AGENDA

MAPLE GROVE TRANSIT COMMISSION

6:30 P.M.
November 27, 2012
Mayors Conference Room
Maple Grove Government Center

A. Call to Order by Chair / Introductions

B. Open Forum

C. Approval of Minutes: September 25, 2012

D. Discussion of Routes and Statistics

E. Update on Phase 2 of Parkway Station Design

F. 2012 Minnesota State Legislature Elections Results

G. Bus Layover Location in Downtown Minneapolis

H. Riding Tips and Reminders for Maple Grove Transit Customers

I. 2013 Maple Grove Transit Budget

J. Adjournment / Next Meeting: January 29, 2013

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **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: November 27, 2012 **Item Number: B.**

Agenda Item: Open Forum

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **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:

- September 25, 2012

MAPLE GROVE TRANSIT COMMISSION
City of Maple Grove
Meeting of September 25, 2012

MINUTES

Members Present:, Jaime Renner, Teri Anderson, Jeremy Miller, Mandy Knudsen, and Mark Davison.

Members Absent: Terry Coss and Jodi Carman Kortsha.

Also Present: Mike Opatz - City of Maple Grove, Doyne Parson-Metro Transit, and Colleen Swann - Metro Transit, and Bill Patten-Midwest Paratransit.

Call to Order

Transit Commission Chair Terry Coss was absent, so the Jaime Renner called the meeting to order at 6:30 p.m.

View New MCI Coach Bus

Transit Commissioners viewed one of six of Maple Grove Transit's new MCI coach buses. It was parked in the Government Center parking for Transit Commissioners to inspect. Opatz stated that the buses are for the most part identical to the previous coach buses received in 2011. However, these buses had some changes made to the seats in order to create more aisle room. These new buses have a one inch narrower seat width and no arm rests, which created an additional five inches to the aisle width. Opatz said he thinks the riders will find this to be a positive trade-off. The narrow aisle was a common complaint when we received our first batch of coach buses in 2011. The narrow seat width is still equivalent to what used in the Maple Grove 40-foot transit buses. These coaches also have a different fabric seat pattern that gives a more executive feel to the bus and more environmentally friendly engine that reduces emission pollutants.

Open Forum

No one from the public spoke during the open forum.

Approve Minutes

The Commission approved the amended meeting minutes from July 31, 2012. Transit Commissioner Mark Davison's name was spelled incorrectly in the Members Present" section.

Discussion of Routes and Statistics

Opatz reviewed the monthly ridership summaries for July and August 2012 and the most recent daily ridership reports. Opatz stated that for the year, ridership is up 5 percent over 2011. The

Commissioners gave updates regarding their commute and routes:

- Jodi Carman Kortsha - Absent.
- Terry Coss - Absent.
- Teri Anderson – A "No Name Steaks" food truck set up shop in the Kiss-n-Ride lot at the Transit station. Solicitation flyers were on vehicles at the Transit Station from the same company two days in a row in August.
- Jaime Renner – No issues to report.
- Mark Davison – The Route 789 is going well, but feels the new 2:45 p.m. trip has fairly light ridership. Opatz agreed to monitor and possibly survey the riders.
- Mandy Knudsen – The "Slow Down" signs posted on West Eagle Lake Drive appear to be working. The drivers do a good job trying to balance the request from the riders with regard to level of air conditioning or heat on the buses.
- Jeremy Miller – The GoTo scanner was out of service four times in the past month on Route 782 trips. A 782 pm driver did not stop on one occasion at 10th and 2nd as she thought she was late. The 782 a.m. trip # 5 appears to be mostly college students, so the trip could be moved a few minutes to accommodate parents dropping off students as the Parnassus School located adjacent to the Zachary Park-and-Ride lot.

Service Changes for December 2012

Opatz discussed the following Maple Grove Transit service changes for December 2012 rounds of service changes:

- Adding a new Route 785 trip at 4:29 p.m. or moving 785 pm trip #6 from 4:53 to 4:48 to help relieve some the ridership pressure on trip #5.
- Consolidating the five trips on Route 781 between 4:05 p.m. and 4:24 p.m. into four trips.

It was decided that these items will be monitored further before making any changes.

Update of the Route 788 Service Change

Effective September 10, 2012, the Route 788 began the restructured service plan adopted back in 2011 where the eastern half of the route was eliminated and reinvested to the southwest quadrant of the City. See attached rider flyer and map. Opatz reviewed ridership for the first two weeks of the new service. Three to five more riders each day rode during this period compared to one week prior to the service change.

Service Levels on December 24 and December 31

Opatz reviewed the rider flyer for reduced service levels on December 24 and extra service on December 31 related to the holiday season.

Update on Phase 2 of Parkway Station

Opatz reported that Maple Grove Transit is expected to receive in October 2012 a $432,000 capital grant from the Metropolitan Council to be used for "design services" related to the construction of Parkway Station Phase II. The project would be designed to provide approximately 210 park-and-ride stalls on a single elevated parking deck over the existing parking lot. These expansion stalls would cover about ½ of the existing surface parking area.

Adjourn / Next Meeting

- Next Scheduled Regular Meeting: November 27, 2012
- Being no other business, the meeting was adjourned at 7:45 p.m.
- Minutes submitted by Mike Opatz, Transit Administrator.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **Item Number:** D.

Agenda Item: Discussion of Routes and Statistics

Recommended Committee Action: Discussion

A. Ridership Report

The monthly ridership summaries for September and October 2012 are attached, plus the most recent daily ridership reports.

In October 2012, ridership was 80,510, which is a record high for monthly ridership. The previous record was 76,308 in October 2008. For the year, ridership is up four percent over 2011. Note that September 2012 only had 19 service days compared to 21 services for September 2011.

Maple Grove Transit Ridership

	2011	2012	2011 vs 2012
Jan	66,022	70,645	7%
Feb	63,415	71,473	13%
Mar	73,490	72,562	-1%
Apr	67,575	70,770	5%
May	65,368	71,614	10%
Jun	66,592	65,205	-2%
Jul	58,705	63,116	8%
Aug	69,947	70,001	0%
Sep	70,004	66,082	-6%
Oct	70,994	80,510	13%
Nov			
Dec			
Total	**672,112**	**701,978**	**4%**

B. Member Comments

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

Maple Grove Transit - Ridership Summary

September 2012

Ridership Analysis	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Current Month -	66,082	35,731	4,053	2,708	5,012	12,707	497	2,465	389	2520
% of Total	100%	60.0%	6.2%	4.3%	7.3%	13.4%	0.7%	4.0%	0.7%	3.4%
Avg Daily Riders - 19 days	3,478	1,881	213	143	264	669	26	130	20	133

Previous Month: Avg. Daily Riders *3,044*

Ridership Comparison	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Previous Month	70,001	39,552	4,467	3,153	5,177	14,135	416	2,686	415	0
% Change	-6%	-10%	-9%	-14%	-3%	-10%	19%	-8%	-6%	#DIV/0!
Same Month Prev. Yr.	70,004	39,904	4,246	2,879	5,601	11,204	588	2,821	473	2288
% Change	-6%	-10%	-5%	-6%	-11%	13%	-15%	-13%	-18%	NA

Note: September 2011 had 21 service days.

Maple Grove Transit - Ridership Summary — October 2012

Ridership Analysis	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Current Month -	80,510	43,705	4,759	3,406	6,287	15,700	690	2,949	336	2678
% of Total	100%	60.0%	6.2%	4.3%	7.3%	13.4%	0.7%	4.0%	0.7%	3.4%
Avg Daily Riders - 23 days	3,500	1,900	207	148	273	683	30	109	15	116

Previous Month: Avg. Daily Riders *3,478*

Ridership Comparison	Total	781	782	780	783	785	788	Dial-A-Ride	787	Rt 789
Rides Previous Month	66,082	35,731	4,053	2,708	5,012	12,707	497	2,465	389	2520
% Change	22%	22%	17%	26%	25%	24%	39%	20%	-14%	6%
Same Month Prev. Yr.	70,994	40,331	4,367	2,907	5,715	11,574	604	2,755	503	2238
% Change	13%	8%	9%	17%	10%	36%	14%	7%	-33%	NA

Maple Grove October 2012 Week "1"

Route	Trip Time	Trip #	Run #	Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
				1001	1002	1003	1004	1005		5		4	
780	553AM	1	3418	16	15	11	13	14	69	14	55	14	40 Foot
	625AM	2	3023	13	14	16	13	13	69	14	56	14	40 Foot
	656AM	3	3037	19	20	21	22	17	99	20	82	21	40 Foot
	728AM	4	3418	24	24	29	19	22	118	24	96	24	40 Foot
AM Totals				*72*	*73*	*77*	*67*	*66*	355	71	289	72	
780	335PM	1	3417	11	8	17	11	13	60	12	47	12	40 Foot
	404PM	2	3068	14	19	21	19	21	94	19	73	18	40 Foot
	432PM	3	3402	22	30	12	33	16	113	23	97	24	40 Foot
	514PM	4	3426	22	18	15	19	9	83	17	74	19	40 Foot
PM Totals				*69*	*75*	*65*	*82*	*59*	350	70	291	73	
780 Total				*141*	*148*	*142*	*149*	*125*	705	141	580	145	
781	546AM	1	3412	45	42	52	49	47	235	47	188	47	Artic
	542AM	2	3406	39	39	36	30	31	175	35	144	36	Artic
	553AM	3	3414	35	35	36	28	17	151	30	134	34	40' - Artic
	622AM	*4*	*3431*	*39*	*35*	*35*	*32*	*30*	*171*	*34*	*141*	*35*	*Coach*
	610AM	5	3422	44	53	56	52	42	247	49	205	51	Artic
	641AM	6	3442	43	53	39	35	49	219	44	170	43	Artic
	647AM	*7*	*3029*	*30*	*36*	*31*	*28*	*31*	*156*	*31*	*125*	*31*	*Coach*
	654AM	8	3448	48	53	63	39	44	247	49	203	51	Artic
	642AM	9	3439	66	69	61	72	52	320	64	268	67	Artic
	708AM	10	3412	44	29	40	42	31	186	37	155	39	Artic
	710AM	11	3401	22	22	27	29	25	125	25	100	25	40 Foot
	654AM	12	3030	50	49	45	53	41	238	48	197	49	Artic
	722AM	13	3414	59	58	68	52	52	289	58	237	59	Artic
	727AM	14	3042	57	68	54	71	41	291	58	250	63	Artic
	712AM	15	3452	31	57	45	44	46	223	45	177	44	Artic
	738AM	*16*	*3431*	*42*	*32*	*37*	*34*	*30*	*175*	*35*	*145*	*36*	*Coach*
	725AM	17	3406	50	59	46	48	50	253	51	203	51	Artic
	755AM	18	3442	57	55	53	60	34	259	52	225	56	Artic
	804AM	19	3448	53	49	52	54	55	263	53	208	52	Artic
	802AM	20	3422	49	57	73	62	56	297	59	241	60	Artic
	1129AM	21	3010	16	19	19	19	16	89	18	73	18	40 Foot
AM Totals				*919*	*969*	*968*	*933*	*820*	4,609	922	3,789	947	
781	1212PM	1	3010	22	18	23	20	35	118	24	83	21	40 Foot
	212PM	2	3012	56	35	50	46	50	237	47	187	47	40 Foot
	309PM	3	3443	41	48	47	44	60	240	48	180	45	Artic
	332PM	4	3441	53	56	33	57	37	236	47	199	50	Artic
	340PM	5	3431	27	36	34	32	36	165	33	129	32	40' - Artic
	351PM	6	3432	56	61	37	60	46	260	52	214	54	Artic
	400PM	7	3409	60	63	68	49	59	299	60	240	60	Artic
	405PM	*8*	*3403*	*56*	*44*	*30*	*44*	*19*	*193*	*39*	*174*	*44*	*Coach*
	407PM	9	3069	22	31	29	19	25	126	25	101	25	40 Foot
	414PM	10	3446	34	31	46	30	51	192	38	141	35	40 Foot
	421PM	*11*	*3419*	*51*	*33*	*28*	*44*	*34*	*190*	*38*	*156*	*39*	*Coach*
	424PM	*12*	*3450*	*48*	*35*	*43*	*23*	*36*	*185*	*37*	*149*	*37*	*Coach*
	430PM	13	3443	54	46	44	57	36	237	47	201	50	Artic
	435PM	14	3410	65	54	51	57	41	268	54	227	57	Artic
	441PM	*15*	*3072*	*30*	*46*	*32*	*31*	*32*	*171*	*34*	*139*	*35*	*Coach*
	455PM	16	3408	71	78	82	61	50	342	68	292	73	Artic
	456PM	17	3442	36	45	48	38	26	193	39	167	42	Artic
	504PM	18	3441	31	39	19	44	29	162	32	133	33	Artic
	506PM	19	3431	29	41	34	30	13	147	29	134	34	Artic
	518PM	20	3409	46	41	63	26	22	198	40	176	44	40' - Artic
	532PM	21	3432	52	56	52	69	30	259	52	229	57	Artic
	602PM	*22*	*3450*	*35*	*45*	*61*	*61*	*32*	*234*	*47*	*202*	*51*	*Coach*
	632PM	23	3442	23	33	22	40	23	141	28	118	30	40' - Artic
PM Totals				*998*	*1,015*	*976*	*982*	*822*	4,793	959	3,971	993	
781 Total				*1,917*	*1,984*	*1,944*	*1,915*	*1,642*	9,402	1,880	7,760	1,940	

