MAPLE GROVE TRANSIT COMMISSION

6:30 P.M.
January 27, 2015
Mayors Conference Room
Maple Grove Government Center

A. Call to Order by Chair / Introductions

B. Open Forum

C. Approval of Minutes: November 25, 2014

D. Discussion of Routes and Statistics

E. Review Nomination for Distinguished Service Awards

F. Update on New Articulated Bus Delivery

G. Route 785 Service Restructuring

H. Relocation of the Shepherd of the Grove Bus Shelter

I. Adjournment / Next Meeting: March 31, 2015

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 1/27/15 **Item Number:** A.

Agenda Item: Call to Order / Roll Call

The Regular Meeting was called to order by Transit Commission Chair

_____ at _____ p.m.

Committee Members Present:

Committee Members Absent:

Also Present:

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 1/27/15 **Item Number:** B.

Agenda Item: Open Forum

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 1/27/15 **Item Number:** C.

Agenda Item: Approval of Minutes

Motion by Commission Member _____ and Second by Commission Member _____to approve, or approve as amended the meeting minutes of the:

- November 25, 2014

MAPLE GROVE TRANSIT COMMISSION
City of Maple Grove
Meeting of November 25, 2014

MINUTES

Members Present: Terry Coss, Mandy Knudsen, Teri Anderson, and Mark Davison.

Members Absent: Mandy Knudsen

Also Present: Mike Opatz-City of Maple Grove, Colleen Swann-Metro Transit and Jay Kluge-Metro Transit.

Call to Order

Transit Commission Chair Terry Coss called the meeting to order at 6:35 p.m.

Open Forum

No one from the public spoke during the open forum.

Approve Minutes

Chair Terry Coss called for a motion to approve the meeting minutes from September 30, 2014. The motion was made and seconded, and the minutes were approved.

Discussion of Routes and Statistics

Opatz reviewed the monthly ridership summaries for September and October 2014, plus the most recent daily ridership reports for September. Opatz noted that for the year ridership is down by less than one percent. However, November ridership seems to be strong.

The Commissioners had the following reports:

- Teri Anderson – The snow and ice was removed at the bus shelter at 3rd Street and Hennepin after Mike contacted Metro Transit. Noticed a lot of customers paying with cash on the snow storm days of November 10th and 11th that were likely not regular riders. Delivery trucks were partially blocking the Transit Station busway entrance on November 14. Some Jefferson Lines riders appear to be unsure if they are in the correct spot to pick-up their bus at the Transit Station.

- Mark Davison –No major Route 789 issues, but we did have a bus breakdown and the fill-in driver went the wrong direction by using 35W.

- Mandy Knudsen – absent.

- Terry Coss – Need to remind drivers that the coach bus interior reading lights' master switch needs to be on. Some riders are parking too close to the shelter along the east curb at Crosswinds, which impacts the bus driver's ability to get close to the shelter and make the turn. One 783 driver expressed concerned about the possibility of being assigned an artic bus, which would make it hard to navigate the turns at the Crosswinds lot. Need to watch the ridership on the Route 783 a.m. trip #5 as the 40-foot bus is close to be overloaded.

Recruitment of Transit Commissioners

Opatz stated that the Maple Grove Transit Commission has vacancies for representation of Route 782 and 785. The City followed its established recruitment and application process starting in early October. Applications were be due November 12, but no applications were received. The Commission discussed options to create awareness and interest in these vacancies including the pros and cons of offering buses passes as incentive. It was suggested to ask those riders who submit driver award nominations to consider the vacancies. .

Bus Wrap Ads

Opatz said the City negotiated a trial agreement to allow one it's articulated buses to be have its exterior completely wrapped with an advertisement. The agreement is with All Over Media and the ad client will be Twin City Orthopedics. It's a 13-week ad starting February 1, 2015. The City will explore trial options with other advertising agencies to maximize the best deal for the City. The plan right now would be not to exceed four to six buses while we explore this endeavor. Terry Coss stated he has reservation about bus wrap advertising due to concerns with the passenger windows being covered. Teri Anderson likes the fact that she can see the Maple Grove Transit logo on the side of the bus when it's turning the corner. Opatz stated that he will get feedback from riders and the Transit Commission after the trail period is complete and before any long term deal is entered into.

Adjourn / Next Meeting

- Next Scheduled Regular Meeting: ***January 30, 2015***
- Being no other business, the meeting was adjourned at 7:56 p.m.
- Minutes submitted by Mike Opatz, Transit Administrator.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 1/27/15 **Item Number:** D.

Agenda Item: Discussion of Routes and Statistics

Recommended Committee Action: Discussion

A. Ridership Report

The monthly ridership summaries for November and December 2014 are attached, plus the most recent daily ridership reports. The table below is the 2014 ridership totals compared to 2013:

	2013	2014	Percent Change
Jan	72,475	67,970	-6.22%
Feb	68,143	69,878	2.55%
Mar	69,010	71,514	3.63%
Apr	76,641	74,877	-2.30%
May	71,021	68,275	-3.87%
Jun	64,299	67,015	4.22%
Jul	67,328	69,328	2.97%
Aug	68,990	64,713	-6.20%
Sep	69,231	73,190	5.72%
Oct	80,459	78,880	-1.96%
Nov	66,301	63,388	-4.39%
Dec	62,545	64,070	2.44%
Total	**836,443**	**833,098**	**-0.40%**

B. Member Comments

- The Transit Commission members report on events and issues related to the route they represent.

Maple Grove Transit - Ridership Summary — November 2014

Ridership Analysis	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Current Month -	63,388	31935	3739	2086	5090	14340	583	3062	242	2311
Avg Daily Riders - 23 days	2,756	1,388	163	91	221	623	25	133	11	100
Previous Month: Avg. Daily Riders	*3,485*									

Ridership Comparison	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Previous Month	78,880	40251	4430	2778	6269	17656	596	3796	321	2783
% Change	-20%	-21%	-16%	-25%	-19%	-19%	-2%	-19%	-25%	-17%
Same Month Prev. Yr.	66,301	35,909	3,916	2,581	5,470	12,619	508	2,617	507	2174
% Change	-4%	-11%	-5%	-19%	-7%	14%	15%	17%	-52%	6%

Maple Grove Transit - Ridership Summary — December 2014

Ridership Analysis	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Current Month -	64,070	33231	3640	2098	5234	14572	604	3145	215	1331
Avg Daily Riders - 22 days	2,912	1,511	165	95	238	662	27	143	10	61

Previous Month: Avg. Daily Riders 2,756

Ridership Comparison	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Previous Month	63,388	31935	3739	2086	5090	14340	583	3062	242	2311
% Change	1%	4%	-3%	1%	3%	2%	4%	3%	-11%	-42%
Same Month Prev. Yr.	62,545	34,521	3,833	2,556	5,093	11,946	450	2,423	442	1281
% Change	2%	-4%	-5%	-18%	3%	22%	34%	30%	-51%	4%

Maple Grove December 2014 Week "1"

Pick Eff 08/23/14, rev 09/02/14				Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg		Bus Type
Route	Trip Time	Trip #	Run #	1201	1202	1203	1204	1205		5		4		
780	553AM	1	3419	11	15	14	12	12	64	13	52	13		40 Foot
	625AM	2	3436	10	10	10	12	11	53	11	42	11		40 Foot
	656AM	3	3455	10	16	19	16	10	71	14	61	15		40 Foot
	728AM	4	3419	20	19	20	24	20	103	21	83	21		40 Foot
AM Totals				*51*	*60*	*63*	*64*	*53*	291	58	238	60		
780	335PM	1	3441	9	9	10	12	13	53	11	40	10		40 Foot
	404PM	2	3031	13	20	15	14	11	73	15	62	16		40 Foot
	432PM	3	3406	16	19	15	21	11	82	16	71	18		40 Foot
	514PM	4	3454	12	13	16	19	9	69	14	60	15		40 Foot
PM Totals				*50*	*61*	*56*	*66*	*44*	277	55	233	58		
780 Total				*101*	*121*	*119*	*130*	*97*	568	114	471	118		
781	546AM	1	3415	41	42	48	46	30	207	41	177	44		Artic
	542AM	2	3408	45	46	43	46	39	219	44	180	45	***	Artic
	553AM	3	3416	29	40	37	27	26	159	32	133	33		40' - Artic
	622AM	*4*	*3433*	*30*	*39*	*35*	*32*	*37*	*173*	*35*	*136*	*34*		*Coach*
	610AM	5	3423	42	45	43	43	28	201	40	173	43		Artic
	641AM	6	3443	34	43	48	54	48	227	45	179	45		Artic
	647AM	*7*	*3445*	*44*	*50*	*49*	*44*	*40*	*227*	*45*	*187*	*47*		*Coach*
	654AM	8	3453	62	41	56	42	40	241	48	201	50		Artic
	642AM	9	3440	51	66	49	53	33	252	50	219	55		Artic
	708AM	10	3415	43	26	28	36	35	168	34	133	33		Artic
	710AM	*11*	*3401*	*30*	*41*	*48*	*40*	*26*	*185*	*37*	*159*	*40*		*Coach*
	654AM	*12*	*3446*	*43*	*49*	*40*	*45*	*30*	*207*	*41*	*177*	*44*	***	*Coach*
	722AM	13	3416	55	46	50	56	54	261	52	207	52		Artic
	727AM	14	3459	60	54	56	47	50	267	53	217	54		Artic
	712AM	15	3457	51	42	41	40	35	209	42	174	44		Artic
	738AM	*16*	*3433*	*30*	*41*	*37*	*42*	*38*	*188*	*38*	*150*	*38*		*Coach*
	725AM	17	3408	45	46	45	39	39	214	43	175	44		Artic
	755AM	18	3443	39	53	58	51	43	244	49	201	50		Artic
	804AM	19	3453	30	55	25	52	33	195	39	162	41		Artic
	802AM	20	3423	58	55	58	42	36	249	50	213	53		Artic
	1129AM	21	3044	12	13	18	21	13	77	15	64	16		40 Foot
AM Totals				*874*	*933*	*912*	*898*	*753*	4,370	874	3,617	904		
781	1212PM	1	3044	18	27	22	24	48	139	28	91	23		40 Foot
	212PM	2	3003	25	44	43	33	44	189	38	145	36		40 Foot
	309PM	3	3445	55	47	49	44	65	260	52	195	49		Artic
	332PM	4	3453	53	76	42	39	49	259	52	210	53		Artic
	340PM	5	3413	27	19	26	26	37	135	27	98	25		40' - Artic
	351PM	6	3429	51	56	44	53	51	255	51	204	51		Artic
	400PM	7	3426	46	56	58	41	36	237	47	201	50		Artic
	405PM	*8*	*3435*	*51*	*67*	*51*	*68*	*48*	*285*	*57*	*237*	*59*		*Coach*
	407PM	*9*	*3061*	*29*	*29*	*43*	*49*	*34*	*184*	*37*	*150*	*38*		*Coach*
	414PM	*10*	*3430*	*41*	*55*	*29*	*13*	*13*	*151*	*30*	*138*	*35*		*Coach*
	421PM	*11*	*3433*	*42*	*32*	*50*	*47*	*30*	*201*	*40*	*171*	*43*		*Coach*
	424PM	*12*	*3439*	*69*	*50*	*34*	*32*	*29*	*214*	*43*	*185*	*46*		*Coach*
	430PM	13	3445	38	38	36	65	34	211	42	177	44		Artic
	435PM	14	3403	48	51	60	52	31	242	48	211	53		Artic
	441PM	*15*	*3411*	*16*	*31*	*38*	*20*	*33*	*138*	*28*	*105*	*26*		*Coach*
	455PM	16	3065	61	65	52	69	37	284	57	247	62		Artic
	456PM	17	3448	21	28	25	34	45	153	31	108	27		Artic
	504PM	18	3453	32	45	43	59	26	205	41	179	45		Artic
	506PM	19	3413	18	31	15	14	10	88	18	78	20		Artic
	518PM	20	3426	44	43	35	36	34	192	38	158	40	***	40' - Artic
	532PM	21	3429	61	45	55	43	28	232	46	204	51		Artic
	602PM	*22*	*3439*	*31*	*46*	*44*	*38*	*30*	*189*	*38*	*159*	*40*		*Coach*
	632PM	23	3448	28	25	27	33	22	135	27	113	28		40' - Artic
PM Totals				*905*	*1,006*	*921*	*932*	*814*	4,578	916	3,764	941		
781 Total				*1,779*	*1,939*	*1,833*	*1,830*	*1,567*	8,948	1,790	7,381	1,845		
782	530AM	1	3401	10	10	11	8	7	46	9	39	10		40' - Coach

