

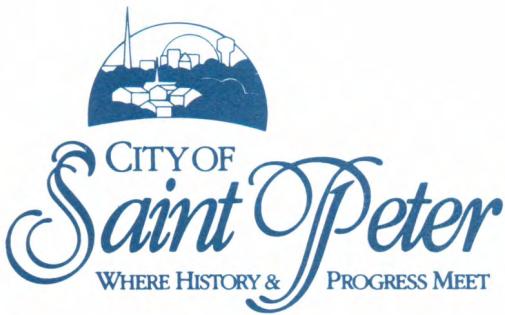
**CITY OF SAINT PETER, MINNESOTA
AGENDA AND NOTICE OF MEETING**

Regular Workshop Session of Monday, October 5, 2015
Library Meeting Room – 5:30 p.m.
601 South Washington Avenue

- I. **CALL TO ORDER**
- II. **DISCUSSION**
 - A. Finance Department Presentation
 - B. Lager Easement Discussion
 - C. Housing Update
 - D. Cooperative Transit Update
 - E. Others
- III. **ADJOURNMENT**

Office of the City Administrator
Todd Prafke

TP/bal



Memorandum

TO: Honorable Mayor Strand
Members of the City Council

DATE: 9/30/15

FROM: Todd Prafke
City Administrator

RE: Department Presentation: Finance

ACTION/RECOMMENDATION

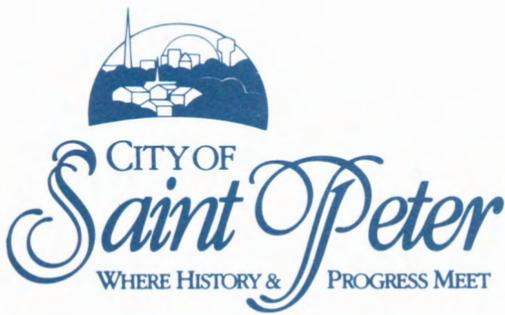
None needed. For your information only.

BACKGROUND

As has been our past practice, time has been set aside on this workshop agenda for a presentation on one of the City's Departments. Finance Director O'Connell will be at the workshop on Monday evening to provide information on activities in the Finance Department.

Please feel free to contact me if you have any questions or concerns on this agenda item.

TP/bal



Memorandum

TO: Honorable Mayor Strand
Members of the City Council

DATE: 9/30/2015

FROM: Todd Prafke
City Administrator

RE: Lagers Easement Discussion

ACTION/RECOMMENDATION

None needed. For your information and discussion.

BACKGROUND

Your City Attorney and I have invited Kip Lager from Lager's Inc. to come to your workshop to visit about his request for the removal of the City easement from property Lager's owns on Union Street.

As you may recall the City has had an easement on a portion of this property since the mid-1960's and your Master Plan shows a future sidewalk at that location. Your staff and your Attorney have had a number of discussions with Mr. Lager and his two attorneys about this issue. Part of our effort in working with Mr. Lager is to accommodate his request to address the Council directly, during a workshop. His participation is a substantial deviation from your policy related to participation in workshops, but is part of our ongoing hope to facilitate a mutually beneficial agreement on a modification to the easement; a modification that meets Mr. Lager's wants and your plans related to sidewalk and accessibility, while being good stewards of City resources.

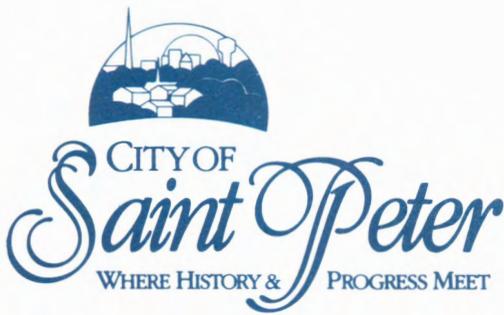
This is a discussion of a land transaction and Mr. Lager's attorney has threatened litigation. Based on those two issues it is my and your City Attorney's recommendation that you afford Mr. Lager time at the workshop, but refrain from any negotiations at this time. Because of the nature of the discussion, it would be my and your City Attorney's intent to ask the Council to have a closed session at a future Council meeting to discuss Mr. Lager's proposal or position.

Please find attached an overhead image of the area.

Please feel free to contact me or City Attorney Brandt if you have any additional questions or concerns on this agenda item.