Maple Grove October 2012 Week "1"

Route	Trip Time	Trip #	Run #	Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
				1001	1002	1003	1004	1005		5		4	
782	530AM	1	3402	13	11	12	11	8	55	11	47	12	40 Foot
	559AM	2	3415	23	14	19	20	15	91	18	76	19	40 Foot
	627AM	3	3432	28	31	29	19	22	129	26	107	27	40 Foot
	657AM	4	3446	29	32	37	33	23	154	31	131	33	40 Foot
	723AM	5	3457	25	18	17	18	16	94	19	78	20	40 Foot
AM Totals				*118*	*106*	*114*	*101*	*84*	523	105	439	110	
782	336PM	1	3426	24	25	29	21	23	122	24	99	25	40 Foot
	406PM	2	3433	43	38	25	30	23	159	32	136	34	40 Foot
	436PM	3	3421	26	26	26	18	17	113	23	96	24	40 Foot
	505PM	4	3417	22	14	17	20	10	83	17	73	18	40 Foot
	534PM	5	3446	6	9	8	6	55	84	17	29	7	40 Foot
PM Totals				*121*	*112*	*105*	*95*	*128*	561	112	433	108	
782 Total				*239*	*218*	*219*	*196*	*212*	1,084	217	872	218	
783	533AM	1	3403	14	13	11	12	10	60	12	50	13	40 Foot
	601AM	2	3417	32	18	17	14	15	96	19	81	20	40 Foot
	628AM	3	3433	24	24	22	38	14	122	24	108	27	40 Foot
	658AM	4	3032	45	46	41	37	26	195	39	169	42	Coach
	728AM	5	3403	33	23	34	25	23	138	28	115	29	40 Foot
	821AM	6	3433	20	24	36	45	22	147	29	125	31	40 Foot
AM Totals				*168*	*148*	*161*	*171*	*110*	758	152	648	162	
783	338PM	1	3457	26	19	21	20	31	117	23	86	22	40 Foot
	410PM	2	3422	28	43	22	18	21	132	26	111	28	40 Foot
	439PM	*3*	*3025*	*32*	*43*	*76*	*47*	*19*	*217*	*43*	*198*	*50*	*Coach*
	509PM	4	3457	34	24	35	24	13	130	26	117	29	40 Foot
	539PM	5	3419	18	19	15	15	9	76	15	67	17	40' - Coach
PM Totals				*138*	*148*	*169*	*124*	*93*	672	134	579	145	
783 Total				*306*	*296*	*330*	*295*	*203*	1,430	286	1,227	307	
785	*548AM*	*1*	*3409*	*23*	*33*	*37*	*33*	*28*	*154*	*31*	*126*	*32*	*Coach*
	623AM	*2*	*3427*	*54*	*55*	*39*	*42*	*41*	*231*	*46*	*190*	*48*	*Coach*
	648AM	3	3443	39	51	52	44	41	227	45	186	47	Artic
	702AM	*4*	*3449*	*48*	*48*	*51*	*45*	*49*	*241*	*48*	*192*	*48*	*Coach*
	715AM	*5*	*3409*	*47*	*58*	*44*	*50*	*43*	*242*	*48*	*199*	*50*	*Coach*
	730AM	6	3041	43	39	34	41	30	187	37	157	39	40 Foot
	745AM	*7*	*3427*	*44*	*31*	*36*	*36*	*30*	*177*	*35*	*147*	*37*	*Coach*
	800AM	8	3415	36	37	32	30	35	170	34	135	34	40 Foot
	818AM	9	3443	38	43	47	41	29	198	40	169	42	Artic
AM Totals				*372*	*395*	*372*	*362*	*326*	1,827	365	1,501	375	
785	308PM	1	3448	21	27	20	30	34	132	26	98	25	40' - Coach
	333PM	2	3412	39	43	36	27	39	184	37	145	36	40' - Artic
	403PM	3	3438	64	67	63	70	59	323	65	264	66	Artic
	411PM	4	3405	12	15	23	24	17	91	18	74	19	40 Foot
	434PM	5	3424	79	80	68	73	69	369	74	300	75	Artic
	448PM	*6*	*3448*	*43*	*30*	*34*	*35*	*21*	*163*	*33*	*142*	*36*	*Coach*
	502PM	7	3412	61	53	63	51	35	263	53	228	57	Artic
	533PM	8	3438	34	42	32	26	22	156	31	134	34	40' - Artic
	603PM	9	3424	18	13	25	25	13	94	19	81	20	40' - Artic
PM Totals				*371*	*370*	*364*	*361*	*309*	1,775	355	1,466	367	
785 Total				*743*	*765*	*736*	*723*	*635*	3,602	720	2,967	742	
789	658AM	1	3035	42	40	40	47	27	196	39	169	42	40 Foot
	801AM	2	3029	49	39	50	33	34	205	41	171	43	40' - Coach
AM Totals				*91*	*79*	*90*	*80*	*61*	401	80	340	85	
789	243PM	1	3018	18	15	16	15	18	82	16	64	16	40 Foot
	443PM	2	3018	29	29	31	27	21	137	27	116	29	40 Foot
PM Totals				*47*	*44*	*47*	*42*	*39*	219	44	180	45	
789 Total				138	123	137	122	100	620	124	520	130	
Grand Total				3,484	3,534	3,508	3,400	2,917	16,843	3,369	13,926	3,482	
				20.69%	20.98%	20.83%	20.19%	17.32%	100.00%				

Maple Grove October 2012 Week "2"

Route	Trip Time	Trip #	Run #	Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
				1008	1009	1010	1011	1012		5		4	
780	553AM	1	3418	12	12	14	13	24	75	15	51	13	40 Foot
	625AM	2	3023	12	16	18	16	11	73	15	62	16	40 Foot
	656AM	3	3037	18	23	14	25	14	94	19	80	20	40 Foot
	728AM	4	3418	30	25	30	24	25	134	27	109	27	40 Foot
AM Totals				*72*	*76*	*76*	*78*	*74*	376	75	302	76	
780	335PM	1	3417	11	10	11	12	16	60	12	44	11	40 Foot
	404PM	2	3068	15	21	19	21	15	91	18	76	19	40 Foot
	432PM	3	3402	19	25	24	20	13	101	20	88	22	40 Foot
	514PM	4	3426	21	12	12	17	13	75	15	62	16	40 Foot
PM Totals				*66*	*68*	*66*	*70*	*57*	327	65	270	68	
780 Total				*138*	*144*	*142*	*148*	*131*	703	141	572	143	
781	546AM	1	3412	36	44	42	43	32	197	39	165	41	Artic
	542AM	2	3406	34	34	39	37	38	182	36	144	36	Artic
	553AM	3	3414	18	33	31	28	32	142	28	110	28	40' - Artic
	622AM	*4*	*3431*	*36*	*36*	*41*	*37*	*30*	*180*	*36*	*150*	*38*	*Coach*
	610AM	5	3422	39	55	54	42	42	232	46	190	48	Artic
	641AM	6	3442	48	47	50	49	31	225	45	194	49	Artic
	647AM	*7*	*3029*	*46*	*40*	*44*	*38*	*34*	*202*	*40*	*168*	*42*	*Coach*
	654AM	8	3448	41	55	53	40	38	227	45	189	47	Artic
	642AM	9	3439	65	67	58	53	49	292	58	243	61	Artic
	708AM	10	3412	28	37	35	40	44	184	37	140	35	Artic
	710AM	11	3401	24	23	28	28	26	129	26	103	26	40 Foot
	654AM	12	3030	55	56	45	52	38	246	49	208	52	Artic
	722AM	13	3414	47	63	70	51	52	283	57	231	58	Artic
	727AM	14	3042	43	46	46	56	49	240	48	191	48	Artic
	712AM	15	3452	39	72	42	51	37	241	48	204	51	Artic
	738AM	*16*	*3431*	*31*	*29*	*54*	*36*	*27*	*177*	*35*	*150*	*38*	*Coach*
	725AM	17	3406	50	58	50	55	40	253	51	213	53	Artic
	755AM	18	3442	47	48	43	58	41	237	47	196	49	Artic
	804AM	19	3448	54	45	62	43	44	248	50	204	51	Artic
	802AM	20	3422	69	75	81	60	59	344	69	285	71	Artic
	1129AM	21	3010	19	60	16	23	16	134	27	118	30	40 Foot
AM Totals				*869*	*1,023*	*984*	*920*	*799*	4,595	919	3,796	949	
781	1212PM	1	3010	30	29	20	29	57	165	33	108	27	40 Foot
	212PM	2	3012	33	51	30	43	43	200	40	157	39	40 Foot
	309PM	3	3443	47	50	50	48	56	251	50	195	49	Artic
	332PM	4	3441	54	77	65	50	36	282	56	246	62	Artic
	340PM	5	3431	22	29	22	29	25	127	25	102	26	40' - Artic
	351PM	6	3432	53	42	61	56	43	255	51	212	53	Artic
	400PM	7	3409	61	58	61	43	45	268	54	223	56	Artic
	405PM	*8*	*3403*	*32*	*48*	*47*	*51*	*52*	*230*	*46*	*178*	*45*	*Coach*
	407PM	9	3069	16	16	16	15	7	70	14	63	16	40 Foot
	414PM	10	3446	35	36	29	28	25	153	31	128	32	40 Foot
	421PM	*11*	*3419*	*55*	*47*	*67*	*40*	*29*	*238*	*48*	*209*	*52*	*Coach*
	424PM	*12*	*3450*	*34*	*42*	*40*	*31*	*28*	*175*	*35*	*147*	*37*	*Coach*
	430PM	13	3443	62	53	47	59	41	262	52	221	55	Artic
	435PM	14	3410	42	69	77	63	32	283	57	251	63	Artic
	441PM	*15*	*3072*	*31*	*41*	*28*	*27*	*38*	*165*	*33*	*127*	*32*	*Coach*
	455PM	16	3408	72	62	58	64	39	295	59	256	64	Artic
	456PM	17	3442	44	46	39	33	20	182	36	162	41	Artic
	504PM	18	3441	42	65	48	69	51	275	55	224	56	Artic
	506PM	19	3431	16	25	21	18	22	102	20	80	20	Artic
	518PM	20	3409	36	28	55	29	34	182	36	148	37	40' - Artic
	532PM	21	3432	61	54	65	53	43	276	55	233	58	Artic
	602PM	*22*	*3450*	*43*	*51*	*54*	*56*	*39*	*243*	*49*	*204*	*51*	*Coach*
	632PM	23	3442	22	24	27	44	17	134	27	117	29	40' - Artic
PM Totals				*943*	*1,043*	*1,027*	*978*	*822*	4,813	963	3,991	998	
781 Total				*1,812*	*2,066*	*2,011*	*1,898*	*1,621*	9,408	1,882	7,787	1,947	

Maple Grove October 2012 Week "2"