	559AM	2	3417	21	20	20	22	15	109	22	91	23	40' - Coach
	627AM	3	3435	20	26	21	24	9	100	20	91	23	40 Foot
	657AM	4	3450	24	21	29	26	27	127	25	100	25	40 Foot
	723AM	5	3458	21	24	25	24	22	116	23	94	24	40 Foot
AM Totals				*96*	*101*	*114*	*104*	*83*	498	100	415	104	
782	336PM	1	3454	14	27	19	19	20	99	20	79	20	40 Foot
	406PM	2	3434	29	25	34	29	22	139	28	117	29	40 Foot
	436PM	3	3420	30	25	27	31	18	131	26	113	28	40 Foot
	505PM	4	3441	15	14	19	16	15	79	16	64	16	40 Foot
	534PM	5	3430	9	11	10	7	4	41	8	37	9	40' - Coach
PM Totals				*97*	*102*	*109*	*102*	*79*	489	98	410	103	
782 Total				*193*	*203*	*223*	*206*	*162*	987	197	825	206	
783	533AM	1	3403	10	13	8	8	9	48	10	39	10	40 Foot
	601AM	*2*	*3418*	*18*	*19*	*20*	*17*	*14*	*88*	*18*	*74*	*19*	*Coach*
	628AM	*3*	*3434*	*35*	*35*	*35*	*37*	*28*	*170*	*34*	*142*	*36*	*Coach*
	658AM	*4*	*3449*	*43*	*44*	*39*	*40*	*35*	*201*	*40*	*166*	*42*	*Coach*
	728AM	5	3403	36	31	32	31	25	155	31	130	33	40 Foot
	821AM	*6*	*3434*	*19*	*16*	*20*	*22*	*21*	*98*	*20*	*77*	*19*	*Coach*
AM Totals				*161*	*158*	*154*	*155*	*132*	760	152	628	157	
783	338PM	1	3427	19	22	26	24	25	116	23	91	23	Coach
	410PM	2	3424	37	39	39	35	34	184	37	150	38	Coach
	439PM	3	3423	48	36	42	46	20	192	38	172	43	Coach
	509PM	4	3427	38	35	27	22	18	140	28	122	31	Coach
	539PM	5	3433	17	22	13	25	16	93	19	77	19	40' - Coach
PM Totals				*159*	*154*	*147*	*152*	*113*	725	145	612	153	
783 Total				*320*	*312*	*301*	*307*	*245*	1,485	297	1,240	310	
785	*525AM*	*1*	*3010*	*21*	*19*	*16*	*21*	*18*	*95*	*19*	*77*	*19*	*Coach*
	548AM	2	3413	24	24	27	29	19	123	25	104	26	*** Artic
	623AM	*3*	*3428*	*49*	*55*	*55*	*56*	*40*	*255*	*51*	*215*	*54*	*Coach*
	648AM	4	3444	48	62	51	50	41	252	50	211	53	Artic
	702AM	*5*	*3010*	*56*	*52*	*56*	*50*	*39*	*253*	*51*	*214*	*54*	*Coach*
	715AM	6	3413	47	50	45	44	35	221	44	186	47	Artic
	730AM	*7*	*3035*	*51*	*54*	*51*	*49*	*46*	*251*	*50*	*205*	*51*	*Coach*
	745AM	*8*	*3428*	*40*	*50*	*40*	*40*	*30*	*200*	*40*	*170*	*43*	*Coach*
	800AM	*9*	*3417*	*36*	*39*	*33*	*23*	*27*	*158*	*32*	*131*	*33*	*Coach*
	818AM	10	3444	33	27	32	25	15	132	26	117	29	*** 40' - Artic
	835AM	11	3435	31	34	30	28	25	148	30	123	31	40 Foot
AM Totals				*436*	*466*	*436*	*415*	*335*	2,088	418	1,753	438	
785	308PM	1	3452	29	41	40	42	45	197	39	152	38	40' - Coach
	333PM	2	3028	39	53	51	41	42	226	45	184	46	*** Artic
	403PM	3	3060	49	78	61	60	55	303	61	248	62	Artic
	408PM	*4*	*3019*	*42*	*31*	*33*	*32*	*28*	*166*	*33*	*138*	*35*	*Coach*
	435PM	5	3421	77	75	65	68	43	328	66	285	71	Artic
	442PM	*6*	*3452*	*43*	*40*	*38*	*40*	*19*	*180*	*36*	*161*	*40*	*Coach*
	502PM	7	3028	63	66	57	56	41	283	57	242	61	Artic
	533PM	8	3060	33	40	34	27	20	154	31	134	34	*** 40' - Artic
	603PM	9	3421	26	24	23	20	10	103	21	93	23	40' - Artic
PM Totals				*401*	*448*	*402*	*386*	*303*	1,940	388	1,637	409	
785 Total				*837*	*914*	*838*	*801*	*638*	4,028	806	3,390	848	
789	*701AM*	*1*	*3030*	*29*	*33*	*25*	*30*	*26*	*143*	*29*	*117*	*29*	*Coach*
	801AM	2	3445	45	38	49	35	26	193	39	167	42	40' - Coach
AM Totals				*74*	*71*	*74*	*65*	*52*	336	67	284	71	
789	*243PM*	*1*	*3052*	*26*	*18*	*20*	*15*	*21*	*100*	*20*	*79*	*20*	*Coach*
	443PM	*2*	*3052*	*28*	*29*	*33*	*29*	*14*	*133*	*27*	*119*	*30*	*Coach*
PM Totals				*54*	*47*	*53*	*44*	*35*	233	47	198	50	
789 Total				128	118	127	109	87	569	114	482	121	
Grand Total				3,358	3,607	3,441	3,383	2,796	16,585	3,317	13,789	3,447	

20.25%	21.75%	20.75%	20.40%	16.86%	100.00%

568	114		780
8,948	1,790		781-A
987	197		782
1,485	297		783
4,028	806		785
569	114		789

Maple Grove December 2014 Week "2"

Pick Eff 08/23/14, rev 09/02/14				Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg		Bus Type
Route	Trip Time	Trip #	Run #	1208	1209	1210	1211	1212		5		4		
780	553AM	1	3419	12	13	14	11	11	61	12	50	13		40 Foot
	625AM	2	3436	15	14	13	12	8	62	12	54	14		40 Foot
	656AM	3	3455	12	17	18	18	9	74	15	65	16		40 Foot
	728AM	4	3419	26	19	21	19	19	104	21	85	21		40 Foot
AM Totals				*65*	*63*	*66*	*60*	*47*	301	60	254	64		
780	335PM	1	3441	11	13	13	9	13	59	12	46	12		40 Foot
	404PM	2	3031	14	15	14	15	9	67	13	58	15		40 Foot
	432PM	3	3406	18	14	17	21	10	80	16	70	18		40 Foot
	514PM	4	3454	19	17	15	13	6	70	14	64	16		40 Foot
PM Totals				*62*	*59*	*59*	*58*	*38*	276	55	238	60		
780 Total				*127*	*122*	*125*	*118*	*85*	577	115	492	123		
781	546AM	1	3415	45	48	47	37	39	216	43	177	44		Artic
	542AM	2	3408	42	35	49	42	31	199	40	168	42	***	Artic
	553AM	3	3416	35	31	29	31	29	155	31	126	32		40' - Artic
	622AM	*4*	*3433*	*33*	*32*	*34*	*31*	*29*	*159*	*32*	*130*	*33*		*Coach*
	610AM	5	3423	45	40	40	31	32	188	38	156	39		Artic
	641AM	6	3443	46	47	49	35	33	210	42	177	44		Artic
	647AM	*7*	*3445*	*36*	*47*	*53*	*49*	*32*	*217*	*43*	*185*	*46*		*Coach*
	654AM	8	3453	47	40	35	32	34	188	38	154	39		Artic
	642AM	9	3440	52	54	61	53	43	263	53	220	55		Artic
	708AM	10	3415	38	41	37	37	22	175	35	153	38		Artic
	710AM	*11*	*3401*	*42*	*45*	*43*	*34*	*26*	*190*	*38*	*164*	*41*		*Coach*
	654AM	*12*	*3446*	*42*	*43*	*42*	*40*	*29*	*196*	*39*	*167*	*42*	***	*Coach*
	722AM	13	3416	55	52	60	58	58	283	57	225	56		Artic
	727AM	14	3459	38	52	46	41	38	215	43	177	44		Artic
	712AM	15	3457	53	45	45	32	34	209	42	175	44		Artic
	738AM	*16*	*3433*	*32*	*49*	*44*	*39*	*36*	*200*	*40*	*164*	*41*		*Coach*
	725AM	17	3408	47	47	46	45	44	229	46	185	46		Artic
	755AM	18	3443	43	49	50	51	46	239	48	193	48		Artic
	804AM	19	3453	48	39	26	56	35	204	41	169	42		Artic
	802AM	20	3423	56	41	61	49	36	243	49	207	52		Artic
	1129AM	21	3044	20	9	20	19	15	83	17	68	17		40 Foot
AM Totals				*895*	*886*	*917*	*842*	*721*	4,261	852	3,540	885		
781	1212PM	1	3044	23	31	25	20	42	141	28	99	25		40 Foot
	212PM	2	3003	29	40	31	40	45	185	37	140	35		40 Foot
	309PM	3	3445	47	36	40	46	42	211	42	169	42		Artic
	332PM	4	3453	41	51	60	46	47	245	49	198	50		Artic
	340PM	5	3413	28	29	27	21	29	134	27	105	26		40' - Artic
	351PM	6	3429	54	44	51	52	46	247	49	201	50		Artic
	400PM	7	3426	31	49	46	47	40	213	43	173	43		Artic
	405PM	*8*	*3435*	*61*	*56*	*58*	*41*	*28*	*244*	*49*	*216*	*54*		*Coach*
	407PM	*9*	*3061*	*56*	*24*	*36*	*37*	*44*	*197*	*39*	*153*	*38*		*Coach*
	414PM	*10*	*3430*	*20*	*29*	*25*	*18*	*26*	*118*	*24*	*92*	*23*		*Coach*
	421PM	*11*	*3433*	*50*	*48*	*40*	*35*	*26*	*199*	*40*	*173*	*43*		*Coach*
	424PM	*12*	*3439*	*53*	*49*	*59*	*43*	*53*	*257*	*51*	*204*	*51*		*Coach*
	430PM	13	3445	35	22	29	25	25	136	27	111	28		Artic
	435PM	14	3403	51	52	44	45	14	206	41	192	48		Artic
	441PM	*15*	*3411*	*31*	*47*	*56*	*25*	*34*	*193*	*39*	*159*	*40*		*Coach*
	455PM	16	3065	72	61	74	64	50	321	64	271	68		Artic
	456PM	17	3448	35	37	41	50	28	191	38	163	41		Artic
	504PM	18	3453	29	40	43	52	18	182	36	164	41		Artic
	506PM	19	3413	21	12	9	11	11	64	13	53	13		Artic
	518PM	20	3426	46	47	49	36	21	199	40	178	45	***	40' - Artic
	532PM	21	3429	53	55	67	59	28	262	52	234	59		Artic
	602PM	*22*	*3439*	*43*	*33*	*47*	*37*	*27*	*187*	*37*	*160*	*40*		*Coach*
	632PM	23	3448	15	21	29	30	27	122	24	95	24		40' - Artic
PM Totals				*924*	*913*	*986*	*880*	*751*	4,454	891	3,703	926		
781 Total				*1,819*	*1,799*	*1,903*	*1,722*	*1,472*	8,715	1,743	7,243	1,811		