TP/bal





Memorandum

TO: Honorable Mayor Strand
Members of the City Council

DATE: 9/30/2015

FROM: Todd Prafke
City Administrator

RE: Housing Subdivision

ACTION/RECOMMENDATION

None needed. For your information and discussion.

BACKGROUND

It is my hope to have updated information related to a housing subdivision at your workshop on Monday evening. The goals for our discussion will be:

- Update on current/new design work
- Update on new partners
- Discussion of financing issues including use of Tax Increment Financing
- Discussion on cooperative efforts with the School District
- Discussion of market
- Discussion on ideas to benefit other segments of the market place

Here is where we are today:

- We have been unable to work the numbers to eliminate the gap which now stands roughly at \$200,000 over three phases. The gap has been reduced from our last discussion based on three main drivers: new design assistance from Greater Minnesota Housing Fund, efficiencies that will be found there, clarification as to cost of land and expected savings from utility work in our current market.
- We continue to pursue filing the gap with outside resources, but will not know whether that can be done in the near term. It is likely to occur in small increments should the project move forward.
- We continue to evaluate the developed short list of alternatives that the Council could pursue that may meet some of the goals articulated related to housing and demographics, although none are fully worked out yet. Those include:
 - Review of additional rentals
 - Rehab opportunities
 - Working with another developer
 - Short term incentives such as building permit fee modifications to stimulate construction over a defined period.

A number of issues should be reviewed by the Council. Although there may be other ideas out there, here is a list of some of those issues:

- Affordability

- Design of neighborhood
- Housing study and its' data
- Changes in the ownership marketplace
- Money
- Timeline
 - Market
 - School relationship
- Marketability
- Community concerns about development
- Change in the development standards exemplified by getting rid of sidewalks

So where do we go from here?

The project is at the new threshold you articulated at your goal session which I have interpreted to be:

- Council believes a project of this type is needed for the community
- Maintain the affordability we discussed at the \$190,00 range and working family incomes
- Provide for a component, working with a private developer, that can augment the diminishing supply of lots for homes in the \$230,000+ range
- Take advantage of the infrastructure construction market as able
- Work closely with our partners in the School District

If the project is going to go forward with that threshold, you are very nearly in a position to move. We should continue to pursue other partners and outside resources where appropriate.

Please also know that we will be requesting approval to solicit bids for infrastructure work along Traverse Road. This infrastructure would be needed to support any development in this area. It does not represent the infrastructure in the interior of any development. but provides the extensions of water and sewer that are needed. We expect very positive bid results based on what we see in the current bid market place. The right price now can have a substantial impact on the overall cost of any development. We would not however, look to you to accept bids until there is an agreement on the land needed.

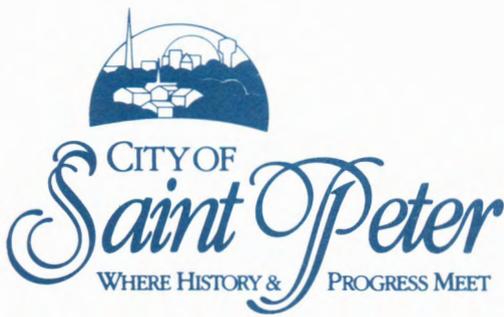
Additionally, we should continue to look to establish a targeted rehab program to help existing housing stock within our community and for new buyers. I can discuss that concept a bit more at your meeting.

This type of project and work is a big challenge but please know that we are not alone in this challenge. The State and nation are struggling with first time home ownership opportunities and workforce housing.

My overall goal for your meeting is to provide opportunity for you to know where we are at, explain and discuss some of the most pertinent issues, and solicit any direction you might have.

Please feel free to contact me if you have any questions or concerns about this agenda item.

TP/bal



Memorandum

TO: Honorable Mayor Strand
Members of the City Council

DATE: 9/30/2015

FROM: Todd Prafke
City Administrator

RE: Cooperative Transit Update

ACTION/RECOMMENDATION

None needed. For your information and discussion only.

BACKGROUND

Way back in 2013 we discussed what we viewed as an opportunity to work in a cooperative manner with our friends from the north (Le Sueur) and south (VINE) and MnDOT. Our goal was to find new ways to make transit more accessible and efficient. That discussion was really an off shoot from some things I think we heard and learned as we worked with our local service provider group. We worked with the local service provider group as a part of the process in our transition to what is now both dial-a-ride, and a deviated route system.