Route	Trip Time	Trip #	Run #	Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
				1008	1009	1010	1011	1012		5		4	
782	530AM	1	3402	11	11	9	13	7	51	10	44	11	40 Foot
	559AM	2	3415	17	19	21	19	21	97	19	76	19	40 Foot
	627AM	3	3432	17	24	27	24	20	112	22	92	23	40 Foot
	657AM	4	3446	23	19	36	36	27	141	28	114	29	40 Foot
	723AM	5	3457	19	31	25	27	17	119	24	102	26	40 Foot
AM Totals				*87*	*104*	*118*	*119*	*92*	520	104	428	107	
782	336PM	1	3426	21	23	29	34	17	124	25	107	27	40 Foot
	406PM	2	3433	28	33	32	29	18	140	28	122	31	40 Foot
	436PM	3	3421	17	26	29	22	19	113	23	94	24	40 Foot
	505PM	4	3417	14	18	18	19	20	89	18	69	17	40 Foot
	534PM	5	3446	5	9	7	11	6	38	8	32	8	40 Foot
PM Totals				*85*	*109*	*115*	*115*	*80*	504	101	424	106	
782 Total				*172*	*213*	*233*	*234*	*172*	1,024	205	852	213	
783	533AM	1	3403	10	14	13	13	14	64	13	50	13	40 Foot
	601AM	2	3417	12	18	14	21	13	78	16	65	16	40 Foot
	628AM	3	3433	25	25	23	23	16	112	22	96	24	40 Foot
	658AM	*4*	*3032*	*36*	*42*	*41*	*33*	*32*	*184*	*37*	*152*	*38*	*Coach*
	728AM	5	3403	21	28	33	24	26	132	26	106	27	40 Foot
	821AM	6	3433	37	25	22	20	13	117	23	104	26	40 Foot
AM Totals				*141*	*152*	*146*	*134*	*114*	687	137	573	143	
783	338PM	1	3457	16	17	25	19	27	104	21	77	19	40 Foot
	410PM	2	3422	25	31	22	29	29	136	27	107	27	40 Foot
	439PM	*3*	*3025*	*37*	*52*	*45*	*34*	*23*	*191*	*38*	*168*	*42*	*Coach*
	509PM	4	3457	28	31	34	29	18	140	28	122	31	40 Foot
	539PM	5	3419	17	15	18	17	9	76	15	67	17	40' - Coach
PM Totals				*123*	*146*	*144*	*128*	*106*	647	129	541	135	
783 Total				*264*	*298*	*290*	*262*	*220*	1,334	267	1,114	279	
783	*548AM*	*1*	*3409*	*27*	*31*	*38*	*31*	*20*	*147*	*29*	*127*	*32*	*Coach*
	623AM	*2*	*3427*	*40*	*47*	*56*	*39*	*38*	*220*	*44*	*182*	*46*	*Coach*
	648AM	3	3443	34	43	40	46	30	193	39	163	41	Artic
	702AM	*4*	*3449*	*33*	*43*	*42*	*40*	*41*	*199*	*40*	*158*	*40*	*Coach*
	715AM	*5*	*3409*	*50*	*63*	*50*	*45*	*31*	*239*	*48*	*208*	*52*	*Coach*
	730AM	6	3041	29	33	38	36	29	165	33	136	34	40 Foot
	745AM	*7*	*3427*	*33*	*29*	*24*	*25*	*31*	*142*	*28*	*111*	*28*	*Coach*
	800AM	8	3415	29	41	37	32	25	164	33	139	35	40 Foot
	818AM	9	3443	28	48	36	36	20	168	34	148	37	Artic
AM Totals				*303*	*378*	*361*	*330*	*265*	1,637	327	1,372	343	
785	308PM	1	3448	26	28	36	31	29	150	30	121	30	40' - Coach
	333PM	2	3412	31	37	34	39	30	171	34	141	35	40' - Artic
	403PM	3	3438	45	61	60	52	52	270	54	218	55	Artic
	411PM	4	3405	19	16	27	26	12	100	20	88	22	40 Foot
	434PM	5	3424	71	82	68	62	54	337	67	283	71	Artic
	448PM	*6*	*3448*	*37*	*37*	*39*	*29*	*12*	*154*	*31*	*142*	*36*	*Coach*
	502PM	7	3412	38	49	55	40	38	220	44	182	46	Artic
	533PM	8	3438	26	31	30	23	18	128	26	110	28	40' - Artic
	603PM	9	3424	11	13	24	19	10	77	15	67	17	40' - Artic
PM Totals				*304*	*354*	*373*	*321*	*255*	1,607	321	1,352	338	
785 Total				*607*	*732*	*734*	*651*	*520*	3,244	649	2,724	681	
789	658AM	1	3035	31	28	38	40	29	166	33	137	34	40 Foot
	801AM	2	3029	45	46	48	38	43	220	44	177	44	40' - Coach
AM Totals				*76*	*74*	*86*	*78*	*72*	386	77	314	79	
789	243PM	1	3018	15	11	29	10	21	86	17	65	16	40 Foot
	443PM	2	3018	21	27	22	21	13	104	21	91	23	40 Foot
PM Totals				*36*	*38*	*51*	*31*	*34*	190	38	156	39	
789 Total				112	112	137	109	106	576	115	470	118	
Grand Total				3,105	3,565	3,547	3,302	2,770	16,289	3,258	13,519	3,380	

Maple Grove October 2012 Week "3"

Route	Trip Time	Trip #	Run #	Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
				1015	1016	1017	1018	1019		5		4	
780	553AM	1	3418	15	14	10	10	11	60	12	49	12	40 Foot
	625AM	2	3023	16	11	21	13	10	71	14	61	15	40 Foot
	656AM	3	3037	24	23	22	23	19	111	22	92	23	40 Foot
	728AM	4	3418	26	36	25	18	18	123	25	105	26	40 Foot
AM Totals				*81*	*84*	*78*	*64*	*58*	365	73	307	77	
780	335PM	1	3417	29	12	12	11	8	72	14	64	16	40 Foot
	404PM	2	3068	17	21	20	21	18	97	19	79	20	40 Foot
	432PM	3	3402	25	20	21	21	13	100	20	87	22	40 Foot
	514PM	4	3426	22	19	17	18	9	85	17	76	19	40 Foot
PM Totals				*93*	*72*	*70*	*71*	*48*	354	71	306	77	
780 Total				*174*	*156*	*148*	*135*	*106*	719	144	613	153	
781	546AM	1	3412	43	44	48	41	32	208	42	176	44	Artic
	542AM	2	3406	32	41	39	29	24	165	33	141	35	Artic
	553AM	3	3414	31	30	26	28	20	135	27	115	29	40' - Artic
	622AM	*4*	*3431*	*33*	*33*	*36*	*41*	*22*	*165*	*33*	*143*	*36*	*Coach*
	610AM	5	3422	48	60	44	40	41	233	47	192	48	Artic
	641AM	6	3442	51	51	51	45	36	234	47	198	50	Artic
	647AM	*7*	*3029*	*37*	*33*	*28*	*34*	*38*	*170*	*34*	*132*	*33*	*Coach*
	654AM	8	3448	50	64	54	41	39	248	50	209	52	Artic
	642AM	9	3439	58	65	62	65	44	294	59	250	63	Artic
	708AM	10	3412	47	39	40	41	32	199	40	167	42	Artic
	710AM	11	3401	25	26	28	17	21	117	23	96	24	40 Foot
	654AM	12	3030	58	59	52	51	32	252	50	220	55	Artic
	722AM	13	3414	62	58	93	46	47	306	61	259	65	Artic
	727AM	14	3042	50	68	54	59	42	273	55	231	58	Artic
	712AM	15	3452	45	45	51	35	26	202	40	176	44	Artic
	738AM	*16*	*3431*	*37*	*44*	*44*	*37*	*28*	*190*	*38*	*162*	*41*	*Coach*
	725AM	17	3406	59	38	45	51	36	229	46	193	48	Artic
	755AM	18	3442	73	57	60	41	64	295	59	231	58	Artic
	804AM	19	3448	45	38	50	46	30	209	42	179	45	Artic
	802AM	20	3422	78	76	60	69	48	331	66	283	71	Artic
	1129AM	21	3010	44	22	23	23	13	125	25	112	28	40 Foot
AM Totals				*1,006*	*991*	*988*	*880*	*715*	4,580	916	3,865	966	
781	1212PM	1	3010	25	22	27	31	40	145	29	105	26	40 Foot
	212PM	2	3012	41	44	28	34	51	198	40	147	37	40 Foot
	309PM	3	3443	46	51	47	41	65	250	50	185	46	Artic
	332PM	4	3441	56	52	60	57	53	278	56	225	56	Artic
	340PM	5	3431	38	24	25	21	24	132	26	108	27	40' - Artic
	351PM	6	3432	49	50	55	48	43	245	49	202	51	Artic
	400PM	7	3409	61	63	57	54	57	292	58	235	59	Artic
	405PM	*8*	*3403*	*44*	*44*	*46*	*62*	*22*	*218*	*44*	*196*	*49*	*Coach*
	407PM	9	3069	31	24	25	21	12	113	23	101	25	40 Foot
	414PM	10	3446	18	24	24	27	29	122	24	93	23	40 Foot
	421PM	*11*	*3419*	*33*	*50*	*58*	*40*	*27*	*208*	*42*	*181*	*45*	*Coach*
	424PM	*12*	*3450*	*48*	*59*	*49*	*25*	*25*	*206*	*41*	*181*	*45*	*Coach*
	430PM	13	3443	47	57	60	57	40	261	52	221	55	Artic
	435PM	14	3410	55	57	36	30	42	220	44	178	45	Artic
	441PM	*15*	*3072*	*39*	*32*	*39*	*34*	*29*	*173*	*35*	*144*	*36*	*Coach*
	455PM	16	3408	78	72	80	70	41	341	68	300	75	Artic
	456PM	17	3442	48	55	49	55	13	220	44	207	52	Artic
	504PM	18	3441	68	43	38	47	33	229	46	196	49	Artic
	506PM	19	3431	36	39	31	23	16	145	29	129	32	Artic
	518PM	20	3409	22	54	58	52	27	213	43	186	47	40' - Artic
	532PM	21	3432	53	49	50	56	22	230	46	208	52	Artic
	602PM	*22*	*3450*	*42*	*47*	*46*	*42*	*35*	*212*	*42*	*177*	*44*	*Coach*
	632PM	23	3442	18	19	28	31	23	119	24	96	24	40' - Artic
PM Totals				*996*	*1,031*	*1,016*	*958*	*769*	4,770	954	4,001	1,000	
781 Total				*2,002*	*2,022*	*2,004*	*1,838*	*1,484*	9,350	1,870	7,866	1,967	

Maple Grove October 2012 Week "3"

Route	Trip Time	Trip #	Run #	Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
				1015	1016	1017	1018	1019		5		4	
782	530AM	1	3402	10	14	12	11	11	58	12	47	12	40 Foot
	559AM	2	3415	19	15	17	13	13	77	15	64	16	40 Foot
	627AM	3	3432	28	25	27	26	14	120	24	106	27	40 Foot
	657AM	4	3446	28	29	24	32	21	134	27	113	28	40 Foot
	723AM	5	3457	17	24	29	19	15	104	21	89	22	40 Foot
AM Totals				*102*	*107*	*109*	*101*	*74*	493	99	419	105	
782	336PM	1	3426	17	23	24	21	22	107	21	85	21	40 Foot
	406PM	2	3433	24	29	29	27	14	123	25	109	27	40 Foot
	436PM	3	3421	39	24	25	18	15	121	24	106	27	40 Foot
	505PM	4	3417	10	16	17	19	12	74	15	62	16	40 Foot
	534PM	5	3446	5	11	6	8	7	37	7	30	8	40 Foot
PM Totals				*95*	*103*	*101*	*93*	*70*	462	92	392	98	
782 Total				*197*	*210*	*210*	*194*	*144*	955	191	811	203	
783	533AM	1	3403	14	14	14	12	9	63	13	54	14	40 Foot
	601AM	2	3417	27	13	16	122	11	189	38	178	45	40 Foot
	628AM	3	3433	27	22	22	19	13	103	21	90	23	40 Foot
	658AM	*4*	*3032*	*35*	*37*	*40*	*37*	*26*	*175*	*35*	*149*	*37*	*Coach*
	728AM	5	3403	25	26	24	22	12	109	22	97	24	40 Foot
	821AM	6	3433	20	23	22	18	16	99	20	83	21	40 Foot
AM Totals				*148*	*135*	*138*	*230*	*87*	738	148	651	163	
783	338PM	1	3457	24	22	13	17	20	96	19	76	19	40 Foot
	410PM	2	3422	30	32	23	24	16	125	25	109	27	40 Foot
	439PM	*3*	*3025*	*42*	*46*	*50*	*34*	*12*	*184*	*37*	*172*	*43*	*Coach*
	509PM	4	3457	30	23	36	32	18	139	28	121	30	40 Foot
	539PM	5	3419	19	17	17	21	8	82	16	74	19	40' - Coach
PM Totals				*145*	*140*	*139*	*128*	*74*	626	125	552	138	
783 Total				*293*	*275*	*277*	*358*	*161*	1,364	273	1,203	301	
785	*548AM*	*1*	*3409*	*29*	*29*	*30*	*23*	*16*	*127*	*25*	*111*	*28*	*Coach*
	623AM	*2*	*3427*	*46*	*47*	*46*	*42*	*32*	*213*	*43*	*181*	*45*	*Coach*
	648AM	3	3443	42	51	43	35	32	203	41	171	43	Artic
	702AM	*4*	*3449*	*45*	*45*	*46*	*41*	*29*	*206*	*41*	*177*	*44*	*Coach*
	715AM	*5*	*3409*	*50*	*48*	*49*	*42*	*37*	*226*	*45*	*189*	*47*	*Coach*
	730AM	6	3041	40	28	36	36	22	162	32	140	35	40 Foot
	745AM	*7*	*3427*	*39*	*32*	*34*	*33*	*33*	*171*	*34*	*138*	*35*	*Coach*
	800AM	8	3415	36	38	30	28	16	148	30	132	33	40 Foot
	818AM	9	3443	39	42	41	35	29	186	37	157	39	Artic
AM Totals				*366*	*360*	*355*	*315*	*246*	1,642	328	1,396	349	
785	308PM	1	3448	26	24	30	29	24	133	27	109	27	40' - Coach
	333PM	2	3412	54	43	39	32	36	204	41	168	42	40' - Artic
	403PM	3	3438	61	69	52	56	47	285	57	238	60	Artic
	411PM	4	3405	28	28	28	16	11	111	22	100	25	40 Foot
	434PM	5	3424	71	63	65	59	43	301	60	258	65	Artic
	448PM	*6*	*3448*	*29*	*23*	*24*	*36*	*18*	*130*	*26*	*112*	*28*	*Coach*
	502PM	7	3412	45	47	46	42	32	212	42	180	45	Artic
	533PM	8	3438	25	27	33	23	12	120	24	108	27	40' - Artic
	603PM	9	3424	13	16	17	21	13	80	16	67	17	40' - Artic
PM Totals				*352*	*340*	*334*	*314*	*236*	1,576	315	1,340	335	
785 Total				*718*	*700*	*689*	*629*	*482*	3,218	644	2,736	684	
789	658AM	1	3035	36	35	39	36	23	169	34	146	37	40 Foot
	801AM	2	3029	46	41	42	34	35	198	40	163	41	40' - Coach
AM Totals				*82*	*76*	*81*	*70*	*58*	367	73	309	77	
	243PM	1	3018	16	15	21	13	19	84	17	65	16	40 Foot
	443PM	2	3018	23	22	24	26	21	116	23	95	24	40 Foot
PM Totals				*39*	*37*	*45*	*39*	*40*	200	40	160	40	
789 Total				121	113	126	109	98	567	113	469	117	
Grand Total				3,505	3,476	3,454	3,263	2,475	16,173	3,235	13,698	3,425	