782	530AM	1	3401	12	14	12	8	8	54	11	46	12	40' - Coach
	559AM	2	3417	28	23	25	27	23	126	25	103	26	40' - Coach
	627AM	3	3435	17	23	22	19	16	97	19	81	20	40 Foot
	657AM	4	3450	30	24	20	24	17	115	23	98	25	40 Foot
	723AM	5	3458	28	23	22	18	18	109	22	91	23	40 Foot
AM Totals				115	107	101	96	82	501	100	419	105	
782	336PM	1	3454	24	29	18	20	16	107	21	91	23	40 Foot
	406PM	2	3434	29	27	24	24	20	124	25	104	26	40 Foot
	436PM	3	3420	20	22	27	23	13	105	21	92	23	40 Foot
	505PM	4	3441	20	13	14	20	13	80	16	67	17	40 Foot
	534PM	5	3430	13	12	9	7	5	46	9	41	10	40' - Coach
PM Totals				106	103	92	94	67	462	92	395	99	
782 Total				221	210	193	190	149	963	193	814	204	
783	533AM	1	3403	9	9	11	9	6	44	9	38	10	40 Foot
	601AM	2	3418	12	18	13	16	8	67	13	59	15	Coach
	628AM	3	3434	41	34	40	32	25	172	34	147	37	Coach
	658AM	4	3449	38	36	36	32	32	174	35	142	36	Coach
	728AM	5	3403	33	32	32	37	22	156	31	134	34	40 Foot
	821AM	6	3434	28	13	18	17	14	90	18	76	19	Coach
AM Totals				161	142	150	143	107	703	141	596	149	
783	338PM	1	3427	19	19	22	21	25	106	21	81	20	Coach
	410PM	2	3424	47	32	37	28	25	169	34	144	36	Coach
	439PM	3	3423	39	43	38	34	28	182	36	154	39	Coach
	509PM	4	3427	48	33	34	35	14	164	33	150	38	Coach
	539PM	5	3433	15	14	21	20	9	79	16	70	18	40' - Coach
PM Totals				168	141	152	138	101	700	140	599	150	
783 Total				329	283	302	281	208	1,403	281	1,195	299	
785	525AM	1	3010	18	18	19	18	11	84	17	73	18	Coach
	548AM	2	3413	29	29	30	21	19	128	26	109	27	*** Artic
	623AM	3	3428	51	52	38	45	39	225	45	186	47	Coach
	648AM	4	3444	51	66	61	49	43	270	54	227	57	Artic
	702AM	5	3010	54	38	47	44	36	219	44	183	46	Coach
	715AM	6	3413	44	49	49	47	46	235	47	189	47	Artic
	730AM	7	3035	45	58	51	44	32	230	46	198	50	Coach
	745AM	8	3428	43	54	44	43	35	219	44	184	46	Coach
	800AM	9	3417	36	35	35	30	18	154	31	136	34	Coach
	818AM	10	3444	23	23	32	30	15	123	25	108	27	*** 40' - Artic
	835AM	11	3435	29	25	31	28	30	143	29	113	28	40 Foot
AM Totals				423	447	437	399	324	2,030	406	1,706	427	
785	308PM	1	3452	35	37	29	33	45	179	36	134	34	40' - Coach
	333PM	2	3028	38	49	40	35	44	206	41	162	41	*** Artic
	403PM	3	3060	66	71	51	71	44	303	61	259	65	Artic
	408PM	4	3019	32	35	59	43	38	207	41	169	42	Coach
	435PM	5	3421	58	59	59	48	44	268	54	224	56	Artic
	442PM	6	3452	35	40	30	36	18	159	32	141	35	Coach
	502PM	7	3028	86	71	79	58	36	330	66	294	74	Artic
	533PM	8	3060	32	41	44	27	20	164	33	144	36	*** 40' - Artic
	603PM	9	3421	17	19	14	13	12	75	15	63	16	40' - Artic
PM Totals				399	422	405	364	301	1,891	378	1,590	398	
785 Total				822	869	842	763	625	3,921	784	3,296	824	
789	701AM	1	3030	32	36	28	29	15	140	28	125	31	Coach
	801AM	2	3445	47	40	42	22	26	177	35	151	38	40' - Coach
AM Totals				79	76	70	51	41	317	63	276	69	
	243PM	1	3052	22	21	19	21	12	95	19	83	21	Coach
	443PM	2	3052	32	25	25	27	17	126	25	109	27	Coach
PM Totals				54	46	44	48	29	221	44	192	48	
789 Total				133	122	114	99	70	538	108	468	117	
Grand Total				3,451	3,405	3,479	3,173	2,609	16,117	3,223	13,508	3,377	

21.41%	21.13%	21.59%	19.69%	16.19%	100.00%

577	115		780
8,715	1,743		781-A
963	193		782

Maple Grove December 2014 Week "3"

Pick Eff 12/13/2014				Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg		Bus Type
Route	Trip Time	Trip #	Run #	1215	1216	1217	1218	1219		5		4		
780	553AM	1	3417	14	14	14	11	6	59	12	53	13		40 Foot
	625AM	2	3433	9	14	10	12	10	55	11	45	11		40 Foot
	656AM	3	3030	19	20	16	13	10	78	16	68	17		40 Foot
	728AM	4	3417	23	23	24	17	18	105	21	87	22		40 Foot
AM Totals				*65*	*71*	*64*	*53*	*44*	297	59	253	63		
780	335PM	1	3436	12	8	10	8	12	50	10	38	10		40 Foot
	404PM	2	3029	12	15	16	13	10	66	13	56	14		40 Foot
	432PM	3	3410	20	22	19	14	8	83	17	75	19		40 Foot
	514PM	4	3452	17	15	13	8	7	60	12	53	13		40 Foot
PM Totals				*61*	*60*	*58*	*43*	*37*	259	52	222	56		
780 Total				*126*	*131*	*122*	*96*	*81*	556	111	475	119		
781	546AM	1	3413	36	38	36	33	19	162	32	143	36		Artic
	542AM	2	3408	43	40	47	40	26	196	39	170	43		Artic
	553AM	3	3414	30	34	30	32	17	143	29	126	32		40' - Artic
	622AM	*4*	*3430*	*29*	*27*	*26*	*27*	*25*	*134*	*27*	*109*	*27*		*Coach*
	610AM	5	3420	34	38	47	34	33	186	37	153	38		Artic
	641AM	6	3441	51	57	43	66	37	254	51	217	54		Artic
	647AM	*7*	*3443*	*38*	*33*	*36*	*28*	*36*	*171*	*34*	*135*	*34*		*Coach*
	654AM	8	3451	34	38	37	32	27	168	34	141	35		Artic
	642AM	9	3437	57	71	50	49	42	269	54	227	57		Artic
	708AM	10	3413	31	19	39	36	36	161	32	125	31		Artic
	710AM	*11*	*3401*	*32*	*40*	*34*	*33*	*26*	*165*	*33*	*139*	*35*		*Coach*
	654AM	*12*	*3444*	*54*	*44*	*62*	*47*	*36*	*243*	*49*	*207*	*52*		*Coach*
	722AM	13	3414	61	49	58	58	45	271	54	226	57		Artic
	727AM	14	3458	76	52	41	73	32	274	55	242	61		Artic
	712AM	15	3455	32	38	38	46	32	186	37	154	39		Artic
	738AM	*16*	*3430*	*40*	*45*	*41*	*29*	*32*	*187*	*37*	*155*	*39*		*Coach*
	725AM	17	3408	46	41	64	42	42	235	47	193	48		Artic
	755AM	18	3441	43	58	50	54	42	247	49	205	51		Artic
	804AM	19	3451	43	47	49	44	33	216	43	183	46	***	40' - Artic
	802AM	20	3420	57	66	43	37	45	248	50	203	51		Artic
	1129AM	21	3002	9	14	8	11	12	54	11	42	11		40 Foot
AM Totals				*876*	*889*	*879*	*851*	*675*	4,170	834	3,495	874		
781	1212PM	1	3002	21	20	25	24	40	130	26	90	23		40 Foot
	212PM	2	3003	22	30	23	29	54	158	32	104	26		40 Foot
	309PM	3	3052	54	42	28	45	46	215	43	169	42		Artic
	332PM	4	3451	47	50	49	41	43	230	46	187	47		Artic
	340PM	5	3405	20	30	28	19	24	121	24	97	24		40' - Artic
	351PM	6	3439	47	33	51	54	32	217	43	185	46		Artic
	400PM	7	3422	39	36	39	57	39	210	42	171	43		Artic
	405PM	*8*	*3431*	*26*	*62*	*67*	*14*	*31*	*200*	*40*	*169*	*42*		*Coach*
	407PM	*9*	*3028*	*49*	*19*	*17*	*48*	*9*	*142*	*28*	*133*	*33*		*Coach*
	414PM	*10*	*3434*	*29*	*32*	*24*	*18*	*30*	*133*	*27*	*103*	*26*		*Coach*
	421PM	*11*	*3429*	*55*	*61*	*45*	*31*	*36*	*228*	*46*	*192*	*48*		*Coach*
	424PM	*12*	*3427*	*39*	*35*	*17*	*21*	*16*	*128*	*26*	*112*	*28*		*Coach*
	430PM	13	3052	59	48	69	67	49	292	58	243	61		Artic
	435PM	14	3415	21	37	38	25	16	137	27	121	30		Artic
	442PM	*15*	*3020*	*49*	*72*	*33*	*54*	*23*	*231*	*46*	*208*	*52*		*Coach*
	455PM	16	3064	36	35	50	51	36	208	42	172	43		Artic
	456PM	17	3445	84	79	24	24	16	227	45	211	53		Artic
	504PM	18	3451	49	15	62	30	23	179	36	156	39		Artic
	506PM	19	3405	28	29	27	21	16	121	24	105	26		Artic
	518PM	20	3422	43	30	26	37	20	156	31	136	34	***	40' - Artic
	532PM	21	3439	36	56	59	49	39	239	48	200	50		Artic
	602PM	*22*	*3427*	*40*	*50*	*48*	*40*	*33*	*211*	*42*	*178*	*45*		*Coach*
	632PM	23	3445	21	36	21	34	14	126	25	112	28		40' - Artic
PM Totals				*914*	*937*	*870*	*833*	*685*	4,239	848	3,554	889		
781 Total				*1,790*	*1,826*	*1,749*	*1,684*	*1,360*	8,409	1,682	7,049	1,762		

