

Maple Grove Transit again experienced a double-digit ridership increase, ending 2008 up 18 percent from 2007.



Its three-level, 926-stall Maple Grove Transit Station continues to operate over capacity, and Maple Grove has applied for funding for another park & ride in the city. Maple Grove Transit offers commuter express service to and from Minneapolis with more than two dozen round trips on a handful of routes. With an annual budget of more than \$3.8 million, Maple Grove Transit also offers dial-a-ride for para-transit riders within the community.



2008 was a strong year for ridership at the **Minnesota Valley Transit Authority (MVTA)**, finishing the year with a record of more than 2.6 million rides. The MVTA is seeking to position itself as the premiere provider "South of the River" in the coming decade. The MVTA serves transit stations, park & ride facilities, and street corners in its local communities with a fleet of



more than 110 buses operated by a single private provider from garages in Burnsville and Eagan. The MVTA has also been successful in partnering with private developers near the Apple Valley, Burnsville and Eagan Transit Stations, as well as at the Savage Park & Ride, to provide a revenue stream to help cover the ongoing maintenance costs of such facilities. Plans are moving forward to operate Bus Rapid Transit (BRT) along the Cedar Avenue Corridor beginning in 2011. The MVTA's 2009 budget is \$18.8 million. The MVTA's Burnsville Transit Station also serves as a depot for Jefferson Lines.



**Plymouth Metrolink** was established in 1984 as the first of the Suburban Transit Association Providers. Again in 2008, Plymouth offered more than half a million rides in a single year. Ridership ended 2008 near the 2007 level at 537,983 boardings. Plymouth Metrolink provides Commuter and Reverse-Commuter Express service between downtown Minneapolis and numerous job sites in Plymouth. Dial-A-Ride service within Plymouth to-and-from nearby locations is also offered. Plymouth Metrolink has an operating budget of more than \$4.5 million. Facilities include four park & ride lots, 12 neighborhood stops, and a walk up transit facility in The Reserve housing development. Station 73 is the most recent facility to open, with parking for 280 vehicles, a dedicated busway, and fully enclosed passenger waiting area for service between Plymouth Metrolink shuttle and express buses.



**Prior Lake Laker Lines** has been providing transit service to the residents of Prior Lake since 2002. Starting with two buses, then adding a third, in 2007 the City partnered with Scott County Transit and Shakopee Transit to operate the BlueXpress commuter service to downtown Minneapolis. The City of Prior Lake has an annual transit budget of

\$810,000. In addition to the express service, the City operates the Local Laker Link, a summer circulator service providing access to local schools and other popular summer hot spots like Valleyfair.



**Shakopee Transit** was the second alternative transit services provider. 2008 continued very strong with the Southbridge Crossing Transit Station and the Blue Express commuter service. The BlueXpress, a cooperative venture of Prior Lake and



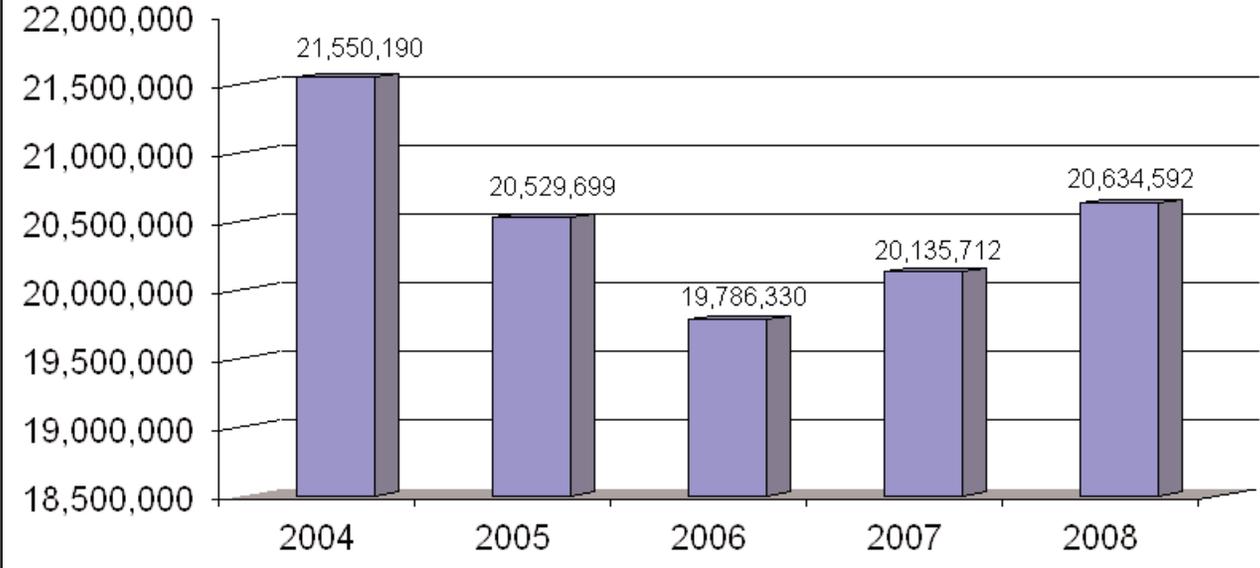
Shakopee is the backbone of the service. Shakopee also operates shuttle service to the BlueXpress, circulator service and van pools. Shakopee's annual transit budget is more than \$1 million.

**SouthWest Transit** again exceeded the one million rides mark in 2008, ending with a total ridership of 1,146,829, up 13 percent from 2007. Its focus is successfully transporting passengers from Chanhassen, Chaska and Eden Prairie to downtown Minneapolis, the University of Minnesota, and other destinations. This is the fifth consecutive year of double digit ridership increases. New park and ride facilities opened in 2008 to serve the new Highway 212 corridor. SouthWest's operating budget is about \$6.3 million annually.





### STA MVST Revenue



The Suburban Transit Association (STA) was founded in 1995 to bring together 11 suburban communities in the Twin Cities Metropolitan area that elected not to be part of the traditional transit system.

The purpose of STA is to jointly and cooperatively develop programs of mutual interest that would benefit the citizens of the communities served. These transit systems (also referred to as Suburban Transit Association Providers) provide flexible transit services through a variety of programs including: flex routes, reverse commute services, local service between communities and/or regional transit centers, dial-a-ride services, and elderly/disabled transportation services.

The primary product of the systems, however, is express service during peak congestion periods. Innovative approaches and strong customer service are hallmarks of the STA Providers. Such approaches include the use of penalties and incentives to manage the private providers who operate the transit service. Other innovations include the use of coach-style buses, focused service from transit hubs and park & rides, and development at many of the transit sites, which helps cover the ongoing cost of such sites.

#### Suburban Transit Association Providers

- Maple Grove Transit
- Minnesota Valley Transit Authority
- Plymouth Metrolink
- Prior Lake Laker Lines
- Shakopee Transit
- SouthWest Transit

### 2008 Suburban Transit Association Providers Ridership