Maple Grove October 2012 Week "4"

Route	Trip Time	Trip #	Run #	Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
				1022	1023	1024	1025	1026		5		4	
780	553AM	1	3418	17	13	11	10	12	63	13	51	13	40 Foot
	625AM	2	3023	19	13	15	15	14	76	15	62	16	40 Foot
	656AM	3	3037	20	24	22	31	16	113	23	97	24	40 Foot
	728AM	4	3418	27	25	33	26	26	137	27	111	28	40 Foot
AM Totals				*83*	*75*	*81*	*82*	*68*	389	78	321	80	
780	335PM	1	3417	13	12	11	16	60	112	22	52	13	40 Foot
	404PM	2	3068	21	20	20	19	18	98	20	80	20	40 Foot
	432PM	3	3402	24	21	29	25	20	119	24	99	25	40 Foot
	514PM	4	3426	20	19	18	15	11	83	17	72	18	40 Foot
PM Totals				*78*	*72*	*78*	*75*	*109*	412	82	303	76	
780 Total				*161*	*147*	*159*	*157*	*177*	801	160	624	156	
781	546AM	1	3412	51	43	47	47	39	227	45	188	47	Artic
	542AM	2	3406	37	39	40	37	30	183	37	153	38	Artic
	553AM	3	3414	28	42	39	37	25	171	34	146	37	40' - Artic
	622AM	*4*	*3431*	*29*	*26*	*37*	*66*	*21*	*179*	*36*	*158*	*40*	*Coach*
	610AM	5	3422	48	48	49	38	37	220	44	183	46	Artic
	641AM	6	3442	49	63	52	53	43	260	52	217	54	Artic
	647AM	*7*	*3029*	*40*	*43*	*35*	*31*	*31*	*180*	*36*	*149*	*37*	*Coach*
	654AM	8	3448	62	57	48	55	44	266	53	222	56	Artic
	642AM	9	3439	59	64	73	69	55	320	64	265	66	Artic
	708AM	10	3412	39	66	42	36	19	202	40	183	46	Artic
	710AM	11	3401	26	21	20	31	27	125	25	98	25	40 Foot
	654AM	12	3030	58	43	46	43	48	238	48	190	48	Artic
	722AM	13	3414	61	65	57	68	56	307	61	251	63	Artic
	727AM	14	3042	57	46	67	63	47	280	56	233	58	Artic
	712AM	15	3452	44	51	53	35	37	220	44	183	46	Artic
	738AM	*16*	*3431*	*31*	*44*	*41*	*40*	*40*	*196*	*39*	*156*	*39*	*Coach*
	725AM	17	3406	45	54	51	50	34	234	47	200	50	Artic
	755AM	18	3442	51	57	48	72	52	280	56	228	57	Artic
	804AM	19	3448	50	46	56	51	29	232	46	203	51	Artic
	802AM	20	3422	66	83	71	60	56	336	67	280	70	Artic
	1129AM	21	3010	18	26	17	22	17	100	20	83	21	40 Foot
AM Totals				*949*	*1,027*	*989*	*1,004*	*787*	4,756	951	3,969	992	
781	1212PM	1	3010	22	25	25	23	40	135	27	95	24	40 Foot
	212PM	2	3012	34	34	31	39	59	197	39	138	35	40 Foot
	309PM	3	3443	44	46	52	57	59	258	52	199	50	Artic
	332PM	4	3441	56	64	35	46	66	267	53	201	50	Artic
	340PM	5	3431	27	30	26	31	40	154	31	114	29	40' - Artic
	351PM	6	3432	48	43	47	53	32	223	45	191	48	Artic
	400PM	7	3409	79	62	68	75	57	341	68	284	71	Artic
	405PM	*8*	*3403*	*54*	*56*	*55*	*41*	*34*	*240*	*48*	*206*	*52*	*Coach*
	407PM	9	3069	15	16	14	15	16	76	15	60	15	40 Foot
	414PM	10	3446	24	29	29	20	30	132	26	102	26	40 Foot
	421PM	*11*	*3419*	*62*	*58*	*44*	*51*	*28*	*243*	*49*	*215*	*54*	*Coach*
	424PM	*12*	*3450*	*36*	*29*	*45*	*47*	*38*	*195*	*39*	*157*	*39*	*Coach*
	430PM	13	3443	49	59	55	57	39	259	52	220	55	Artic
	435PM	14	3410	54	67	77	75	30	303	61	273	68	Artic
	441PM	*15*	*3072*	*39*	*33*	*24*	*29*	*18*	*143*	*29*	*125*	*31*	*Coach*
	455PM	16	3408	58	66	76	47	47	294	59	247	62	Artic
	456PM	17	3442	45	43	51	39	19	197	39	178	45	Artic
	504PM	18	3441	59	27	55	34	28	203	41	175	44	Artic
	506PM	19	3431	20	20	21	24	21	106	21	85	21	Artic
	518PM	20	3409	46	45	23	50	34	198	40	164	41	40' - Artic
	532PM	21	3432	54	50	49	57	31	241	48	210	53	Artic
	602PM	*22*	*3450*	*56*	*53*	*65*	*43*	*31*	*248*	*50*	*217*	*54*	*Coach*
	632PM	23	3442	24	30	29	29	17	129	26	112	28	40' - Artic
PM Totals				*1,005*	*985*	*996*	*982*	*814*	4,782	956	3,968	992	
781 Total				*1,954*	*2,012*	*1,985*	*1,986*	*1,601*	9,538	1,908	7,937	1,984	

Maple Grove October 2012 Week "4"

Route	Trip Time	Trip #	Run #	Mon 1022	Tue 1023	Wed 1024	Thu 1025	Fri 1026	Mon - Fri Total	Mon - Fri Avg 5	Mon - Thu Total	Mon - Thu Avg 4	Artic
782	530AM	1	3402	8	10	10	12	11	51	10	40	10	40 Foot
	559AM	2	3415	15	14	19	16	15	79	16	64	16	40 Foot
	627AM	3	3432	27	29	22	19	21	118	24	97	24	40 Foot
	657AM	4	3446	34	28	33	33	28	156	31	128	32	40 Foot
	723AM	5	3457	21	28	20	24	19	112	22	93	23	40 Foot
AM Totals				*105*	*109*	*104*	*104*	*94*	516	103	422	106	
782	336PM	1	3426	22	20	22	21	29	114	23	85	21	40 Foot
	406PM	2	3433	33	27	32	33	20	145	29	125	31	40 Foot
	436PM	3	3421	26	28	21	21	25	121	24	96	24	40 Foot
	505PM	4	3417	22	20	21	15	10	88	18	78	20	40 Foot
	534PM	5	3446	9	10	6	11	4	40	8	36	9	40 Foot
PM Totals				*112*	*105*	*102*	*101*	*88*	508	102	420	105	
782 Total				*217*	*214*	*206*	*205*	*182*	1,024	205	842	211	
783	533AM	1	3403	15	14	11	12	11	63	13	52	13	40 Foot
	601AM	2	3417	15	16	17	15	15	78	16	63	16	40 Foot
	628AM	3	3433	27	27	24	18	15	111	22	96	24	40 Foot
	658AM	*4*	*3032*	*35*	*34*	*37*	*32*	*32*	*170*	*34*	*138*	*35*	*Coach*
	728AM	5	3403	31	25	25	24	21	126	25	105	26	40 Foot
	821AM	6	3433	22	22	22	25	19	110	22	91	23	40 Foot
AM Totals				*145*	*138*	*136*	*126*	*113*	658	132	545	136	
783	338PM	1	3457	18	19	21	15	28	101	20	73	18	40 Foot
	410PM	2	3422	26	31	25	31	23	136	27	113	28	40 Foot
	439PM	*3*	*3025*	*47*	*37*	*46*	*31*	*30*	*191*	*38*	*161*	*40*	*Coach*
	509PM	4	3457	28	24	32	24	16	124	25	108	27	40 Foot
	539PM	5	3419	23	18	20	20	12	93	19	81	20	40' - Coach
PM Totals				*142*	*129*	*144*	*121*	*109*	645	129	536	134	
783 Total				*287*	*267*	*280*	*247*	*222*	1,303	261	1,081	270	
785	*548AM*	*1*	*3409*	*31*	*28*	*39*	*29*	*16*	*143*	*29*	*127*	*32*	*Coach*
	623AM	*2*	*3427*	*48*	*55*	*55*	*42*	*35*	*235*	*47*	*200*	*50*	*Coach*
	648AM	3	3443	46	40	53	43	32	214	43	182	46	Artic
	702AM	*4*	*3449*	*44*	*37*	*43*	*46*	*46*	*216*	*43*	*170*	*43*	*Coach*
	715AM	*5*	*3409*	*43*	*38*	*47*	*44*	*45*	*217*	*43*	*172*	*43*	*Coach*
	730AM	6	3041	38	42	41	32	34	187	37	153	38	40 Foot
	745AM	*7*	*3427*	*35*	*36*	*36*	*25*	*25*	*157*	*31*	*132*	*33*	*Coach*
	800AM	8	3415	35	28	33	30	32	158	32	126	32	40 Foot
	818AM	9	3443	39	44	36	37	33	189	38	156	39	Artic
AM Totals				*359*	*348*	*383*	*328*	*298*	1,716	343	1,418	355	
785	308PM	1	3448	30	27	28	29	34	148	30	114	29	40' - Coach
	333PM	2	3412	31	35	50	34	28	178	36	150	38	40' - Artic
	403PM	3	3438	55	67	73	65	45	305	61	260	65	Artic
	411PM	4	3405	23	21	24	13	22	103	21	81	20	40 Foot
	434PM	5	3424	73	65	69	58	58	323	65	265	66	Artic
	448PM	*6*	*3448*	*42*	*32*	*34*	*25*	*25*	*158*	*32*	*133*	*33*	*Coach*
	502PM	7	3412	51	51	60	47	34	243	49	209	52	Artic
	533PM	8	3438	26	31	25	24	24	130	26	106	27	40' - Artic
	603PM	9	3424	17	12	16	20	10	75	15	65	16	40' - Artic
PM Totals				*348*	*341*	*379*	*315*	*280*	1,663	333	1,383	346	
785 Total				*707*	*689*	*762*	*643*	*578*	3,379	676	2,801	700	
789	658AM	1	3035	32	31	30	36	32	161	32	129	32	40 Foot
	801AM	2	3029	49	46	44	37	34	210	42	176	44	40' - Coach
AM Totals				*81*	*77*	*74*	*73*	*66*	371	74	305	76	
789	243PM	1	3018	20	14	17	18	18	87	17	69	17	40 Foot
	443PM	2	3018	21	25	20	15	17	98	20	81	20	40 Foot
PM Totals				*41*	*39*	*37*	*33*	*35*	185	37	150	38	
789 Total				122	116	111	106	101	556	111	455	114	
Grand Total				3,448	3,445	3,503	3,344	2,861	16,601	3,320	13,740	3,435	

Maple Grove October 2012 Week "5"