782	530AM	1	3401	11	8	8	8	7	42	8	35	9	40' - Coach
	559AM	2	3417	24	33	27	21	16	121	24	105	26	40' - Coach
	627AM	3	3431	21	21	23	21	16	102	20	86	22	40 Foot
	657AM	4	3448	28	34	20	28	17	127	25	110	28	40 Foot
	723AM	5	3456	17	16	16	17	22	88	18	66	17	40 Foot
AM Totals				*101*	*112*	*94*	*95*	*78*	480	96	402	101	
782	336PM	1	3452	24	27	19	20	21	111	22	90	23	40 Foot
	406PM	2	3432	30	27	27	24	19	127	25	108	27	40 Foot
	436PM	3	3409	19	21	21	20	9	90	18	81	20	40 Foot
	505PM	4	3436	17	19	21	14	11	82	16	71	18	40 Foot
	534PM	5	3434	7	13	15	12	11	53	11	42	11	40' - Coach
PM Totals				*97*	*107*	*98*	*90*	*71*	463	93	392	98	
782 Total				*198*	*219*	*192*	*185*	*149*	943	189	794	199	
783	533AM	1	3403	12	12	8	9	8	49	10	41	10	40 Foot
	601AM	*2*	*3416*	*16*	*14*	*18*	*14*	*14*	*76*	*15*	*62*	*16*	*Coach*
	628AM	*3*	*3432*	*45*	*44*	*36*	*43*	*25*	*193*	*39*	*168*	*42*	*Coach*
	658AM	*4*	*3447*	*34*	*39*	*44*	*23*	*28*	*168*	*34*	*140*	*35*	*Coach*
	728AM	5	3403	33	27	33	25	22	140	28	118	30	40 Foot
	821AM	*6*	*3432*	*18*	*20*	*16*	*23*	*12*	*89*	*18*	*77*	*19*	*Coach*
AM Totals				*158*	*156*	*155*	*137*	*109*	715	143	606	152	
783	338PM	1	3424	23	25	23	22	20	113	23	93	23	Coach
	410PM	2	3428	40	31	30	38	34	173	35	139	35	Coach
	439PM	3	3404	39	37	41	30	15	162	32	147	37	Coach
	509PM	4	3424	41	37	28	26	18	150	30	132	33	Coach
	539PM	5	3429	14	20	14	12	6	66	13	60	15	40' - Coach
PM Totals				*157*	*150*	*136*	*128*	*93*	664	133	571	143	
783 Total				*315*	*306*	*291*	*265*	*202*	1,379	276	1,177	294	
785	*525AM*	*1*	*3009*	*21*	*25*	*20*	*19*	*16*	*101*	*20*	*85*	*21*	*Coach*
	548AM	2	3411	31	25	30	22	20	128	26	108	27	Artic
	623AM	*3*	*3425*	*48*	*46*	*42*	*48*	*37*	*221*	*44*	*184*	*46*	*Coach*
	648AM	4	3442	52	32	55	51	60	250	50	190	48	Artic
	702AM	*5*	*3009*	*40*	*63*	*39*	*39*	*32*	*213*	*43*	*181*	*45*	*Coach*
	715AM	6	3411	59	47	39	42	29	216	43	187	47	Artic
	730AM	*7*	*3457*	*46*	*54*	*48*	*45*	*35*	*228*	*46*	*193*	*48*	*Coach*
	745AM	*8*	*3428*	*49*	*60*	*45*	*41*	*43*	*238*	*48*	*195*	*49*	*Coach*
	800AM	*9*	*3415*	*31*	*29*	*37*	*25*	*16*	*138*	*28*	*122*	*31*	*Coach*
	818AM	10	3442	32	50	39	32	29	182	36	153	38	40' - Artic
	835AM	11	3431	27	23	27	32	14	123	25	109	27	40 Foot
AM Totals				*436*	*454*	*421*	*396*	*331*	2,038	408	1,707	427	
785	308PM	1	3450	35	42	28	32	38	175	35	137	34	40' - Coach
	333PM	2	3027	47	49	53	47	34	230	46	196	49	Artic
	403PM	3	3059	58	70	53	58	48	287	57	239	60	Artic
	407PM	*4*	*3402*	*42*	*56*	*42*	*33*	*23*	*196*	*39*	*173*	*43*	*Coach*
	435PM	5	3443	75	75	61	50	45	306	61	261	65	Artic
	441PM	*6*	*3450*	*28*	*28*	*25*	*18*	*14*	*113*	*23*	*99*	*25*	*Coach*
	502PM	7	3027	73	68	70	61	40	312	62	272	68	Artic
	533PM	8	3059	37	40	35	31	20	163	33	143	36	40' - Artic
	603PM	9	3443	24	26	27	18	17	112	22	95	24	40' - Artic
PM Totals				*419*	*454*	*394*	*348*	*279*	1,894	379	1,615	404	
785 Total				*855*	*908*	*815*	*744*	*610*	3,932	786	3,322	831	
789	*701AM*	*1*	*3453*	*18*	*18*	*16*	*14*	*0*	*66*	*13*	*66*	*17*	*Coach*
	801AM	2	3443	14	19	14	13	0	60	12	60	15	40' - Coach
AM Totals				*32*	*37*	*30*	*27*	*0*	126	25	126	32	
	243PM	*1*	*3050*	*7*	*6*	*5*	*4*	*0*	*22*	*4*	*22*	*6*	*Coach*
	443PM	*2*	*3050*	*20*	*21*	*18*	*17*	*0*	*76*	*15*	*76*	*19*	*Coach*
PM Totals				*27*	*27*	*23*	*21*	*0*	98	20	98	25	
789 Total				59	64	53	48	0	224	45	224	56	
Grand Total				3,343	3,454	3,222	3,022	2,402	15,443	3,089	13,041	3,260	
				21.65%	22.37%	20.86%	19.57%	15.55%	100.00%				

556	111		780
8,409	1,682		781-A
943	189		782

Maple Grove December 2014 Week "4"

Pick Eff 12/13/2014				Mon	Tue	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Bus Type	Pick Eff 12/13/2014 Doubles To/From (Before Sort)
Route	Trip Time	Trip #	Run #	1222	1223		2		2		
780	553AM	1	3417	13	14	27	14	27	14	40 Foot	**to "780" (728/816am)
	625AM	2	3433	10	12	22	11	22	11	40 Foot	
	656AM	3	3030	13	11	24	12	24	12	40 Foot	
	728AM	4	3417	14	14	28	14	28	14	40 Foot	**from "780" (553/633am)
AM Totals				*50*	*51*	101	51	101	51		
780	335PM	1	3436	9	10	19	10	19	10	40 Foot	to "782" (505/605pm)
	404PM	2	3029	10	12	22	11	22	11	40 Foot	
	432PM	3	3410	14	11	25	13	25	13	40 Foot	
	514PM	4	3452	10	9	19	10	19	10	40 Foot	from "782" (336/434pm)
PM Totals				*43*	*42*	85	43	85	43		
780 Total				*93*	*93*	186	93	186	93		
781	546AM	1	3413	39	23	62	31	62	31	Artic	**to "781" (708/740am)
	542AM	2	3408	27	27	54	27	54	27	Artic	**to "781" (725/818am)
	553AM	3	3414	21	24	45	23	45	23	40' - Artic	**to "781" (722/755am)
	622AM	*4*	*3430*	*18*	*19*	*37*	*19*	*37*	*19*	*Coach*	***to 781 (738/811am)*
	610AM	5	3420	23	20	43	22	43	22	Artic	**to "781-A" (802/857am)
	641AM	6	3441	31	43	74	37	74	37	Artic	**to "781" (755/828am)
	647AM	*7*	*3443*	*39*	*28*	*67*	*34*	*67*	*34*	*Coach*	*to "789" (801/837am)*
	654AM	8	3451	28	36	64	32	64	32	Artic	**to "781" (804/837am)
	642AM	9	3437	50	40	90	45	90	45	Artic	
	708AM	10	3413	35	27	62	31	62	31	Artic	**from "781" (546/616am)
	710AM	*11*	*3401*	*31*	*23*	*54*	*27*	*54*	*27*	*Coach*	*from 782 (530/622am)*
	654AM	*12*	*3444*	*29*	*22*	*51*	*26*	*51*	*26*	*Coach*	
	722AM	13	3414	48	49	97	49	97	49	Artic	**from "781" (553/644am)
	727AM	14	3458	51	22	73	37	73	37	Artic	
	712AM	15	3455	24	28	52	26	52	26	Artic	
	738AM	*16*	*3430*	*28*	*39*	*67*	*34*	*67*	*34*	*Coach*	***from "781" (622/655am)*
	725AM	17	3408	42	36	78	39	78	39	Artic	**from "781" (542/632am)
	755AM	18	3441	50	44	94	47	94	47	Artic	**from "781" (641/714am)
	804AM	19	3451	27	28	55	28	55	28	*** 40' - Artic	**from "781" (654/727am)
	802AM	20	3420	47	42	89	45	89	45	Artic	**from "781-A" (610/703am)
	1129AM	21	3002	5	5	10	5	10	5	40 Foot	**to "781" (1212/1240pm)
AM Totals				*693*	*625*	1,318	659	1,318	659		
781	1212PM	1	3002	20	29	49	25	49	25	40 Foot	**from "781" (1129/1153am)
	212PM	2	3003	36	48	84	42	84	42	40 Foot	
	309PM	3	3052	45	60	105	53	105	53	Artic	**to "781" (430/507pm)
	332PM	4	3451	37	27	64	32	64	32	Artic	**to "781-A" (504/601pm)
	340PM	5	3405	20	22	42	21	42	21	40' - Artic	**to "781" (506/543pm)
	351PM	6	3439	46	44	90	45	90	45	Artic	**to "781-A" (532/626pm)
	400PM	7	3422	26	30	56	28	56	28	Artic	**to "781" (518/555pm)
	405PM	*8*	*3431*	*57*	*36*	*93*	*47*	*93*	*47*	*Coach*	
	407PM	*9*	*3028*	*15*	*14*	*29*	*15*	*29*	*15*	*Coach*	
	414PM	*10*	*3434*	*21*	*31*	*52*	*26*	*52*	*26*	*Coach*	*to 782 (534/632pm)*
	421PM	*11*	*3429*	*47*	*20*	*67*	*34*	*67*	*34*	*Coach*	*to 783 (539/629pm)*
	424PM	*12*	*3427*	*17*	*8*	*25*	*13*	*25*	*13*	*Coach*	***to "781-A" (602/655pm)*
	430PM	13	3052	47	46	93	47	93	47	Artic	**from "781" (309/345pm)
	435PM	14	3415	26	20	46	23	46	23	Artic	
	442PM	*15*	*3020*	*36*	*26*	*62*	*31*	*62*	*31*	*Coach*	
	455PM	16	3064	51	49	100	50	100	50	Artic	
	456PM	17	3445	29	17	46	23	46	23	Artic	**to "781" (632/710pm)
	504PM	18	3451	30	23	53	27	53	27	Artic	**from "781-A" (332/428pm)
	506PM	19	3405	14	8	22	11	22	11	Artic	**from "781" (340/416pm)
	518PM	20	3422	39	33	72	36	72	36	*** 40' - Artic	**from "781" (400/436pm)
	532PM	21	3439	35	26	61	31	61	31	Artic	**from "781-A" (351/446pm)
	602PM	22	3427	31	22	53	27	53	27	Coach	**from "781-A" (424/521pm)
	632PM	23	3445	19	26	45	23	45	23	40' - Artic	**from "781" (456/552pm)
PM Totals				*744*	*665*	1,409	705	1,409	705		
781 Total				*1,437*	*1,290*	2,727	1,364	2,727	1,364		

782	530AM	1	3401	10	9	19	10	19	10	40' - Coach	**to "781" (710/743am)
	559AM	2	3417	18	22	40	20	40	20	40' - Coach	**to "785" (800/839am)
	627AM	3	3431	20	16	36	18	36	18	40 Foot	**to "785" (835/906am)
	657AM	4	3448	18	21	39	20	39	20	40 Foot	
	723AM	5	3456	12	16	28	14	28	14	40 Foot	
AM Totals				*78*	*84*	162	81	162	81		
782	336PM	1	3452	20	23	43	22	43	22	40 Foot	to "780" (514/604pm)
	406PM	2	3432	22	23	45	23	45	23	40 Foot	
	436PM	3	3409	23	21	44	22	44	22	40 Foot	
	505PM	4	3436	9	13	22	11	22	11	40 Foot	**from "781" (335/420pm)
	534PM	5	3434	5	8	13	7	13	7	40' - Coach	**from "781" (414/451pm)
PM Totals				*79*	*88*	167	84	167	84		
782 Total				*157*	*172*	329	165	329	165		
783	533AM	1	3403	9	6	15	8	15	8	40 Foot	**to "783" (728/823am)
	601AM	*2*	*3416*	*14*	*17*	*31*	*16*	*31*	*16*	*Coach*	
	628AM	*3*	*3432*	*36*	*34*	*70*	*35*	*70*	*35*	*Coach*	***to "783" (821/858am)*
	658AM	*4*	*3447*	*29*	*26*	*55*	*28*	*55*	*28*	*Coach*	
	728AM	5	3403	22	16	38	19	38	19	40 Foot	**from "783" (533/620am)
	821AM	6	3432	19	17	36	18	36	18	Coach	**from "783" (628/723am)
AM Totals				*129*	*116*	245	123	245	123		
783	*338PM*	*1*	*3424*	*22*	*26*	*48*	*24*	*48*	*24*	*Coach*	***to "783" (509/603pm)*
	410PM	*2*	*3428*	*33*	*24*	*57*	*29*	*57*	*29*	*Coach*	
	439PM	*3*	*3404*	*29*	*17*	*46*	*23*	*46*	*23*	*Coach*	
	509PM	*4*	*3424*	*30*	*13*	*43*	*22*	*43*	*22*	*Coach*	***from "783" (338/425pm)*
	539PM	5	3429	10	11	21	11	21	11	40' - Coach	from "781" (421/458pm)
PM Totals				*124*	*91*	215	108	215	108		
783 Total				*253*	*207*	460	230	460	230		
785	*525AM*	*1*	*3009*	*17*	*16*	*33*	*17*	*33*	*17*	*Coach*	***to "785" (702/739am)*
	548AM	2	3411	22	21	43	22	43	22	Artic	**to "785" (715/754am)
	623AM	*3*	*3425*	*36*	*38*	*74*	*37*	*74*	*37*	*Coach*	***to "785" (745/824am)*
	648AM	4	3442	49	37	86	43	86	43	Artic	**to "785" (818/854am)
	702AM	*5*	*3009*	*39*	*27*	*66*	*33*	*66*	*33*	*Coach*	***from "785" (525/555am)*
	715AM	6	3411	28	27	55	28	55	28	Artic	**from "785" (548/619am)
	730AM	*7*	*3457*	*43*	*33*	*76*	*38*	*76*	*38*	*Coach*	
	745AM	*8*	*3428*	*37*	*27*	*64*	*32*	*64*	*32*	*Coach*	***from "785" (623/654am)*
	800AM	*9*	*3415*	*26*	*19*	*45*	*23*	*45*	*23*	*Coach*	*from "782" (559/652am)*
	818AM	10	3442	19	18	37	19	37	19	40' - Artic	**from "785" (648/724am)
	835AM	11	3431	22	21	43	22	43	22	40 Foot	**from "782" (627/722am)
AM Totals				*338*	*284*	622	311	622	311		
785	308PM	1	3450	30	41	71	36	71	36	40' - Coach	to "785" (441/525pm)
	333PM	2	3027	40	35	75	38	75	38	Artic	**to "785" (502/546pm)
	403PM	3	3059	49	52	101	51	101	51	Artic	**to "785" (533/615pm)
	407PM	*4*	*3402*	*21*	*12*	*33*	*17*	*33*	*17*	*Coach*	
	435PM	5	3443	67	42	109	55	109	55	Artic	**to "785" (603/645pm)
	441PM	*6*	*3450*	*27*	*19*	*46*	*23*	*46*	*23*	*Coach*	***from "785" (308/347pm)*
	502PM	7	3027	45	42	87	44	87	44	Artic	**from "785" (333/412pm)
	533PM	8	3059	25	19	44	22	44	22	40' - Artic	**from "785" (403/446pm)
	603PM	9	3443	19	9	28	14	28	14	40' - Artic	**from "785" (435/519pm)
PM Totals				*323*	*271*	594	297	594	297		
785 Total				*661*	*555*	1,216	608	1,216	608		
Grand Total				2,601	2,317	4,918	2,459	4,918	2,459		

