with another reporter.

<sup>\*</sup>This agency has a purchased transportation relationship in which they buy service from First Transit (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.

<sup>\*</sup>This agency has a purchased transportation relationship in which they buy service from Scott County (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.

<sup>\*</sup>This agency has a purchased transportation relationship in which they buy service from Transit Team (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.

<sup>\*</sup>This agency has a purchased transportation relationship in which they buy service from Anoka County (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode DR/PT.

<sup>\*</sup>This agency has a purchased transportation relationship in which they buy service from First Transit (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode MB/PT.

<sup>\*</sup>This agency has a purchased transportation relationship in which they buy service from Schmitt & Sons (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode MB/PT.

<sup>\*</sup>This agency has a purchased transportation relationship in which they buy service from Enterprise Holdings (NTDID: Entity that Does Not Report to NTD), and in which the data are captured in this report for mode VP/PT.