My goal for your meeting is to give you an update on the cooperative effort discussion which has now included a MnDOT study and communication with all the public partners in our area including Blue Earth County, Nicollet County, Le Sueur County, Mankato, and a few others.

I have included some of the materials from a meeting held about a week ago. My hope is that you will not get too bogged down in the detail of the study but rather see it as a possible blueprint or set of options for how a cooperative effort might look in the future. The attachment outlines opportunities and cost for what might be termed a "Chevette" (Low Level of Service LOS) and a "Buick" (High Level of Service) scenario.

Our role (City of Saint Peter) will continue to be part champion and part organizers to help ensure that we explore some of the opportunities we have discussed previously. MnDOT has pledged to augment our efforts but this is really an issue that should be discussed and evaluated locally, amongst all of the potential partners in our area.

After a number of meetings and much data gathering, culminating with a broad based meeting including a study presentation, I think we see a few very important things.

- Opportunity to find greater efficiency through greater cooperation (that cooperation could come at a number of different levels and/or complexities).
- Better cooperation and efficiency leading to enhanced services meeting needs in our community.

- Opportunity to experiment with which needs we can effectively and efficiently meet.
- Support those who provide services now (VINE, Nicollet County Volunteer and others), but making it easier to access current and future options.

I also hope to outline what staff sees for Saint Peter and what has been discussed as next steps in this process.

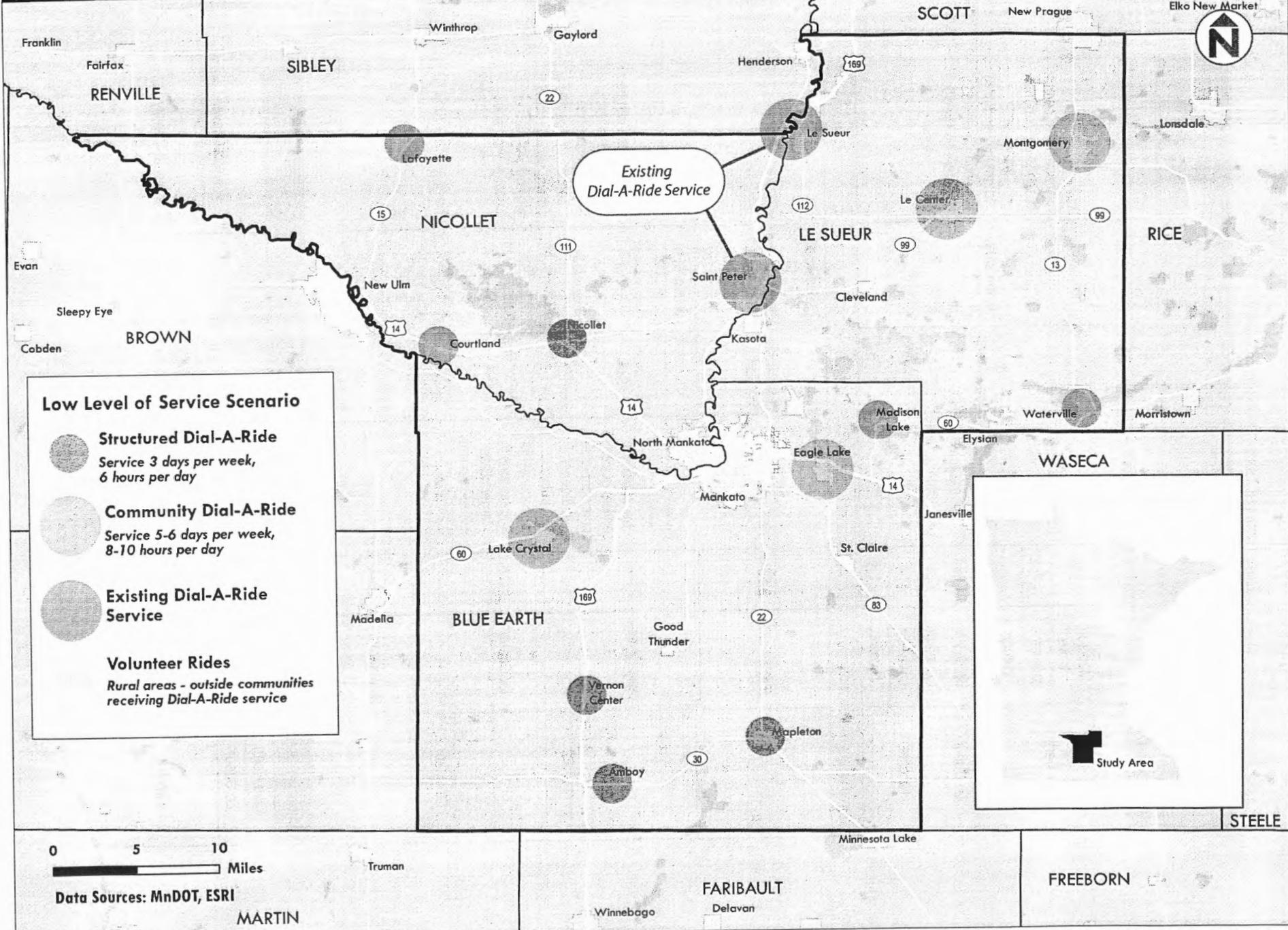
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TP/bal