52.89% 47.11% 100.00%

186	93		780
2,727	1,364		781-A
329	165		782
460	230		783
1,216	608		785
NA	NA		789
4,918	2,459		Total

Maple Grove December 24 & 26

Pick Eff 12/13/2014, Reduced Service				Wed	Fri		2
Route	Trip Time	Trip #	Run #	1224	1226	Grand Total	Daily Avg
781	546	1	3404	16	21	37	19
	602	2	3408	24	2	26	13
	622	4	3413	28	22	50	25
	630	5	3416	16	3	19	10
	647	7	3424	35	22	57	29
	654	8	3404	12	15	27	14
	710	11	3408	31	2	33	17
	714	12	3429	13	10	23	12
	722	13	3009	17	33	50	25
	738	16	3413	23	28	51	26
	755	18	3416	28	15	43	22
	804	19	3424	6	7	13	7
	822	20	3408	15	2	17	9
	1129	21	3004	6	8	14	7
AM Totals				*270*	*190*	*460*	*230*
	1212	1	3004	45	9	54	27
	1312	Ex	3004	36	9	45	23
	1412	2	3032	63	16	79	40
	1509	3	3032	33	30	63	32
	1532	4	3407	11	25	36	18
	1540	5	3429	6	7	13	7
	1600	7	3403	10	37	47	24
	1608	9	3035	4	9	13	7
	1621	11	3013	5	20	25	13
	1630	13	3036	4	22	26	13
	1642	15	3410	5	8	13	7
	1655	16	3407	2	8	10	5
	1706	19	3429	8	19	27	14
	1732	21	3403	2	10	12	6
	1802	22	3410	5	5	10	5
	1832	23	3429	4	6	10	5
PM Totals				*243*	*240*	*483*	*242*
781 Total				*513*	*430*	*943*	*472*
Grand Total				513	430	943	472

Maple Grove December 2014 Week "5"

Pick Eff 12/13/2014

Pick Eff 12/13/2014				Mon	Tue	Wed	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Bus Type	Doubles To/From (Before Sort)
Route	Trip Time	Trip #	Run #	1229	1230	1231		3		3		
780	553AM	1	3417	8	10	10	28	9	28	9	40 Foot	**to "780" (728/816am)
	625AM	2	3433	8	7	7	22	7	22	7	40 Foot	
	656AM	3	3030	0	13	5	18	6	18	6	40 Foot	
	728AM	4	3417	14	14	8	36	12	36	12	40 Foot	**from "780" (553/633am)
AM Totals				*30*	*44*	*30*	104	35	104	35		
780	335PM	1	3436	9	6	12	27	9	27	9	40 Foot	to "782" (505/605pm)
	404PM	2	3029	10	11	9	30	10	30	10	40 Foot	
	432PM	3	3410	11	17	3	31	10	31	10	40 Foot	
	514PM	4	3452	7	10	2	19	6	19	6	40 Foot	from "782" (336/434pm)
PM Totals				*37*	*44*	*26*	107	36	107	36		
780 Total				*67*	*88*	*56*	211	70	211	70		
781	546AM	1	3413	33	27	27	87	29	87	29	Artic	**to "781" (708/740am)
	542AM	2	3408	31	27	20	78	26	78	26	Artic	**to "781" (725/818am)
	553AM	3	3414	17	16	13	46	15	46	15	40' - Artic	**to "781" (722/755am)
	622AM	*4*	*3430*	*24*	*34*	*23*	*81*	*27*	*81*	*27*	*Coach*	***to 781 (738/811am)*
	610AM	5	3420	35	28	23	86	29	86	29	Artic	**to "781-A" (802/857am)
	641AM	6	3441	31	32	26	89	30	89	30	Artic	**to "781" (755/828am)
	647AM	*7*	*3443*	*36*	*32*	*22*	*90*	*30*	*90*	*30*	*Coach*	*to "789" (801/837am)*
	654AM	8	3451	34	40	27	101	34	101	34	Artic	**to "781" (804/837am)
	642AM	9	3437	47	32	37	116	39	116	39	Artic	
	708AM	10	3413	26	21	19	66	22	66	22	Artic	**from "781" (546/616am)
	710AM	*11*	*3401*	*18*	*32*	*16*	*66*	*22*	*66*	*22*	*Coach*	*from 782 (530/622am)*
	654AM	*12*	*3444*	*10*	*34*	*24*	*68*	*23*	*68*	*23*	*Coach*	
	722AM	13	3414	36	41	33	110	37	110	37	Artic	**from "781" (553/644am)
	727AM	14	3458	33	28	24	85	28	85	28	Artic	
	712AM	15	3455	28	30	15	73	24	73	24	Artic	
	738AM	*16*	*3430*	*38*	*30*	*32*	*100*	*33*	*100*	*33*	*Coach*	***from "781" (622/655am)*
	725AM	17	3408	29	30	19	78	26	78	26	Artic	**from "781" (542/632am)
	755AM	18	3441	37	50	23	110	37	110	37	Artic	**from "781" (641/714am)
	804AM	19	3451	33	26	14	73	24	73	24	*** 40' - Artic	**from "781" (654/727am)
	802AM	20	3420	18	39	27	84	28	84	28	Artic	**from "781-A" (610/703am)
	1129AM	21	3002	4	5	5	14	5	14	5	40 Foot	**to "781" (1212/1240pm)
AM Totals				*598*	*634*	*469*	1,701	567	1,701	567		
781	1212PM	1	3002	16	8	8	32	11	32	11	40 Foot	**from "781" (1129/1153am)
	212PM	2	3003	22	32	64	118	39	118	39	40 Foot	
	309PM	3	3052	34	47	58	139	46	139	46	Artic	**to "781" (430/507pm)
	332PM	4	3451	43	38	44	125	42	125	42	Artic	**to "781-A" (504/601pm)
	340PM	5	3405	17	15	15	47	16	47	16	40' - Artic	**to "781" (506/543pm)
	351PM	6	3439	47	37	16	100	33	100	33	Artic	**to "781-A" (532/626pm)
	400PM	7	3422	42	35	27	104	35	104	35	Artic	**to "781" (518/555pm)
	405PM	*8*	*3431*	*37*	*39*	*14*	*90*	*30*	*90*	*30*	*Coach*	
	407PM	*9*	*3028*	*21*	*10*	*6*	*37*	*12*	*37*	*12*	*Coach*	
	414PM	*10*	*3434*	*23*	*32*	*16*	*71*	*24*	*71*	*24*	*Coach*	*to 782 (534/632pm)*
	421PM	*11*	*3429*	*38*	*20*	*18*	*76*	*25*	*76*	*25*	*Coach*	*to 783 (539/629pm)*
	424PM	*12*	*3427*	*17*	*31*	*9*	*57*	*19*	*57*	*19*	*Coach*	***to "781-A" (602/655pm)*
	430PM	13	3052	46	49	15	110	37	110	37	Artic	**from "781" (309/345pm)
	435PM	14	3415	22	32	12	66	22	66	22	Artic	
	442PM	*15*	*3020*	*30*	*13*	*6*	*49*	*16*	*49*	*16*	*Coach*	
	455PM	16	3064	48	38	15	101	34	101	34	Artic	
	456PM	17	3445	17	19	25	61	20	61	20	Artic	**to "781" (632/710pm)
	504PM	18	3451	11	38	8	57	19	57	19	Artic	**from "781-A" (332/428pm)
	506PM	19	3405	33	10	2	45	15	45	15	Artic	**from "781" (340/416pm)
	518PM	20	3422	20	21	34	75	25	75	25	*** 40' - Artic	**from "781" (400/436pm)
	532PM	21	3439	17	29	5	51	17	51	17	Artic	**from "781-A" (351/446pm)
	602PM	*22*	*3427*	*26*	*19*	*8*	*53*	*18*	*53*	*18*	*Coach*	***from "781-A" (424/521pm)*
	632PM	23	3445	18	18	4	40	13	40	13	40' - Artic	**from "781" (456/552pm)
PM Totals				*645*	*630*	*429*	1,704	568	1,704	568		
781 Total				*1,243*	*1,264*	*898*	3,405	1,135	3,405	1,135		
782	530AM	1	3401	10	9	4	23	8	23	8	40' - Coach	**to "781" (710/743am)
	559AM	2	3417	15	14	12	41	14	41	14	40' - Coach	**to "785" (800/839am)
	627AM	3	3431	30	30	7	67	22	67	22	40 Foot	**to "785" (835/906am)
	657AM	4	3448	22	20	9	51	17	51	17	40 Foot	
	723AM	5	3456	16	14	10	40	13	40	13	40 Foot	
AM Totals				*93*	*87*	*42*	222	74	222	74		