Route	Trip Time	Trip #	Run #	1029	1030	1031	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
								3		3	
780	553AM	1	3418	14	13	11	38	13	38	13	40 Foot
	625AM	2	3023	18	17	19	54	18	54	18	40 Foot
	656AM	3	3037	22	26	24	72	24	72	24	40 Foot
	728AM	4	3418	28	25	26	79	26	79	26	40 Foot
AM Totals				*82*	*81*	*80*	243	81	243	81	
780	335PM	1	3417	15	16	16	47	16	47	16	40 Foot
	404PM	2	3068	20	17	29	66	22	66	22	40 Foot
	432PM	3	3402	26	26	22	74	25	74	25	40 Foot
	514PM	4	3426	16	18	14	48	16	48	16	40 Foot
PM Totals				*77*	*77*	*81*	235	78	235	78	
780 Total				*159*	*158*	*161*	478	159	478	159	
781	546AM	1	3412	42	55	53	150	50	150	50	Artic
	542AM	2	3406	34	42	33	109	36	109	36	Artic
	553AM	3	3414	31	25	38	94	31	94	31	40' - Artic
	622AM	*4*	*3431*	*27*	*35*	*38*	*100*	*33*	*100*	*33*	*Coach*
	610AM	5	3422	59	38	45	142	47	142	47	Artic
	641AM	6	3442	52	59	47	158	53	158	53	Artic
	647AM	*7*	*3029*	*43*	*36*	*49*	*128*	*43*	*128*	*43*	*Coach*
	654AM	8	3448	52	53	44	149	50	149	50	Artic
	642AM	9	3439	67	71	79	217	72	217	72	Artic
	708AM	10	3412	37	30	45	112	37	112	37	Artic
	710AM	11	3401	32	36	31	99	33	99	33	40 Foot
	654AM	12	3030	46	55	44	145	48	145	48	Artic
	722AM	13	3414	74	55	52	181	60	181	60	Artic
	727AM	14	3042	47	59	50	156	52	156	52	Artic
	712AM	15	3452	56	47	45	148	49	148	49	Artic
	738AM	*16*	*3431*	*32*	*34*	*49*	*115*	*38*	*115*	*38*	*Coach*
	725AM	17	3406	55	52	39	146	49	146	49	Artic
	755AM	18	3442	59	51	55	165	55	165	55	Artic
	804AM	19	3448	64	37	44	145	48	145	48	Artic
	802AM	20	3422	70	70	67	207	69	207	69	Artic
	1129AM	21	3010	17	21	14	52	17	52	17	40 Foot
AM Totals				*996*	*961*	*961*	2,918	973	2,918	973	
781	1212PM	1	3010	21	12	18	51	17	51	17	40 Foot
	212PM	2	3012	37	39	35	111	37	111	37	40 Foot
	309PM	3	3443	54	47	65	166	55	166	55	Artic
	332PM	4	3441	48	57	64	169	56	169	56	Artic
	340PM	5	3431	29	26	23	78	26	78	26	40' - Artic
	351PM	6	3432	54	47	68	169	56	169	56	Artic
	400PM	7	3409	76	62	54	192	64	192	64	Artic
	405PM	*8*	*3403*	*44*	*59*	*63*	*166*	*55*	*166*	*55*	*Coach*
	407PM	9	3069	20	29	26	75	25	75	25	40 Foot
	414PM	10	3446	46	22	35	103	34	103	34	40 Foot
	421PM	*11*	*3419*	*53*	*53*	*66*	*172*	*57*	*172*	*57*	*Coach*
	424PM	*12*	*3450*	*38*	*39*	*38*	*115*	*38*	*115*	*38*	*Coach*
	430PM	13	3443	54	56	53	163	54	163	54	Artic
	435PM	14	3410	55	56	84	195	65	195	65	Artic
	441PM	*15*	*3072*	*42*	*43*	*36*	*121*	*40*	*121*	*40*	*Coach*
	455PM	16	3408	66	66	60	192	64	192	64	Artic
	456PM	17	3442	30	41	35	106	35	106	35	Artic
	504PM	18	3441	58	62	51	171	57	171	57	Artic
	506PM	19	3431	28	25	28	81	27	81	27	Artic
	518PM	20	3409	62	41	32	135	45	135	45	40' - Artic
	532PM	21	3432	54	45	35	134	45	134	45	Artic
	602PM	*22*	*3450*	*56*	*61*	*43*	*160*	*53*	*160*	*53*	*Coach*
	632PM	23	3442	22	22	20	64	21	64	21	40' - Artic
PM Totals				*1,047*	*1,010*	*1,032*	3,089	1,030	3,089	1,030	
781 Total				*2,043*	*1,971*	*1,993*	6,007	2,002	6,007	2,002	

Maple Grove October 2012 Week "5"

Route	Trip Time	Trip #	Run #	1029	1030	1031	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
								3		3	
782	530AM	1	3402	16	13	15	44	15	44	15	40 Foot
	559AM	2	3415	17	19	18	54	18	54	18	40 Foot
	627AM	3	3432	26	33	30	89	30	89	30	40 Foot
	657AM	4	3446	29	27	28	84	28	84	28	40 Foot
	723AM	5	3457	22	30	26	78	26	78	26	40 Foot
AM Totals				*110*	*122*	*117*	349	116	349	116	
782	336PM	1	3426	25	20	31	76	25	76	25	40 Foot
	406PM	2	3433	32	33	31	96	32	96	32	40 Foot
	436PM	3	3421	26	16	26	68	23	68	23	40 Foot
	505PM	4	3417	17	22	21	60	20	60	20	40 Foot
	534PM	5	3446	8	10	5	23	8	23	8	40 Foot
PM Totals				*108*	*101*	*114*	323	108	323	108	
782 Total				*218*	*223*	*231*	672	224	672	224	
783	533AM	1	3403	11	14	12	37	12	37	12	40 Foot
	601AM	2	3417	17	23	21	61	20	61	20	40 Foot
	628AM	3	3433	27	26	23	76	25	76	25	40 Foot
	658AM	*4*	*3032*	*30*	*38*	*41*	*109*	*36*	*109*	*36*	*Coach*
	728AM	5	3403	29	30	27	86	29	86	29	40 Foot
	821AM	6	3433	25	18	18	61	20	61	20	40 Foot
AM Totals				*139*	*149*	*142*	430	143	430	143	
783	338PM	1	3457	23	16	32	71	24	71	24	40 Foot
	410PM	2	3422	28	27	37	92	31	92	31	40 Foot
	439PM	*3*	*3025*	*39*	*44*	*36*	*119*	*40*	*119*	*40*	*Coach*
	509PM	4	3457	31	37	21	89	30	89	30	40 Foot
	539PM	5	3419	16	25	14	55	18	55	18	40' - Coach
PM Totals				*137*	*149*	*140*	426	142	426	142	
783 Total				*276*	*298*	*282*	856	285	856	285	
785	*548AM*	*1*	*3409*	*28*	*37*	*32*	*97*	*32*	*97*	*32*	*Coach*
	623AM	*2*	*3427*	*43*	*48*	*46*	*137*	*46*	*137*	*46*	*Coach*
	648AM	3	3443	36	44	43	123	41	123	41	Artic
	702AM	*4*	*3449*	*45*	*45*	*45*	*135*	*45*	*135*	*45*	*Coach*
	715AM	*5*	*3409*	*52*	*67*	*54*	*173*	*58*	*173*	*58*	*Coach*
	730AM	6	3041	40	29	34	103	34	103	34	40 Foot
	745AM	*7*	*3427*	*44*	*36*	*42*	*122*	*41*	*122*	*41*	*Coach*
	800AM	8	3415	38	43	25	106	35	106	35	40 Foot
	818AM	9	3443	34	40	37	111	37	111	37	Artic
AM Totals				*360*	*389*	*358*	1,107	369	1,107	369	
	308PM	1	3448	29	31	42	102	34	102	34	40' - Coach
	333PM	2	3412	27	40	48	115	38	115	38	40' - Artic
	403PM	3	3438	71	58	79	208	69	208	69	Artic
	411PM	4	3405	21	37	24	82	27	82	27	40 Foot
	434PM	5	3424	66	79	67	212	71	212	71	Artic
	448PM	*6*	*3448*	*33*	*33*	*59*	*125*	*42*	*125*	*42*	*Coach*
	502PM	7	3412	57	56	44	157	52	157	52	Artic
	533PM	8	3438	41	30	33	104	35	104	35	40' - Artic
	603PM	9	3424	15	16	14	45	15	45	15	40' - Artic
PM Totals				*360*	*380*	*410*	1,150	383	1,150	383	
785 Total				*720*	*769*	*768*	2,257	752	2,257	752	
789	658AM	1	3035	34	30	35	99	33	99	33	40 Foot
	801AM	2	3029	51	49	42	142	47	142	47	40' - Coach
AM Totals				*85*	*79*	*77*	241	80	241	80	
	243PM	1	3018	22	17	20	59	20	59	20	40 Foot
	443PM	2	3018	22	15	22	59	20	59	20	40 Foot
PM Totals				*44*	*32*	*42*	118	39	118	39	
789 Total				129	111	119	359	120	359	120	
Grand Total				3,545	3,530	3,554	10,629	3,543	10,629	3,543	

Maple Grove November 2012 Week "1"

Route	Trip Time	Trip #	Run #	Thu 1101	Fri 1102	Mon - Fri Total	Mon - Fri Avg 2	Mon - Thu Total	Mon - Thu Avg 1	Artic
780	553AM	1	3418	10	12	22	11	10	10	40 Foot
	625AM	2	3023	17	12	29	15	17	17	40 Foot
	656AM	3	3037	25	16	41	21	25	25	40 Foot
	728AM	4	3418	24	20	44	22	24	24	40 Foot
AM Totals				*76*	*60*	136	68	76	76	
780	335PM	1	3417	17	16	33	17	17	17	40 Foot
	404PM	2	3068	21	17	38	19	21	21	40 Foot
	432PM	3	3402	16	16	32	16	16	16	40 Foot
	514PM	4	3426	15	11	26	13	15	15	40 Foot
PM Totals				*69*	*60*	129	65	69	69	
780 Total				*145*	*120*	265	133	145	145	
781	542AM	2	3406	39	34	73	37	39	39	Artic
	546AM	1	3412	43	38	81	41	43	43	Artic
	553AM	3	3414	27	23	50	25	27	27	40' - Artic
	610AM	5	3422	52	52	104	52	52	52	Artic
	622AM	*4*	*3431*	*28*	*17*	*45*	*23*	*28*	*28*	*Coach*
	641AM	6	3442	47	56	103	52	47	47	Artic
	642AM	9	3439	59	55	114	57	59	59	Artic
	647AM	*7*	*3029*	*42*	*34*	*76*	*38*	*42*	*42*	*Coach*
	654AM	12	3030	43	35	78	39	43	43	Artic
	654AM	8	3448	54	49	103	52	54	54	Artic
	708AM	10	3412	38	25	63	32	38	38	Artic
	710AM	11	3401	21	24	45	23	21	21	40 Foot
	712AM	15	3452	37	42	79	40	37	37	Artic
	722AM	13	3414	51	59	110	55	51	51	Artic
	725AM	17	3406	43	34	77	39	43	43	Artic
	727AM	14	3042	68	45	113	57	68	68	Artic
	738AM	*16*	*3431*	*43*	*39*	*82*	*41*	*43*	*43*	*Coach*
	755AM	18	3442	53	42	95	48	53	53	Artic
	802AM	20	3422	74	57	131	66	74	74	Artic
	804AM	19	3448	54	42	96	48	54	54	Artic
	1129AM	21	3010	25	23	48	24	25	25	40 Foot
AM Totals				*941*	*825*	1,766	883	941	941	
781	1212PM	1	3010	23	39	62	31	23	23	40 Foot
	212PM	2	3012	44	63	107	54	44	44	40 Foot
	309PM	3	3443	55	74	129	65	55	55	Artic
	332PM	4	3441	38	55	93	47	38	38	Artic
	340PM	5	3431	22	30	52	26	22	22	40' - Artic
	351PM	6	3432	48	47	95	48	48	48	Artic
	400PM	7	3409	83	56	139	70	83	83	Artic
	405PM	*8*	*3403*	*41*	*28*	*69*	*35*	*41*	*41*	*Coach*
	407PM	9	3069	20	28	48	24	20	20	40 Foot
	414PM	10	3446	21	17	38	19	21	21	40 Foot
	421PM	*11*	*3419*	*65*	*34*	*99*	*50*	*65*	*65*	*Coach*
	424PM	*12*	*3450*	*44*	*36*	*80*	*40*	*44*	*44*	*Coach*
	430PM	13	3443	55	39	94	47	55	55	Artic
	435PM	14	3410	61	35	96	48	61	61	Artic
	441PM	*15*	*3072*	*23*	*28*	*51*	*26*	*23*	*23*	*Coach*
	455PM	16	3408	62	48	110	55	62	62	Artic
	456PM	17	3442	35	23	58	29	35	35	Artic
	504PM	18	3441	55	36	91	46	55	55	Artic
	506PM	19	3431	17	15	32	16	17	17	Artic
	518PM	20	3409	84	61	145	73	84	84	40' - Artic
	532PM	21	3432	29	26	55	28	29	29	Artic
	602PM	*22*	*3450*	*67*	*31*	*98*	*49*	*67*	*67*	*Coach*
	632PM	23	3442	38	21	59	30	38	38	40' - Artic
PM Totals				*1,030*	*870*	1,900	950	1,030	1,030	
781 Total				*1,971*	*1,695*	3,666	1,833	1,971	1,971	