782	336PM	1	3452	18	9	14	41	14	41	14	40 Foot	to "780" (514/604pm)
	406PM	2	3432	20	42	4	66	22	66	22	40 Foot	
	436PM	3	3409	14	14	5	33	11	33	11	40 Foot	
	505PM	4	3436	19	13	6	38	13	38	13	40 Foot	**from "781" (335/420pm)
	534PM	5	3434	4	9	5	18	6	18	6	40' - Coach	**from "781" (414/451pm)
PM Totals				*75*	*87*	*34*	196	65	196	65		
782 Total				*168*	*174*	*76*	418	139	418	139		
783	533AM	1	3403	8	7	5	20	7	20	7	40 Foot	**to "783" (728/823am)
	601AM	*2*	*3416*	*10*	*8*	*5*	*23*	*8*	*23*	*8*	*Coach*	
	628AM	*3*	*3432*	*24*	*28*	*18*	*70*	*23*	*70*	*23*	*Coach*	***to "783" (821/858am)*
	658AM	*4*	*3447*	*20*	*25*	*15*	*60*	*20*	*60*	*20*	*Coach*	
	728AM	5	3403	21	18	5	44	15	44	15	40 Foot	**from "783" (533/620am)
	821AM	*6*	*3432*	*18*	*20*	*9*	*47*	*16*	*47*	*16*	*Coach*	***from "783" (628/723am)*
AM Totals				*136*	*112*	*116*	264	88	264	88		
783	*338PM*	*1*	*3424*	*20*	*10*	*19*	*49*	*16*	*49*	*16*	*Coach*	***to "783" (509/603pm)*
	410PM	*2*	*3428*	*24*	*28*	*9*	*61*	*20*	*61*	*20*	*Coach*	
	439PM	*3*	*3404*	*32*	*35*	*11*	*78*	*26*	*78*	*26*	*Coach*	
	509PM	*4*	*3424*	*21*	*18*	*3*	*42*	*14*	*42*	*14*	*Coach*	***from "783" (338/425pm)*
	539PM	5	3429	5	9	1	13	4	13	4	40' - Coach	from "781" (421/458pm)
PM Totals				*100*	*100*	*43*	243	81	243	81		
783 Total				*236*	*212*	*159*	507	169	507	169		
785	*525AM*	*1*	*3009*	*26*	*23*	*13*	*62*	*21*	*62*	*21*	*Coach*	***to "785" (702/739am)*
	548AM	2	3411	14	13	12	39	13	39	13	Artic	**to "785" (715/754am)
	623AM	*3*	*3425*	*54*	*38*	*16*	*108*	*36*	*108*	*36*	*Coach*	***to "785" (745/824am)*
	648AM	4	3442	36	37	26	99	33	99	33	Artic	**to "785" (818/854am)
	702AM	*5*	*3009*	*39*	*29*	*13*	*81*	*27*	*81*	*27*	*Coach*	***from "785" (525/555am)*
	715AM	6	3411	35	25	14	74	25	74	25	Artic	**from "785" (548/619am)
	730AM	*7*	*3457*	*37*	*40*	*20*	*97*	*32*	*97*	*32*	*Coach*	
	745AM	*8*	*3428*	*16*	*24*	*20*	*60*	*20*	*60*	*20*	*Coach*	***from "785" (623/654am)*
	800AM	*9*	*3415*	*24*	*22*	*12*	*58*	*19*	*58*	*19*	*Coach*	*from "782" (559/652am)*
	818AM	10	3442	19	15	9	43	14	43	14	40' - Artic	**from "785" (648/724am)
	835AM	11	3431	4	6	12	22	7	22	7	40 Foot	**from "782" (627/722am)
AM Totals				*304*	*272*	*167*	743	248	743	248		
	308PM	1	3450	36	30	40	106	35	106	35	40' - Coach	to "785" (441/525pm)
	333PM	2	3027	29	38	22	89	30	89	30	Artic	**to "785" (502/546pm)
	403PM	3	3059	54	38	20	112	37	112	37	Artic	**to "785" (533/615pm)
	407PM	*4*	*3402*	*23*	*17*	*10*	*50*	*17*	*50*	*17*	*Coach*	
	435PM	5	3443	64	59	41	164	55	164	55	Artic	**to "785" (603/645pm)
	441PM	*6*	*3450*	*14*	*15*	*3*	*32*	*11*	*32*	*11*	*Coach*	***from "785" (308/347pm)*
	502PM	7	3027	50	39	13	102	34	102	34	Artic	**from "785" (333/412pm)
	533PM	8	3059	16	14	2	32	11	32	11	40' - Artic	**from "785" (403/446pm)
	603PM	9	3443	13	20	12	45	15	45	15	40' - Artic	**from "785" (435/519pm)
PM Totals				*299*	*270*	*163*	732	244	732	244		
785 Total				*603*	*542*	*330*	1,475	492	1,475	492		
Grand Total				2,317	2,280	1,519	6,016	2,005	6,016	2,005		

38.51%	37.90%	25.25%	101.66%

211	70		780
3,405	1,135		781-A
418	139		782
507	169		783
1,475	492		785
NA	NA		789
6,016	2,005		Total

Rte 781			9541			1
Rte 781			9543			2

Mike Opatz

From: Mike Opatz
Sent: Wednesday, January 07, 2015 10:22 AM
To: Hadel, Mike
Cc: Mike Opatz; Jay.Kluge@metrotransit.org
Subject: missing ridership from 12/31/14 - extra trips

Mike,

As a follow-up to our phone conversation today, below is what I counted for ridership from 12/31/14 for Route 781 pm trips 1 through 4 using the cameras at the Transit Station:

Trip 1

- Bus 3111 at 12:41 pm had 22 riders – ***add to final count***
- Bus 3115 at 12:41 had 8 riders - ***matches your spreadsheet***

Trip 2

- Bus 3111 at 2:41 pm had 64 riders - ***matches your spreadsheet***
- Bus 3115 at 2:43 pm had 30 riders - ***add to final count***

Trip 3

- Bus MG18 at 3:38 pm had 24 riders ***add to final count***
- Bus 3109 at 3:39 pm had 58 riders - ***matches your spreadsheet***

Trip 4

- Bus 60068 at 4:01 pm had 44 riders - ***matches your spreadsheet***
- Bus 60033 at 4:01 pm had 8 riders - ***add to final count***

Please add the missing ridership to your totals. Thanks.

Mike Opatz

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 1/27/2015 **Item Number:** E.

Agenda Item: Review Transit Award Nominations

Enclosed is a summary of the 2015 Transit Award Nominations received by riders. The Transit Commission will review and discuss the 2015 nominations at the meeting. Also included is a history of those who have received the award in the past.

Below is the policy that governs the award eligibility, which was adopted by the Transit Commission on 1/28/03:

- *Individuals who never have received an award will be considered if they receive at least one nomination. The Transit Commission will make the final approval.*
- *Individuals can receive awards more than once provided they receive at least three nominations, but cannot receive an award two years in a row.*
- *Any person who has received an award in the past, but get less than three nominations in a subsequent year will receive a commendation letter for their personnel file.*

Summary of 2015 Transit Award Nominations

Kirby Brown

- Morning Mike, hope all is well. Just wanted to send "kudos" about the driver on Route 12 this morning from the transit station. Bus #60020 (inside id no.??). What a conscientious nice man. Greeted me and actually offered to help me with my bag—no driver has ever done that! As we departed, he said what a nice morning it was, the temp inside the bus was 72 degrees and to let him know if that comfort level was ok or not; sit back and rest if you like, I'll be sure to let you know the stops, be sure to watch your step leaving the bus, and then indicated his appreciation for riding with him. WOW! Good job!!!! Thanks!! Cheryl

Lockhart Pennon

- Good morning. I would like to nominate the driver of the Maple Grove 781A run #17 in the afternoon/evening. He is an excellent driver who is always looking out for his passengers safety by driving slow 'by other driver's standards'. Personally I would rather reach my destination in one piece instead of wondering why the bus is sitting on the side of the road after being pulled over by an officer for excise speed. This particular driver knows is 'regular' passengers and watches for them at their stops. Beverly

Dana Williams

- Hi, I would like to nominate Dana (spelling might be incorrect). He drives the 785 route that I ride on. It leaves the Maple Grove Parkway Station at 6:23 am. Today is his last day on this route before he switches to another route. Dana is very nice, polite and accommodating. I am really going to miss seeing him, starting my day off with a smile and pleasant attitude. I hope he wins this nomination!!! Thank you, Muriel

Brittnay Plaisted

- The driver of Maple Grove bus run #15 for 781A: This driver did an exceptional job dealing with the stop and go traffic on 94 (heading to downtown Minneapolis) this morning. There were multiple accidents on the right shoulder stopping traffic. The driver of run 15 maneuvered the bus into the left lane keeping the bus moving as traffic allowed. We arrived downtown a few minutes late despite the traffic tie-ups. This driver has done an excellent job morning the past 2 weeks dealing with the slow moving traffic going into downtown Minneapolis on 94. Bev

Wade Johnson

- I would also, like to nominate the driver of 785 evening run #7: This driver does an excellent job dealing with afternoon rush-hour traffic. He does his best to get the bus safety to the park and ride in a timely manner. Bev

Richard Knight *(Has received MGT Award in 1999, 2002, 2004, 2006, 2011, 2013)*

- Please see my nomination below. Richard Knight, Route 783, 6:28 am. Richard is dependable, conscientious and provides a warm, friendly greeting EVERY morning even on the coldest, darkest days of the year! He treats us like family and safely gets us to our destination on time. It has been great to have him consistently be our driver for that route and time. Paula L.

Bill McLean *(Received Award in 2008)*

- Bill is Awesome!!! Route. 785-3:13pm bus trip. Bill has been the nicest and most caring driver I have ever had!! Bill not only says hello and have a good day but will ask how people are doingJ Bill is not someone I would call a "young buck" but he does his job and has the attitude of a "young buck"! Bill deserves to be recognized and I hope this email helps him earn thatJ Thank You and have a great day! Sara D.

Denise Newton *(Received awards in 2009, 2004, and 2002)*

- Hi Mike, I'd like to nominate Denice (2071) as a rider of 783 AM Trip 5. She is both friendly and courteous and a skilled driver to boot. She does a very good job. **Terry C.**

Brenda Lutzke *(received an award in 2012 and 2014)*

- I asked another person she said her name is Ms. Brenda and she does it everyday. I don't usually ride the trip 7 781 but she was wonderful and I really liked her. I have been riding the bus from the main transit center for 6yrs. This is the first time I have seen this driver. She was very quick at getting us out to Maple Grove and then upon getting there she opened the door passengers started to exit she told them to have a good evening and then she got up out of the seat and was looking all passengers in the eyes and thanking them and telling them to have a great evening. I have never seen a driver get up and look us in the eyes upon exit. I really appreciated her kindness and professional disposition. I don't know her name or if I will see her again but wanted someone to know how nice she is how professional she is. thank you for your time. Roberta

- Brenda, was very kind and helpful in my experience using the bus for the first time for Jury duty. She greeted all the customers and was a great driver.. Voice Mail from Shelia J.

- Good morning I wanted to send my compliments to you regarding the professional manor this young lady had yesterday when smoke filled the bus at 10th and 2nd ave. My wife and I had been to the hollidazle and were going home when we loaded and the bus filled with smoke from the front the driver had us all get out and she called for help. Thus driver even though it was filling with smoke made sure we were all out and all OK. She also ensured that we all got on the trip 19 bus safely. Please thank her for her help in such a chaotic scene. What could have been a very frightening ordeal was treated so quickly and calm by her. Thank you for your time. Sincerely, Scott and Angie O.

- Good Evening, I wanted to send an email to tell you about our experience this evening. We were coming out of downtown and came to the stop of Marquette and 3rd street and the driver pulled over and I heard her ask if someone needed an ambulance. The driver then called and was able to talk to someone on the phone to tell them that a female was on the ground and bleeding and that the bystander thought she may have broken her hip. The driver also while waiting for the phone gave them some water, and kleenex for the lady who fell down. As the driver was leaving she apologized to all of us and explained that she had to stop and make sure the elderly lady was ok. I thought that what she did was wonderful and no one on the bus was upset. Not many of the drivers would have stopped and I thought you should be aware. Sincerely, Missy

Bonnie Ripple *(received awards, 1999, 2002, and 2008)*

- Dear Nominations Committee. Please consider my Bus driver, Ms. Bonnie for "The Best Bus Driver's" Award. She is always cheerful, helpful, and kind. She remembers her passengers and many of our names. She is conscientious, and is a careful driver and always concerned for all of our safety. Bonnie is mindful of bus schedules and times and is knowledgeable of other bus routes and bus pass procedures/ transit information. I deeply appreciated her and all her efforts. In my opinion, Ms. Bonnie is an "Exceptional Bus Driver" and should be given "The Best Bus Driver's Award. Thank you for your times. Sincerely Veronica
-

Customer Commendation

Forward Department: MJR TRANSP
Contact ID: 2014-09074
Contact Created Date: 5/16/14 13:33
Received Via: Email

Category / Code: Behavior / Representation

Event Date: 5/16/2014

Event Description:
The bus driver was very friendly and helpful.

Employee Description:
Female

CR Notes:
Response: No .. Occurrence Location: Hemlock & 73 Ave. N. ... Occurrence Time: 06:09:00

Route: 780
Employee # 7628 ☑ CS
Vehicle # ☐ CS
Duty #
Direction EB

Board: HEMLOCK & 73 6:09
Timepoint: 0:00
Alight: 0:00
Transfer:

SSR: N SSR #
Hastus: N

Go-To: N Go-To #
Playback: Y

Customer Followup:

Employee Feedback:

Supervisor Action:

Verification: ☐ Customer ☐ Operator ☐ Video ☐ Audio ☐ SMARTCoM

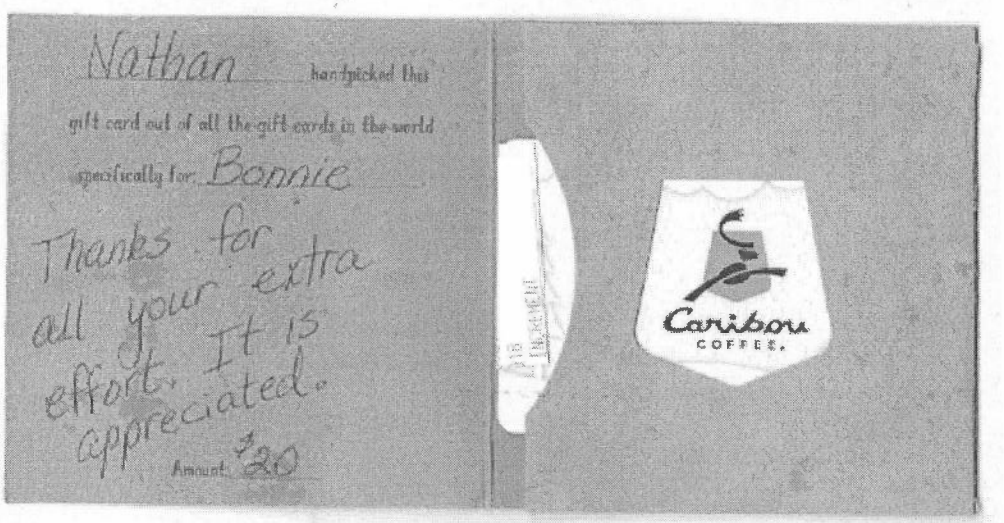
Received Date: 5/16/2014 14:13:11
Assigned To:
Closed Date:
Closed By:

Record Employee File:

Customer Response:
Customer Contacted:

Scan Badge: ☐ Refuse to Scan

-


Nathan hand-picked this
gift card out of all the gift cards in the world
specifically for Bonnie
Thanks for
all your extra
effort. It is
appreciated.
Amount: $20
Caribou
COFFEE

History of Maple Grove Transit Awards

2014 MGT Awards Presentation

- Brenda Lutzke
- Lance Wallace
- Charlie Pruyn
- Wayne Dalida
- Tanner Lind

2013 MGT Awards Presentation

- Carmilla Peterson
- Morley Lehrer
- Carol Arthur
- Bridget McAroy
- Thomas Noland
- Richard Knight

2012 MGT Awards Presentation

- Brenda Lutzke
- Marvin Hill
- Milton Jones
- Bruce Ekdahl
- Ronald Jones
- Nora Kurkowski
- Wayne Dalida

2011 MGT Awards Presentation

- Lillie Loving, Metro Transit
- Michael Gulickson, Metro Transit
- Edward Page, Metro Transit
- Jon Bendix, Metro Transit
- Teresa Bolduc, Metro Transit
- Bonny Thomason, Metro Transit
- Richard Knight, Metro Transit

2010 MGT Awards Presentation

- Aleksander Mazur, Metro Transit
- Wayne Dalida, Metro Transit
- Deborah Ekstedt, Metro Transit
- Jeff Marlin, Midwest Paratranist
- Jim Koniar ***(Commissioner's Award)***

2009 MGT Awards Presentation

- L Newton
- McKinley Bogan*
- Christopher Taylor
- Bonny Thomason
- Charlie Chase*
- Richard Pratschner

* *Not in attendance.*

2008 MGT Awards Presentation

- Anthony James, Route 782 Metro Transit
- Brian Lundgren, Route 781 Metro Transit
- Wayne Dalida, Route 781 Metro Transit
- Kimberly King Route 781 Metro Transit
- Lee Johnson Route 781 Metro Transit
- Nancy Amerson Route 781 Metro Transit
- Bonnie Lunning, Route 782 Metro Transit
- Bill McLean, Route 782 Metro Transit
- Tiffany Jackson, Route 781 Metro Transit
- Michael Mucker, Route 784 Metro Transit
- Keith Johnston, Route 783 Metro Transit
- Wayne Smetana, Route 788 Midwest Paratransit
- Calvin Harris, dial-a-ride Midwest Paratransit

2007 MGTS Awards Presentation

- Margaret Stephens, Metro Transit, Rt. 782 a.m. driver
- Tim Monahan, First Student, Rt. 783 a.m. and p.m. driver
- Harold Green, Metro Transit, Rt. 781A driver
- Richard Amerson, Metro Transit Route 781
- Arlando Sommerville, First Student, Rt. 780 driver
- Hugh Hudson, Metro Transit, Assistant Garage Manager*
- Shelia Brown, First Student, Assistant Manager of Transit*

* = Commissioner's Award

2006 MGTS Awards Presentation

- Kimberly King, Metro Transit driver
- James Kowalczyk, Metro Transit driver
- Richard Knight, Metro Transit driver
- Richard Amerson, Metro Transit driver
- Bonnie LaBarre, Metro Transit driver
- Paul Caouette, Metro Transit driver
- Nona Wood, Metro Transit driver
- Roger Martin, First Student driver
- Derrick Robinson, Metro Transit driver
- Maria Hennes, Metro Transit driver
- Bruce Bakke, Metro Transit Street Supervisor
- Bill Patten, Dial-a-Ride Dispatcher
- Nam Heng , First Student driver
- Tony Andrews, First Student, Rt. 789 driver

Note: Tim Monahan, a First Student driver nominated by Kelly Rogers and Richard White, will be given a letter of commendation. Tim was not eligible this year being he was awarded the Distinguished Service Award in 2005

2005 MGTS Awards Presentation

Distinguished Service Award

- Keith Glenn, First Student driver
- Tim Monahan, First Student driver
- Scott Olson, Midwest Paratransit Service driver
- Gene Kadlac, Metro Transit driver
- Joseph Lentz, Metro Transit driver
- Timothy Daniel, Metro Transit driver
- Terry Londroche, Metro Transit driver

Commissioner's Award

- Mark Johnson, Metro Transit Manager
- Mike Kelley, First Student Manager

2004 MGTS Awards Presentation

- Delroy Wendt — Metro Transit, driver
- Nora Kurkowski — Metro Transit, driver
- Josh Daniels — Metro Transit, driver
- Richard Knight — Metro Transit, driver
- Gregory Stowe — Metro Transit, mechanic
- T. C. Wilson — First Student, driver
- Denise Newton — Metro Transit, driver
- Debbie Ekstedt — Metro Transit, driver
- Lloyd Anderson — Metro Transit, driver
- Larry Wilson — Dial-A-Ride Driver

2003 MGTS Awards Presentation

- Gerald Vernon, Metro Transit
- Keith Johnston, Metro Transit
- Brian Lundgren, Metro Transit
- Paul Caouette, Metro Transit
- Tsegaa Negawo, Metro Transit
- Donald Smith, AC Transportation
- Jerry Kellen, First Student

2002 MGTS Awards Presentation

- Ron Klein, First Student
- Sheila Brown, First Student
- Richard Knight, Metro Transit
- Bonnie Lunning, Metro Transit
- Denise Newton, Metro Transit
- Tim Monahan, First Student
- Joshua Daniels, Metro Transit
- John Czyscon, Metro Transit
- Dollian Davis, AC Transportation

2001 MGTS Awards Presentation

- Larry Wilson, Alternative Choice Transportation – DAR Driver
- Bill Patten, Alternative Choice Transportation – DAR Dispatcher
- Ron Klein, First Student, Inc. – 94T Driver

- JoAnn Blumenthal, Metro Transit – 94R Driver
- Al Sexton, Metro Transit - 94N Driver
- Cheryl Zaic, Metro Transit - 94N Driver

2000 MGTS Awards Presentation

- Debbie Ekstedt, Metro Transit Driver Route 94P.
- Rick Burnham, Director of Maintenance, First Student (Ryder)
- Public Works Staff (Rod Keller)
- Mark Johnson. Metro Transit MJR Garage Manager.

1999 MGTS Awards Presentation

- Sheila Brown, Ryder – 94T.
- Willie Holland, Ryder – Shuttle Bus Driver.
- Melvyn Magree, Ryder- 94N.
- Richard Knight, Metro Transit – 94P.
- Joshua Daniels, Metro Transit – 94P.
- Bonnie Lunning, Metro Transit-94R (a.k.a the singing bus driver")
- JoAnn Blumenthal, Metro Transit – 94R..
- Scott Zierdan, ACT – Dial a Ride.
- Vince Pellegrin, Director of Maintenance, Metro Transit.

1998 MGTS Awards Presentation

- Ron Klein - Medicine Lake Lines (94T Driver)
- Wilhelm Wolf - Medicine Lake Lines (Shuttle Bus Driver)
- Marlys Hermanson - Medicine Lake Lines Driver (94N Driver)
- Christine Radimecky – Metro Transit Driver (94R Driver)
- Art Thell, Provider Operations Manager, Metro Mobility

MGTS Awards Presentation

- Jim Porrazzo, MCTO Driver
- MaryJo Carrier, Assistant Transportation Manager, MJR Garage, MCTO.
- Carmen Garcia, Medicine Lake Lines Bus Driver;
- Ron Webb, Medicine Lake Lines Bus Driver
- Paul Colton, Project Manager, Metropolitan Council - Transit Division

1996 MGTS Awards Presentation

- Lloyd Anderson - MCTO Driver,
- Robert Gliniany - MCTO Driver,
- Max Wilcoxson - MCTO Driver, John Czyscon - MCTO Driver,
- Deborah Ekstedt - MCTO Driver,
- Billy Hill - MCTO Driver,
- Oscar Mora- MLL Driver.
- Team Transit Aaron Isaacs and George Serumgard
- Judy Turner - MCTO Graphic Artist

1995 MGTS Awards Presentation

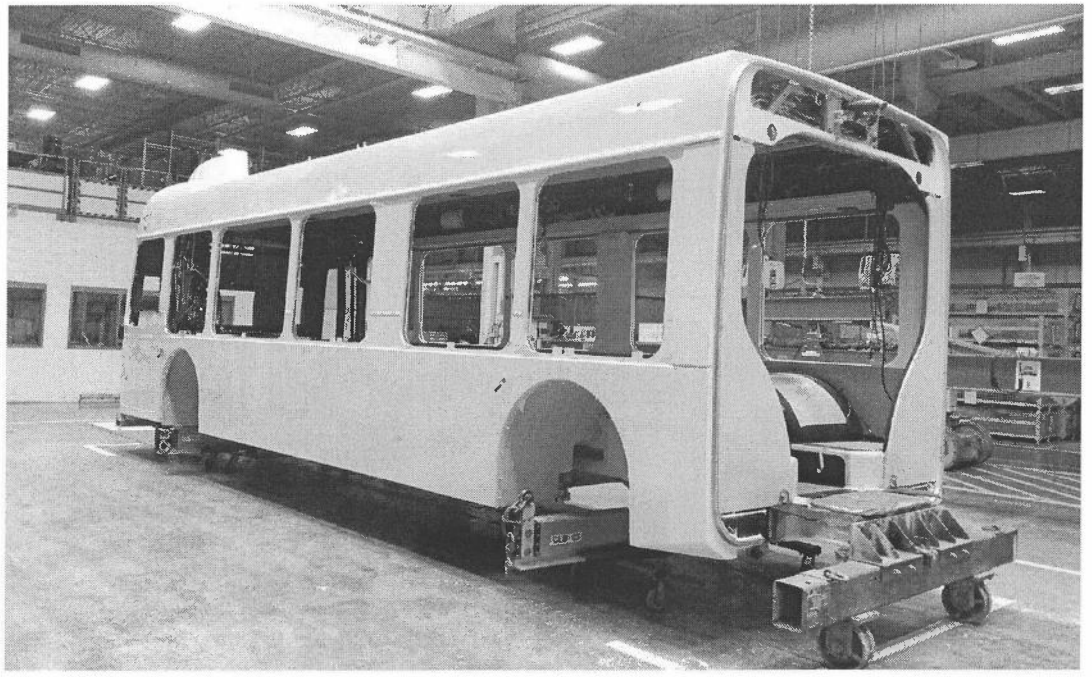
- Sheir Gingerich, MCTO,

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: January 27, 2015 **Item Number:** F.