782	530AM	1	**3402**	13	15	28	14	13	13	40 Foot
	559AM	2	**3415**	20	11	31	16	20	20	40 Foot
	627AM	3	**3432**	20	18	38	19	20	20	40 Foot
	657AM	4	**3446**	33	21	54	27	33	33	40 Foot
	723AM	5	**3457**	31	22	53	27	31	31	40 Foot
AM Totals				***117***	***87***	**204**	**102**	**117**	**117**	
782	336PM	1	**3426**	32	24	56	28	32	32	40 Foot
	406PM	2	**3433**	30	22	52	26	30	30	40 Foot
	436PM	3	**3421**	25	18	43	22	25	25	40 Foot
	505PM	4	**3417**	18	14	32	16	18	18	40 Foot
	534PM	5	**3446**	13	6	19	10	13	13	40 Foot
PM Totals				***118***	***84***	**202**	**101**	**118**	**118**	
782 Total				***235***	***171***	**406**	**203**	**235**	**235**	
783	533AM	1	**3403**	14	11	25	13	14	14	40 Foot
	601AM	2	**3417**	23	11	34	17	23	23	40 Foot
	628AM	3	**3433**	23	21	44	22	23	23	40 Foot
	658AM	***4***	***3032***	***35***	***33***	***68***	***34***	***35***	***35***	***Coach***
	728AM	5	**3403**	27	19	46	23	27	27	40 Foot
	821AM	6	**3433**	25	16	41	21	25	25	40 Foot
AM Totals				***147***	***111***	**258**	**129**	**147**	**147**	
783	338PM	1	**3457**	16	41	57	29	16	16	40 Foot
	410PM	2	**3422**	32	24	56	28	32	32	40 Foot
	439PM	***3***	***3025***	***31***	***25***	***56***	***28***	***31***	***31***	***Coach***
	509PM	4	**3457**	30	16	46	23	30	30	40 Foot
	539PM	5	**3419**	21	10	31	16	21	21	40' - Coach
PM Totals				***130***	***116***	**246**	**123**	**130**	**130**	
783 Total				***277***	***227***	**504**	**252**	**277**	**277**	
785	***548AM***	***1***	***3409***	***33***	***24***	***57***	***29***	***33***	***33***	***Coach***
	623AM	***2***	***3427***	***43***	***36***	***79***	***40***	***43***	***43***	***Coach***
	648AM	3	**3443**	45	37	82	41	45	45	Artic
	702AM	***4***	***3449***	***47***	***32***	***79***	***40***	***47***	***47***	***Coach***
	715AM	***5***	***3409***	***60***	***36***	***96***	***48***	***60***	***60***	***Coach***
	730AM	6	**3041**	31	26	57	29	31	31	40 Foot
	745AM	***7***	***3427***	***34***	***27***	***61***	***31***	***34***	***34***	***Coach***
	800AM	8	**3415**	29	25	54	27	29	29	40 Foot
	818AM	9	**3443**	38	32	70	35	38	38	Artic
AM Totals				***360***	***275***	**635**	**318**	**360**	**360**	
785	308PM	1	**3448**	36	27	63	32	36	36	40' - Coach
	333PM	2	**3412**	28	28	56	28	28	28	40' - Artic
	403PM	3	**3438**	62	51	113	57	62	62	Artic
	411PM	4	**3405**	28	10	38	19	28	28	40 Foot
	434PM	5	**3424**	62	67	129	65	62	62	Artic
	448PM	***6***	***3448***	***25***	***22***	***47***	***24***	***25***	***25***	***Coach***
	502PM	7	**3412**	58	30	88	44	58	58	Artic
	533PM	8	**3438**	27	15	42	21	27	27	40' - Artic
	603PM	9	**3424**	20	13	33	17	20	20	40' - Artic
PM Totals				***346***	***263***	**609**	**305**	**346**	**346**	
785 Total				***706***	***538***	**1,244**	**622**	**706**	**706**	
789	658AM	1	**3035**	41	32	73	37	41	41	40 Foot
	801AM	2	**3029**	39	35	74	37	39	39	40' - Coach
AM Totals				***80***	***67***	**147**	**74**	**80**	**80**	
789	243PM	1	**3018**	14	24	38	19	14	14	40 Foot
	443PM	2	**3018**	19	14	33	17	19	19	40 Foot
AM Totals				***33***	***38***	**71**	**36**	**33**	**33**	
789 Total				**113**	**105**	**218**	**109**	**113**	**113**	
Grand Total				**3,447**	**2,856**	**6,303**	**3,152**	**3,447**	**3,447**	
				54.69%	**45.31%**	**100.00%**				

265	133	780
3,666	1,833	781-A
406	203	782
504	252	783
1,244	622	785
218	109	789
6,303	3,152	Total

Maple Grove November 2012 Week "2"

Route	Trip Time	Trip #	Run #	Mon 1105	Tue 1106	Wed 1107	Thu 1108	Fri 1109	Mon - Fri Total	Mon - Fri Avg 5	Mon - Thu Total	Mon - Thu Avg 4	Artic
780	553AM	1	3418	11	11	21	13	9	65	13	56	14	40 Foot
	625AM	2	3023	16	12	17	15	15	75	15	60	15	40 Foot
	656AM	3	3037	23	22	21	20	18	104	21	86	22	40 Foot
	728AM	4	3418	26	24	24	24	21	119	24	98	25	40 Foot
AM Totals				*76*	*69*	*83*	*72*	*63*	363	73	300	75	
780	335PM	1	3417	17	16	12	12	19	76	15	57	14	40 Foot
	404PM	2	3068	17	27	22	22	11	99	20	88	22	40 Foot
	432PM	3	3402	24	15	25	26	11	101	20	90	23	40 Foot
	514PM	4	3426	17	18	20	11	12	78	16	66	17	40 Foot
PM Totals				*75*	*76*	*79*	*71*	*53*	354	71	301	75	
780 Total				*151*	*145*	*162*	*143*	*116*	717	143	601	150	
781	546AM	1	3412	42	45	42	42	35	206	41	171	43	Artic
	542AM	2	3406	44	38	39	39	27	187	37	160	40	Artic
	553AM	3	3414	30	26	24	28	27	135	27	108	27	40' - Artic
	622AM	*4*	*3431*	*39*	*29*	*33*	*32*	*30*	*163*	*33*	*133*	*33*	*Coach*
	610AM	5	3422	42	44	56	43	49	234	47	185	46	Artic
	641AM	6	3442	58	46	50	41	58	253	51	195	49	Artic
	647AM	*7*	*3029*	*36*	*30*	*43*	*29*	*27*	*165*	*33*	*138*	*35*	*Coach*
	654AM	8	3448	48	37	48	53	38	224	45	186	47	Artic
	642AM	9	3439	64	51	57	64	51	287	57	236	59	Artic
	708AM	10	3412	37	33	47	41	36	194	39	158	40	Artic
	710AM	11	3401	26	20	36	29	5	116	23	111	28	40 Foot
	654AM	12	3030	73	41	44	51	42	251	50	209	52	Artic
	722AM	13	3414	62	56	68	66	55	307	61	252	63	Artic
	727AM	14	3042	43	50	65	51	48	257	51	209	52	Artic
	712AM	15	3452	55	67	52	56	36	266	53	230	58	Artic
	738AM	*16*	*3431*	*35*	*55*	*44*	*36*	*34*	*204*	*41*	*170*	*43*	*Coach*
	725AM	17	3406	51	60	40	46	46	243	49	197	49	Artic
	755AM	18	3442	59	59	59	52	37	266	53	229	57	Artic
	804AM	19	3448	43	62	59	41	30	235	47	205	51	Artic
	802AM	20	3422	60	74	67	50	41	292	58	251	63	Artic
	1129AM	21	3010	18	32	18	18	15	101	20	86	22	40 Foot
AM Totals				*965*	*955*	*991*	*908*	*767*	4,586	917	3,819	955	
781	1212PM	1	3010	23	26	21	20	43	133	27	90	23	40 Foot
	212PM	2	3012	38	53	39	38	74	242	48	168	42	40 Foot
	309PM	3	3443	46	79	54	50	69	298	60	229	57	Artic
	332PM	4	3441	71	87	59	44	78	339	68	261	65	Artic
	340PM	5	3431	29	39	36	35	24	163	33	139	35	40' - Artic
	351PM	6	3432	50	58	51	53	51	263	53	212	53	Artic
	400PM	7	3409	62	67	75	59	50	313	63	263	66	Artic
	405PM	*8*	*3403*	*37*	*51*	*48*	*54*	*27*	*217*	*43*	*190*	*48*	*Coach*
	407PM	9	3069	29	33	12	14	17	105	21	88	22	40 Foot
	414PM	10	3446	25	48	40	35	24	172	34	148	37	40 Foot
	421PM	*11*	*3419*	*51*	*39*	*50*	*41*	*40*	*221*	*44*	*181*	*45*	*Coach*
	424PM	*12*	*3450*	*34*	*49*	*19*	*28*	*22*	*152*	*30*	*130*	*33*	*Coach*
	430PM	13	3443	52	69	74	78	41	314	63	273	68	Artic
	435PM	14	3410	68	31	39	62	47	247	49	200	50	Artic
	441PM	*15*	*3072*	*42*	*41*	*35*	*23*	*19*	*160*	*32*	*141*	*35*	*Coach*
	455PM	16	3408	74	65	65	67	46	317	63	271	68	Artic
	456PM	17	3442	34	23	49	29	13	148	30	135	34	Artic
	504PM	18	3441	64	49	60	61	33	267	53	234	59	Artic
	506PM	19	3431	18	58	31	25	12	144	29	132	33	Artic
	518PM	20	3409	42	38	34	38	18	170	34	152	38	40' - Artic
	532PM	21	3432	53	44	55	57	42	251	50	209	52	Artic
	602PM	*22*	*3450*	*50*	*35*	*40*	*42*	*33*	*200*	*40*	*167*	*42*	*Coach*
	632PM	23	3442	28	26	32	30	19	135	27	116	29	40' - Artic
PM Totals				*1,020*	*1,108*	*1,018*	*983*	*842*	4,971	994	4,129	1,032	
781 Total				*1,985*	*2,063*	*2,009*	*1,891*	*1,609*	9,557	1,911	7,948	1,987	

Maple Grove November 2012 Week 2

Route	Trip Time	Trip #	Run #	Mon	Tue	Wed	Thu	Fri	Mon - Fri Total	Mon - Fri Avg	Mon - Thu Total	Mon - Thu Avg	Artic
				1105	1106	1107	1108	1109		5		4	
782	530AM	1	3402	12	9	13	10	7	51	10	44	11	40 Foot
	559AM	2	3415	17	15	21	18	16	87	17	71	18	40 Foot
	627AM	3	3432	28	22	27	29	23	129	26	106	27	40 Foot
	657AM	4	3446	30	24	28	29	26	137	27	111	28	40 Foot
	723AM	5	3457	23	34	26	24	23	130	26	107	27	40 Foot
AM Totals				*110*	*104*	*115*	*110*	*95*	534	107	439	110	
782	336PM	1	3426	26	31	29	23	21	130	26	109	27	40 Foot
	406PM	2	3433	14	15	28	27	17	101	20	84	21	40 Foot
	436PM	3	3421	25	26	22	19	23	115	23	92	23	40 Foot
	505PM	4	3417	26	16	23	26	16	107	21	91	23	40 Foot
	534PM	5	3446	8	6	10	5	4	33	7	29	7	40 Foot
PM Totals				*99*	*94*	*112*	*100*	*81*	486	97	405	101	
782 Total				*209*	*198*	*227*	*210*	*176*	1,020	204	844	211	
783	533AM	1	3403	12	13	13	16	8	62	12	54	14	40 Foot
	601AM	2	3417	15	18	19	20	18	90	18	72	18	40 Foot
	628AM	3	3433	29	20	17	18	12	96	19	84	21	40 Foot
	658AM	*4*	*3032*	*44*	*31*	*37*	*37*	*30*	*179*	*36*	*149*	*37*	*Coach*
	728AM	5	3403	24	29	19	24	26	122	24	96	24	40 Foot
	821AM	6	3433	17	19	24	19	17	96	19	79	20	40 Foot
AM Totals				*141*	*130*	*129*	*134*	*111*	645	129	534	134	
783	338PM	1	3457	21	34	17	17	23	112	22	89	22	40 Foot
	410PM	2	3422	27	38	26	25	29	145	29	116	29	40 Foot
	439PM	*3*	*3025*	*40*	*32*	*40*	*37*	*19*	*168*	*34*	*149*	*37*	*Coach*
	509PM	4	3457	27	20	30	28	23	128	26	105	26	40 Foot
	539PM	5	3419	21	19	20	23	9	92	18	83	21	40' - Coach
PM Totals				*136*	*143*	*133*	*130*	*103*	645	129	542	136	
783 Total				*277*	*273*	*262*	*264*	*214*	1,290	258	1,076	269	
785	*548AM*	*1*	*3409*	*36*	*27*	*32*	*36*	*21*	*152*	*30*	*131*	*33*	*Coach*
	623AM	*2*	*3427*	*52*	*40*	*37*	*40*	*33*	*202*	*40*	*169*	*42*	*Coach*
	648AM	3	3443	46	47	51	39	46	229	46	183	46	Artic
	702AM	*4*	*3449*	*45*	*30*	*46*	*43*	*39*	*203*	*41*	*164*	*41*	*Coach*
	715AM	*5*	*3409*	*47*	*46*	*48*	*44*	*40*	*225*	*45*	*185*	*46*	*Coach*
	730AM	6	3041	44	41	52	44	27	208	42	181	45	40 Foot
	745AM	*7*	*3427*	*38*	*42*	*35*	*28*	*33*	*176*	*35*	*143*	*36*	*Coach*
	800AM	8	3415	35	40	37	37	30	179	36	149	37	40 Foot
	818AM	9	3443	46	45	34	35	20	180	36	160	40	Artic
AM Totals				*389*	*358*	*372*	*346*	*289*	1,754	351	1,465	366	
785	308PM	1	3448	30	48	24	25	25	152	30	127	32	40' - Coach
	333PM	2	3412	36	49	41	40	33	199	40	166	42	40' - Artic
	403PM	3	3438	59	62	52	47	46	266	53	220	55	Artic
	411PM	4	3405	34	17	21	25	19	116	23	97	24	40 Foot
	434PM	5	3424	82	68	73	69	49	341	68	292	73	Artic
	448PM	*6*	*3448*	*31*	*29*	*35*	*27*	*17*	*139*	*28*	*122*	*31*	*Coach*
	502PM	7	3412	54	41	59	56	35	245	49	210	53	Artic
	533PM	8	3438	37	28	35	28	17	145	29	128	32	40' - Artic
	603PM	9	3424	20	17	16	21	18	92	18	74	19	40' - Artic
PM Totals				*383*	*359*	*356*	*338*	*259*	1,695	339	1,436	359	
785 Total				*772*	*717*	*728*	*684*	*548*	3,449	690	2,901	725	
789	658AM	1	3035	38	26	35	37	32	168	34	136	34	40 Foot
	801AM	2	3029	41	38	44	38	33	194	39	161	40	40' - Coach
AM Totals				*79*	*64*	*79*	*75*	*65*	362	72	297	74	
	243PM	1	3018	17	14	22	17	18	88	18	70	18	40 Foot
	443PM	2	3018	22	23	24	19	15	103	21	88	22	40 Foot
PM Totals				*39*	*37*	*46*	*36*	*33*	191	38	158	40	
789 Total				118	101	125	111	98	553	111	455	114	
Grand Total				3,512	3,497	3,513	3,303	2,761	16,586	3,317	13,825	3,456	
				21.17%	21.08%	21.18%	19.91%	16.65%	100.00%				

717	143		780
9,557	1,911		781-A
1,020	204		782
1,290	258		783
3,449	690		785
553	111		789
16,586	3,317		Total

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **Item Number:** E.