Agenda Item: Update on New Articulated Bus Delivery

In 2014, the Metropolitan Council provided federal funding for Maple Grove Transit to buy four expansion articulated buses from New Flyer. The building of these buses began on January 5 at the St. Cloud facility. Delivery is estimated by the end of February. I will be attending on January 28 a technical audit to determine compliance with the bid specifications as the first buses are near completion. Staff from Metro Transit and the Metropolitan Council will attend as well. The buses likely will not be put into service until the June 2015 round of service changes when the Route 785 is proposed to implement additional trips.



New Flyer – Production – St. Cloud, MN

SR-1873

Weekly Report #1

Week Ending January 9, 2015

To:

From: Paul S. Germo

Introduction

This report documents the events and status of the bus production at the New Flyer Plant in St. Cloud, Minnesota. These reports will be progressively numbered and will additionally be identified by the week ending date. These reports are intended to keep the MET Couincil Maple Grove Transit Project Manager informed of all key events that occur during the production of the MET Couincil Maple Grove Transit Buses. In addition, these reports will serve as a permanent record of the production activity and will be added to the final report that will be submitted for verification of the inspection process for future FTA triennial reviews.

Monday January 5, 2015

- **1st Coach – A-Box** - Sub-Assembly complete
  - Chassis - Walls and roof weld in process
- **1st Coach – B-Box** – Finished in Sub-Assembly
  - Chassis - Walls and roof weld in process
-

Tuesday January 6, 2015

- **1st Coach – A-Box -** Chassis - Walls and roof weld joined – enters weld QA Tonight
- **1st Coach – B-Box** – Chassis - Walls and roof weld being joined – enters weld QA Tonight

Wednesday January 7, 2015

- **1st Coach – A-Box –** Through weld QA Last night - Line entered
  - Plywood sub-flooring installed and powes steering box
  - Air tanks installed
- **1st Coach – B-Box** – Through weld QA Last night - Line entered
  - Zinc Primed and joint sealing complete
  - Plywood sub-flooring in process

Thursday January 8, 2015

- **1st Coach – A-Box**
  - Exterior panles harnesses and air tanks Installed
  - Anti-corrosion completed
  - Roof Installed
  - Sub-flooring being prepared for flooring installation
- **1st Coach – B-Box**
  - Exterior panles harnesses and air tanks Installed
  - Anti-corrosion completed last night
  - Roof Installed

- **1st Coach – A-Box – Finished in Weld**
  - Line enters tonight
- **2nd Coach – B-Box**
  - Line enters tonight

Friday January 9, 2015

- **1st Coach – A-Box –**
  - Flooring instalations completed
  - Under-body instalations in process
- **1st Coach – B-Box –**
  - Sub-flooring Preperation completed
  - Flooring instalations in process
- **1st Coach – A-Box –**
  - Sub-flooring installed
  - Power steerin Box installed
  - Air tanks and Power Steering Lines installation
- **2nd Coach – B-Box**
  - Through Grit Blast, Zinc Prime
  - Plywood Sub-flooring being installed

Numbers of units released this week

0

GENERAL WEEKLY REVIEW

PAUL S. GERMO
320-492-1391

PAUL S. GERMO

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: January 27, 2015 **Item Number:** G.

Agenda Item: Route 785 Service Restructuring

Due to the growing demand and bus overloads on the Route 785, Maple Grove Transit has been working with Metro Transit on an expanded and restructured trip time schedule. Presently, there are eleven inbound trips in the morning and nine outbound trips in the evening. The service expansion plan would have 13 a.m. trips and 12 p.m. trips. Due to this expansion, some current trip times are proposed to be adjusted to maximize service efficiencies, allow for greater trip time options and even out ridership loads. At the time this agenda was printed, the service plan details were still being finalized. The attachment represents a draft service plan comparing the current trip start times versus the proposed trip start times. The new articulated buses would be assigned to the Route 785 to implement the new trips.

Current Plan - A.M. Trips			
Trip No.	Parkway Station	4th St & Henn. Ave.	AVG Riders
1	525	5:50	23
2	548	613	32
3	623	648	41
4	648	718	59
5	702	733	53
6	715	748	51
7	730	803	47
8	745	818	51
9	800	833	33
10	818	848	32
11	835	900	30

Rt. 785 a.m. Trips - June 2015		
Trip No.	Parkway Station	4th St & Henn. Ave.
1	525	550
2	550	615
3	625	650
4	640	710
5	650	720
6	700	730
7	710	740
8	720	750
9	730	800
10	740	810
11	755	825
12	815	840
13	830	855

Current Plan - P.M. Trips		
Trip No.	2nd Ave. 10th Street	AVG Riders
1	313	36
2	338	56
3	408	63
4	413	34
5	440	66
6	447	34
7	507	66
8	537	40
9	607	24

Rt. 785 p.m. - June 2015	
Trip No.	2nd Ave. 10th Street
1	313
2	336
3	342
4	355
5	405
6	415
7	435
8	445
9	505
10	510
11	535
12	607

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: January 27, 2015 **Item Number:** H.

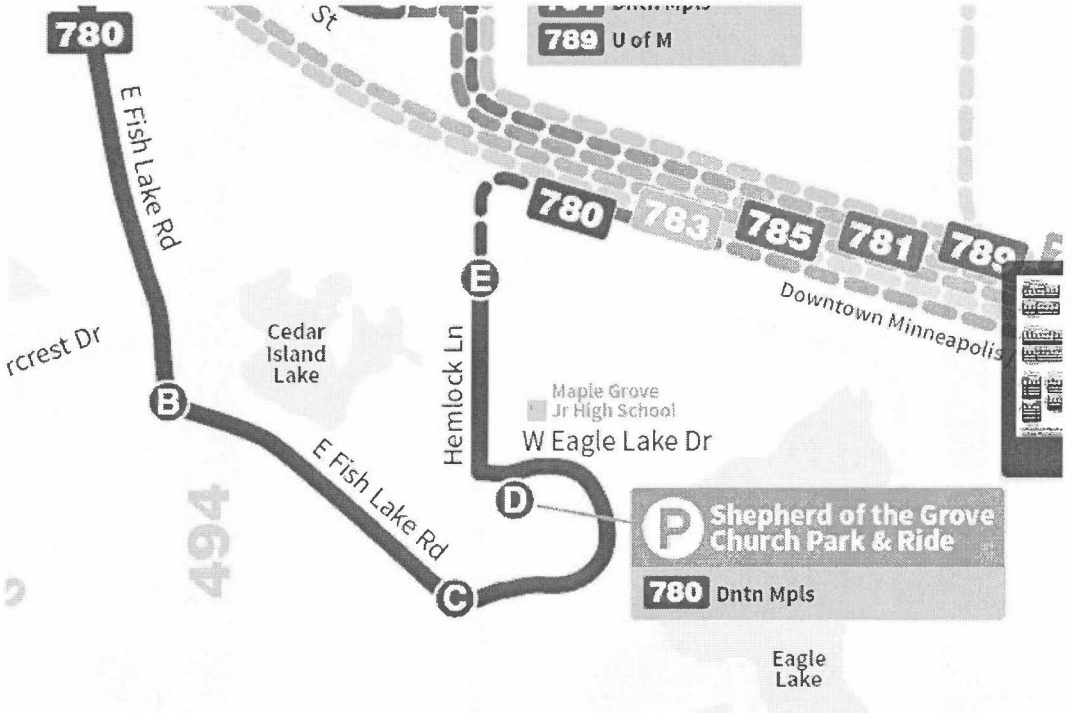
Agenda Item: Relocation of the Shepherd of the Grove Bud Shelter

---

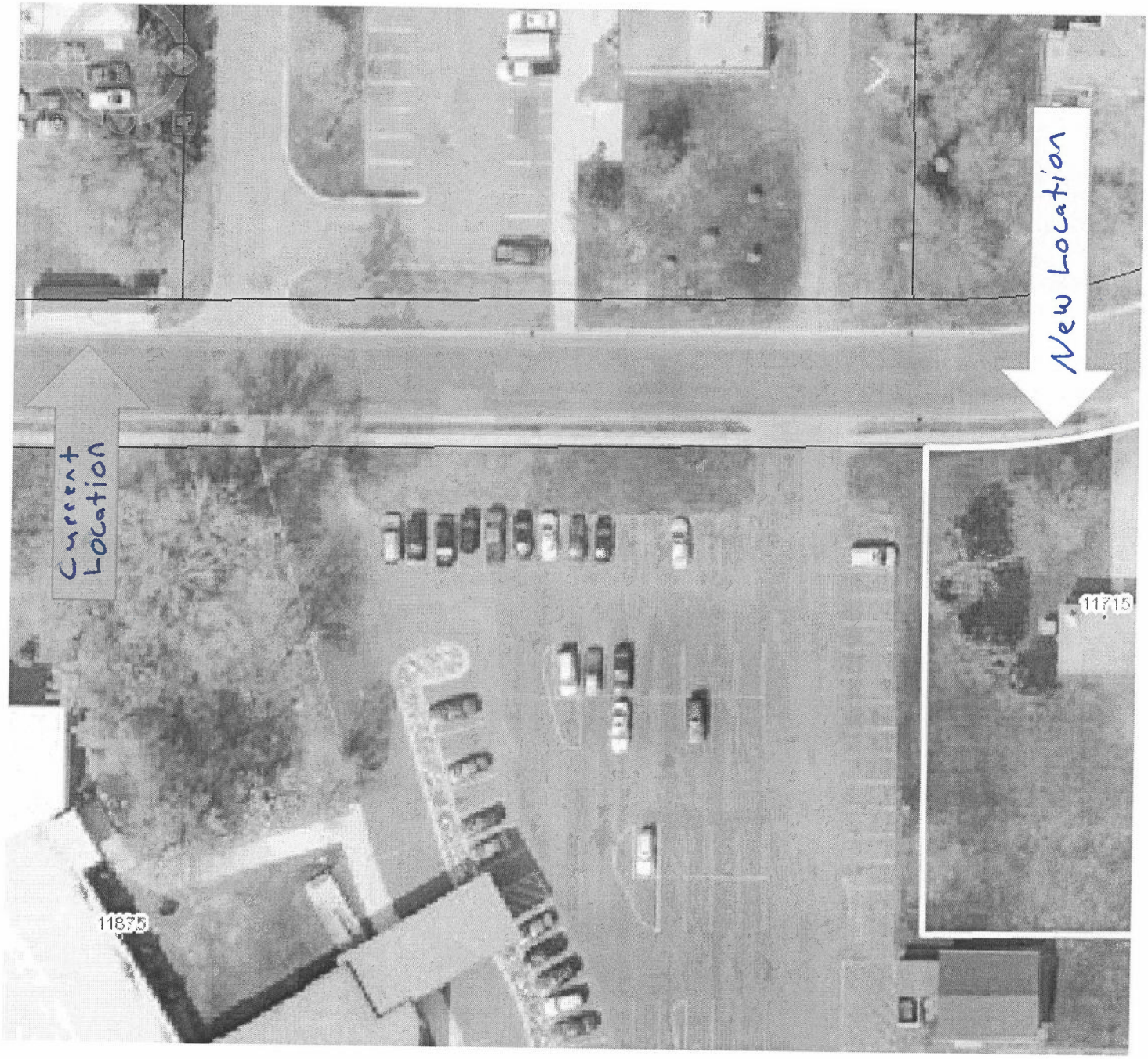
Maple Grove Transit is seeking quotes to move the bus shelter (see attached photo) currently located across the street from the Shepherd of the Grove Church park-and-ride lot. The new destination would be a City well pump house on the east corner of the park-and-ride lot. See attachment. This new location would improve pedestrian safety for the bus riders and allow the City to affordably install power to the shelter for lights and heaters.

The City is currently requesting quotes from local construction contractors who would disassembled and reassemble shelter compared to quotes from building moving companies that would just move the entire shelter.

With this change, the Rt. 780 a.m. buses would be re-routed to operate clockwise through the West Eagle Lake loop versus the current counter-clockwise routing. The p.m. buses would continue their current counter-clockwise routing through the West Eagle Lake loop.



Employment
Health & Medical


New Location
Current Location
11715
11875

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: January 27, 2015 **Item Number:** I.

Agenda Item: Date and Time of Next Meeting / Adjournment

Recommended Committee Action:

Motion made by Commission member _____, seconded by Commission member _____, to adjourn.

A. Next Scheduled Meeting:

- March 31, 2015