Agenda Item: Update on Phase 2 Parkway Station Design

Maple Grove Transit has begun the design of Phase 2 for Parkway Station. More details on the design should be available at the Transt Commission meeting.

The project would be designed to provide approximately 210 park-and-ride stalls on a single elevated parking deck over the existing parking lot. These expansion stalls would cover about ½ of the existing surface parking area. A 3rd phase to complete rest of the decked stalls would be planned for a few more years in the future. As footings and foundations are in place, the construction period will be shortened by approximately 20%. Also included will be the necessary access/egress stairs and pedestrian connections to the existing passenger terminal.

The City is in the process of applying for construction funding from the Minnesota Department of Transportation. The City of Maple Grove is only applying for $2,071,500 in Chapter 152 funds, which represent 52 percent of the total construction budget of $3,950,000. The City of Maple Grove has arranged for a 48 percent local match using Metropolitan Council Regional Transit Capital (RTC) grant funds totaling $1,878,500. The application packet is due December 21 and project selection should be in February 2013.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **Item Number:** F.

Agenda Item: 2012 Minnesota State Legislative Elections Results

The 2012 Minnesota State Legislative elections resulted in a DFL Party majority in the House of Representatives, Senate, and Governor's Office. This is the first time this has happened since 1990. As a result, the Transit Commission will discuss potential impacts of a DFL controlled Legislature.

One likely scenario is that several different transportation funding packages are likely to be introduced as bills. Some of these should included transit funding increases as well. However, it is not known if that would mean any increases to suburban transit programs. This past summer Governor Dayton formed a committee to look at long range transportation funding mechanisms to build a "world class transportation system" for Minnesota. Some of the funding option that may get a further look include:

- Vehicles registration
- Gas tax
- Increase in the dedicated Transit Sales tax from .25 percent to .75 percent
- Wheelage Tax
- MNPass Rate Increase and other tolling options

It is also possible that that transit governance could get some attention and those bills could have the potential to affect Maple Grove Transit and the other suburban transit programs.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **Item Number:** G.

Agenda Item: Bus Layover Location in Downtown Minneapolis

Maple Grove Transit and other Metro Transit express routes in recent weeks have been experiencing delays due to increasing traffic congestion and gridlock in the area of 11th Street & 3rd Avenue. The Maple Grove buses layover on 16th Street behind the Minneapolis Convention Center (**see attached map**) and have no choice but to travel through this intersection to get to the route starting point.

The affected time period is 4:45 p.m. to 5:45 p.m. The level of congestion and resulting delays varies from day-to-day. High levels of traffic come directly from I-35W and the Leamington Parking Ramp onto 3rd Avenue . Some bus drivers report being as late as 20 minutes. They sometimes have to wait through as many as five traffic light cycles before being able to move forward. The bus drivers are doing all they can. It is a very challenging situation with limited options to address the problem.

However, on Thursday November 15 a test run of a new layover location was conducted. The new layover location was on 7th Street right before Twin's Way. The one day test showed promising results and more testing will occur the week of November 26 before a final decision is made. This location is also a bike lane and could affect if we are allowed to keep this long term as a layover spot.

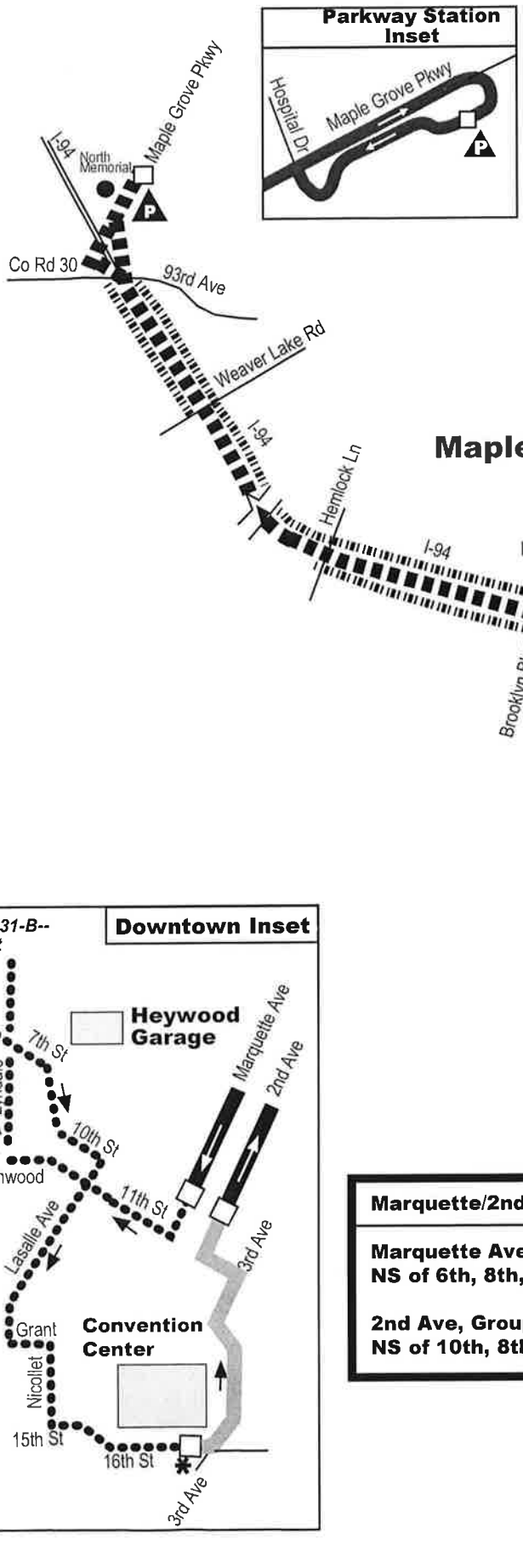
The bus routing is from 7th Street to a right turn on Twins Way, left turn on 12th Street, and then a left turn on 2nd Avenue to the start of the route.

Metro Transit and Maple Grove Transit has brought this to the attention of the City of Minneapolis and are meeting with them on November 29 discuss the matter. Maple Grove Transit will continue to keep this situation a top priority as we work toward a solution.

Route 785 EXPRESS

Effective: 4/4/11

(Correct 2nd Ave stop group assignment)



CP 04/27/11

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **Item Number:** H.

Agenda Item: Riding Tips and Reminders for Maple Grove Customers

Over the past few weeks Transit Commission have had some discussions about reminding riders about various riding behavior and situations including:

- Cell phone use
- Use of perfumes
- Back packs hitting seated riders as commuters walk down the bus aisle
- Winter Season Riding Reminders

Attached are some example of rider flyers and information that Maple Grove Transit has disseminated in the past.

We should discuss to what level and extent we try to set policies to cover a wide variety of these topics and future ones that have yet to be brought to our attention. I think we need to be careful about setting rules to govern a few that will likely not follow them. Also, I recently had some feedback that occasionally the Rider Flyers contain rules that treat riders like they are children and they were offended by that. However, we also need to some degree do what we can to ensure that our customers can comfortably and safely enjoy their commute.

On Board the Bus

Emergencies

- Know the locations of emergency window and roof exits.
- In the event of an emergency, remain calm and listen for instructions from the driver.
- For quickest emergency evacuation, leave all carry-on items behind.
- Clear windows and doors as quickly as possible, and move quickly away from the bus.
- Assist fellow passengers if you can.

Standees

- Once seats are full, you are allowed to stand in the aisles. However, riders do so at their own risk.
- Standees must hold on to grab rails.
- Do not stand or sit in bus stairwells.
- Never lean against doors.
- Federal law prohibits standing in front of the white or yellow line next to driver.
- Standees are prohibited from carrying any type beverage regardless of container type.
- Standees should exit first, followed by riders from the front to the back to ensure safety.

Have a Safe Trip...

MGT wants to make sure all our riders stay safe. That's why it is important to keep the following safety tips in mind as a MGT rider.

Emergencies

- In the event that an emergency affects MGT services, critical information will be available on the MGT Emergency Information Line, **763-494-5994**, and **763-494-6005**. Information may also be posted online at www.maplegrovetransit.org
- Local media and the Emergency Alert System (EAS) may also distribute relevant information.
- **Dial 911 and notify the bus driver if you:**
  - Feel threatened by a person or situation on the bus or at a park-and-ride lot.
  - Observe a suspicious person, situation, or package on the bus or at a park-and-ride lot.
  - Observe criminal activity on the bus or at a park-and-ride lot.
  - Observe groups of people loitering in a park-and-ride lot.

Packages

- Notify the bus driver or call 911 if you spot a suspicious package. You should be alert to packages:
  - Placed in out-of-the way locations
  - Abandoned by people in haste before departing
  - With batteries/wires, or bottles/containers that could hold chemicals
  - With messages attached
  - With suspicious odors or seeping fluids

People

- Report suspicious behavior or activity to the driver or call 911. You should be alert to people who exhibit signs of nervousness, excessive sweating, or inappropriate or baggy clothing that could conceal a threat. **NEVER confront the person yourself.**

Preparedness

- Always have a personal emergency plan in place. Keep a local map and contact numbers for family, doctors, and hospitals with you. Agree on a rendezvous location. Have a similar plan in place for work colleagues.

Signaling Buses

- Carry a small flashlight with you to signal the driver in low light conditions. Never shine the light in the driver's eyes.

...And a Pleasant Journey

MGT has the nicest riders around, but it never hurts to be reminded of some good rider etiquette to make the journey as pleasant as possible for everyone. Please bear the following in mind whenever you ride MGT:

- **Cell Phones**—Out of courtesy to others, please set your phone to vibrate, or to ring quietly. Please limit the length of your calls, and keep your voice low as you share space with other riders.
- **Conversations**—When talking with other riders on the bus, please keep your voice low as not to disturb other riders.
- **Carry-on Items/Packages**—Please hold all carry-ons or put them on the floor by your feet. Keep aisles clear and do not use empty seats for your packages. Drivers can refuse service to riders whose items present a safety hazard or cause inconvenience to other passengers.
- **Bus Exiting Procedures**—Quick, efficient exiting begins with standees departing first, followed by seated passengers from front to back to ensure safety and order.
- **Transit Station Boarding**—Form an orderly line inside the lobby starting from the east end. If the line gets too long, we ask that you not stand in the stairwells. Instead, form a wrap-around line along the divider ropes placed in the center of the lobby.
- **Waiting at the Park-and-Ride Lots**—We ask that riders who wait in their cars at the park-and-ride lots or the transit station to shut off their headlights, as they can be blinding to other riders in the lot.
- **Beverages on Buses**—Please transport your beverage in a sturdy container with a secure lid. Standees cannot possess any type of beverage.

Congestion cost U.S. travelers 3.7 billion hours of delay and 2.3 billion gallons of wasted fuel, totaling $63.1 billion, according to the 2005 Urban Mobility Report. **

**US Department of Transportation, Federal Highway Administration, Season Theme Program Materials, Fall, 2007. http://www.italladdsup.gov/community_partners/fall.asp

Play It Safe at the Park-and-Ride

Your personal safety is of utmost importance to us. Please keep the following tips in mind when parking in the Transit Station or Park-and-Ride lots:

- Park in well-lit areas. Look around before leaving your vehicle.
- Always lock all your doors and make sure your windows are closed.
- Do not leave valuables in the vehicle.
- Always walk with a confident attitude.
- Have your car key in hand when returning to your vehicle. Check under and inside your car before entering.
- Report suspicious activity or crime to 911.
- Always drive with doors locked and windows rolled up.
- Keep your wallet or purse out of view, not on seat next to you.
- Do not exceed 5 mph speed limit.
- Look carefully for oncoming traffic and stop at the end of each row before proceeding.
- Always yield to pedestrians.
- The City of Maple Grove is not responsible for theft or damage to vehicles at park-and-ride lots.

Maple Grove Transit

Cell Phone Courtesy

Cell phones are one of our greatest modern conveniences, but as their usage escalates, they are also creating new problems. Loud ringing from multiple phones, unique rings that mimic other sounds, and loud or prolonged conversations are irritating to other bus riders. They can also create a safety hazard if they interfere with your driver's ability to concentrate or operate the bus.

Maple Grove Transit wants to make the ride as pleasant and safe as possible for all our riders. If you travel with a cell phone, we ask your cooperation in following these simple rules of etiquette:

- Please set your phones to ring as quietly as possible, or even better, set them to vibration mode.

- If possible, please limit the length of your phone conversation to just a couple of minutes. Most people respond to a polite statement that you can phone them back at a specified time. Several people on cell calls at the same time, greatly elevates the background noise inside the bus.

- Keep your voice, and your laughter, as low as possible. People unconsciously raise their voice when talking over the other sounds on the bus. You may not want to share your personal information with those around you; and they may not want to know your details.

- Be aware that you are sharing space with others.

Maple Grove Transit drivers have the right to stop the bus at any time the ringing of cell phones or conversations are interfering with their operation of the bus.

If you have any questions, please call the Transit Administrator at 763-494-6005 or transit@ci.maple-grove.mn.us . Thank you.

Maple Grove Transit

Winter Storm Reminders

Service Changes or Cancellations Due To Severe Weather

Any service modifications, additions, or cancellations related to weather will be announced on the Maple Grove Transit's Emergency Information Hotline 763-494-5994. In the event that all of Maple Grove Transit's service would be canceled due to severe weather the announcements would also be made on WCCO 830 AM radio and Channel 4 TV. Maple Grove Transit contracts with Metro Transit for our commuter bus operations, so if Metro Transit is cancelling service, Maple Grove will also have to cancel service.

Special Midday Service on Winter Storm Days

In the event of a major snowstorm during the mid-day that causes local public schools or downtown Minneapolis businesses to close early, it is difficult for Maple Grove Transit to provide additional early return service from Minneapolis so that riders could get home to meet their children. Bus and driver availability as well as the need to operate the regular posted schedule are the major challenges. Depending on the time of day, amount of snowfall, and road conditions, we may be able to offer a couple of early trips. Any special trips would be announced on the Emergency Information Hotline 763-494-5994.

In the event of a mid-day snowstorm, Maple Grove will make every possible effort to operate all afternoon trips per the schedule. Maple Grove Transit does not want to leave riders stranded in Minneapolis. Many trips could run very late, and the rare possibility exists that roads could be come impassable and State Officials shut down the roadway system.

Snow Reroutes

If Metro Transit declares a "Snow Reroute" due to heavy snow or icy conditions, certain segments of routes throughout the system may not be operated, including the following segments of the Maple Grove Transit.

- Rt. 780 – West Eagle Lake Drive, board buses on Hemlock Lane.

Bus Shoulder Use

If snow or ice is covering the shoulder lanes, it is the judgment of the driver whether it is safe to operate on the lanes.

Appropriate Winter Clothing

Please dress appropriately for the weather conditions as buses can be delayed or stranded in winter storms. Even if you board at the Transit Station you should considered having the appropriate winter clothing and footwear in the event a bus gets stuck after departing the Transit Station

Maple Grove Transit

Safety and Security Tips

Safety and security is everyone's business and you as riders play an important role. Therefore, it is important to be alert and informed. Listed below are some general safety and security tips to keep in mind when utilizing Maple Grove Transit buses and/or park-and-ride facilities.

Dial 911 and notify the bus driver if you:

- **Feel threatened by a person or situation on the bus or at a park-and-ride lot.**
- **Observe a suspicious person, situation, or package on the bus or at a park-and-ride lot.**
- **Observe criminal activity on the bus or at a park-and-ride lot.**
- **Observe groups of people loitering in a park-and-ride lot.**

Emergency Information

In the event of an emergency directly related to Maple Grove Transit, critical information will be recorded in a message on Maple Grove Transit's Emergency Information Line at 763-494-5994.

- Information may also be posted on the City of Maple Grove's website at www.ci.maple-grove.mn.us
- Information may also be sent via the City's eSubscribe e-mail notification system to those riders who have signed up for this service.
- Depending on the type and severity of the emergency event, local media outlets and the Emergency Alert System (EAS) may be distributing pertinent information.

Packages

If you spot a suspicious package notify the bus operator or call 911. What's suspicious?

- Placed in an out-of-the-way location.
- You saw the person abandoning the package and then hastily departing the bus.
- The package has batteries/wires or has bottles or containers that might hold chemicals.
- There is a message attached to the package.
- The package has an odor or is seeping fluid.

People

Be aware of the people around you. Report suspicious behavior or activity to a bus operator or call 911. Do not confront the person. What's suspicious?

- Visibly nervous
- Excessive sweating
- Inappropriate or baggy clothing that might conceal a threat.

Preparedness

Have a plan for how to contact family members in the event of an emergency. Keep handy a local map. Agree on a rendezvous location. Have a similar plan for work colleagues. Keep with you emergency contact information for your doctor, hospital, etc.

(Continued on the other side)

Boarding on the Streets / Flashlights.
If you board the bus along one of the City streets, it is a good idea to carry a flashlight in low light conditions so that the driver has a better chance of seeing you. Do not shine the flashlight in the driver's eyes.

On board the Bus
Familiarize yourself with emergency window and roof exits. In the event of an emergency, remain calm and listen for instructions from the driver. When evacuating a bus, do so in an orderly fashion and leave all carry-on items behind. Clear the doors and windows as soon as possible; and move quickly away from the vehicle. Assist fellow passengers.

Standees on the Bus
Maple Grove Transit does not have a policy that prohibits standing in the aisle of buses once the seats are full. However, riders that choose to stand do so at their own risk.

- If you are standing, you must hold on to the grab rails. Do not stand or sit in the bus stairwells and never lean against the doors. Do not stand in front of white or yellow line that is next to the driver, which is a Federal Law.
- Standees cannot have any type beverage regardless of the type of container while standing. When exiting the bus, please let all standees off first, and then empty the bus from the front to the back to ensure a safe and orderly process.

Park-and-Ride Facilities
- Park in well lit areas. Look around before departing vehicle.
- Always lock ***all*** your doors, no matter how soon you plan to return.
- Check to see that all windows are closed.
- Do not leave purses, wallets or other valuables in your vehicles (even if out of sight).
- Display a confident and positive attitude when walking.
- When returning to your vehicle have the door key in hand, and look under and inside your car before unlocking the door.
- Report any suspicious activity or crime by calling 911.

Driving in Park-and-Ride Facilities
- Drive with vehicle doors locked and windows rolled up as much as possible.
- Keep your wallet or purse out of view while driving. Do not leave them next to you or on the seat.
- Drive the speed limit in ramps and lots ***(5 MPH).***
- In the parking ramp, look carefully for on-coming traffic and stop at the end of each row or before marking turns down parking aisle or drive lanes.
- Yield to pedestrians.

If you have any question, please contact the Transit Administrator at 763-494-6005 or transit@ci.maple-grove.mn.us .

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **Item Number:** I.

Agenda Item: 2013 Maple Grove Transit Budget

Enclosed is the approved Maple Grove Transit 2013 operating budget. The Maple Grove City Council adopted these documents at its November 5, 2012 meeting. This item is presented to the Transit Commission as an information item.

November 5, 2012
DATE

REQUEST FOR COUNCIL ACTION

AGENDA ITEM NUMBER

CITY ADMINISTRATOR'S APPROVAL

ORIGINATING DEPARTMENT
Administration

AGENDA ITEM
Maple Grove Transit
2013 Operating Budget

PREVIOUS ACTIONS:
None.

RECOMMENDED COUNCIL ACTION:
Motion for the Mayor and City Council to approve the Maple Grove Transit 2013 Operating Budget.

COMMENTS:

The City of Maple Grove established Maple Grove Transit (MGT) in June 1990 under the Replacement Transit Service Demonstration legislation commonly referred to as "opt-out" transit. The City contracts with transit companies to provide the transit service. The City's Transit Administrator conducts transit operations, planning, administration, customer service, and marketing. MGT has an eight-member Transit Commission to provide user input into the operation and planning of the system.

The 2013 transit budget proposes $4,766,352 in total expenses, which is a 2.78 percent increase over the 2012 budgeted amount. The primary reason for the increase is due to hourly rate increases in the operating agreements with the contracted providers: Metro Transit and Midwest Paratransit. Even though Maple Grove Transit is experiencing high ridership demand, no change in level of service is proposed in the 2013 budget. Minor adjustment to the service levels will be contemplated as needed.

Since July 2002, the City of Maple Grove has funded the transit operations through revenues received from the statewide motor vehicle sales tax (MVST) fund. Previous to this date, the system was funded through local property taxes levied by the Metropolitan Council. The MVST fund varies from month-to-month depending on the economy. Due to transit funding cuts approved in the 2011 Special Legislative Session and subsequent actions taken by the Metropolitan Council, Maple Grove Transit did not receive MVST funding in 2012 nor will it receive MVST funding for the first six months of 2013. For 2013, $1,548,719 from the Maple Grove Transit MVST fund balance, $1,187,633 from the Metropolitan Council MVST fund beginning July 1, and $2,030,000 in passenger fares is projected to balance the budget.

Maple Grove consistently ranks at the top in Metropolitan Council performance measures for efficiency and productivity for express routes in the metro area. For example, our Route 781 is one of the most productive express routes in the region with 68 passengers per service hour operated. Metropolitan Council policy states that passenger fares from express routes riders should cover 30 percent of the operating expenses. Maple Grove Transit as a system in 2011 had a system farebox recovery ratio of 49 percent. The Route 781, which carries 63 percent of the express riders, had a farebox recovery of 73 percent and a subsidy per passenger figure of only 65 cents. This performance puts the Route 781 in the top three ranking of these two measurement categories for the entire metro area.

The primary goal for Maple Grove Transit in 2013 is to provide transit services commensurately to the ridership demand, but within the available financial resources, bus fleet, and park-and-ride capacity. Attached is the 2013Maple Grove Transit line item budget and service plan summary.

Maple Grove Transit System - 2013 Budget

	Description of Item	2012 Budget	2013 Budget	amount variance	percentage variance
Revenue					
F1	Federal Formula Funds (NTD funds)				
F2	Job Access/Reverse Commute (JARC)				
F3	5310/5311/Title IIIB				
F4	CMAQ Operating Funds				
F5	Other Federal (describe)				
S1	MVST - motor vehicle sales tax *	$2,637,312	$2,736,352	$99,040	3.76%
S2	State General Funds				
S3	Other State Funds (Describe)				
L1	Local Government Funds				
G1	Total Passenger Fares	$2,000,000	$2,030,000	$30,000	1.50%
G2	Advertising				
G3	Concessions				
G4	Property Taxes				
G5	Other Non-Transportation Funds				
G6	Other self-generated funds - Interest				
O1	Met Council Subsidy				
O2	Metro Mobility Subsidy (ADA-Contracts)				
O2	Other (Describe)				
	Total Operating Revenue	**$4,637,312**	**$4,766,352**	$129,040	2.78%
OPERATING EXPENDITURES		**2012 Budget**	**2013 Budget**	**variance**	**variance**
E1	Operator Wages	$0	$0	$0	0.00%
E2	Other Salaries and Wages	$97,300	$97,300	$0	0.00%
E3	Fringe Benefits	$41,000	$41,000	$0	0.00%
E4	Services	$95,000	$95,000	$0	0.00%
E5	Fuel and Lubricants *(Metro Transit fuel surcharge)*	$320,000	$320,000	$0	0.00%
E6	Tires & Tubes	$0	$0	$0	0.00%
E7	Other Materials and Supplies	$60,000	$60,000	$0	0.00%
E8	Utilities	$70,000	$70,000	$0	0.00%
E9	Insurance	$10,500	$10,500	$0	0.00%
E10	Taxes	$0	$0	$0	0.00%
E11	Service Cost *(does not include fuel surcharge)*	**$3,858,512**	**$3,987,552**	$129,040	3.34%
E13	Miscellaneous Expenses	$85,000	$85,000	$0	0.00%
	Total Operating Expenditures	**$4,637,312**	**$4,766,352**	$129,040	2.78%
Net Income/Loss		**$0**	**$0**	**$0**	0%

MGT Service Plan	2012 Budget	2013 Budget	variance	variance
Passengers	800,000	817,000	17,000	2.13%
Service Hours	30,711	31,452	741	2.41%
Service Miles	635,000	651,430	16,430	2.59%

* $1,548,719 from City MVST fund balance and $1,187,633 from Metropolitan Council MVST funds beginning July 1, 2013.

REQUEST FOR TRANSIT COMMISSION ACTION

Meeting Date: 11/27/12 **Item Number:** J.

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:

- January 29, 2013