Low Level of Service (LOS) Scenario

Service Type/County	Community Served	2013 Pop	Market Served/Need Addressed	Service Days	Service Hours	Comments
Structured Dial-A-Ride						
Blue Earth	Amboy	534	Basic access to local and county transportation services; access for transit-dependent population groups	3 days/week	6 hours/day	Service hours can be used to provide trips within each community and/or to county's urban centers on specific days.
	Madison Lake	1,056				
	Mapleton	1,752				
	Vernon Center	332				
Le Sueur	Waterville	1,864				
Nicollet	Courtland	635				
	Lafayette	504				
	Nicollet	1,126				
Community Dial-A-Ride						
Blue Earth	Eagle Lake	2,534	Enhanced level of access to local transportation service for transit-dependent groups and general public; opportunity for connections to larger urban centers in county	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	Connections can be provided to each county's urban centers on specific days; service could also be provided on a county-wide basis.
	Lake Crystal	2,537		M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	
Le Sueur	Le Center	2,489		M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	
	Montgomery	2,944		M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	
Volunteer Driver Services						
Blue Earth	Rural areas outside of cities and towns		Lifeline service for residents of rural communities or those needing transportation that community services cannot provide	As needed		Volunteer driver programs should be administered by a regional Mobility Manager.
Le Sueur						
Nicollet						

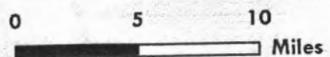
Blue Earth-Le Sueur-Nicollet Study Area



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Low Level of Service Scenario

-  **Structured Dial-A-Ride**
Service 3 days per week,
6 hours per day
-  **Community Dial-A-Ride**
Service 5-6 days per week,
8-10 hours per day
-  **Existing Dial-A-Ride Service**
- Volunteer Rides**
Rural areas - outside communities
receiving Dial-A-Ride service

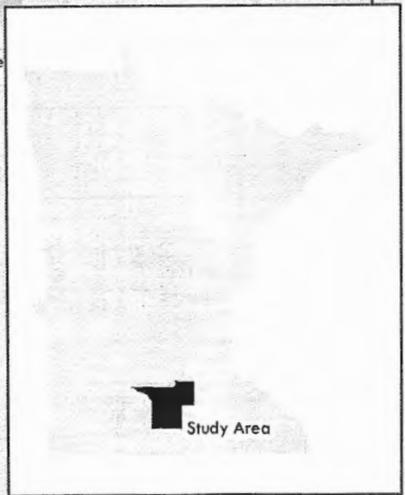


Data Sources: MnDOT, ESRI

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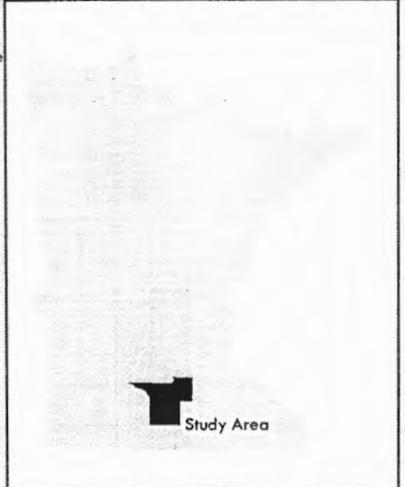
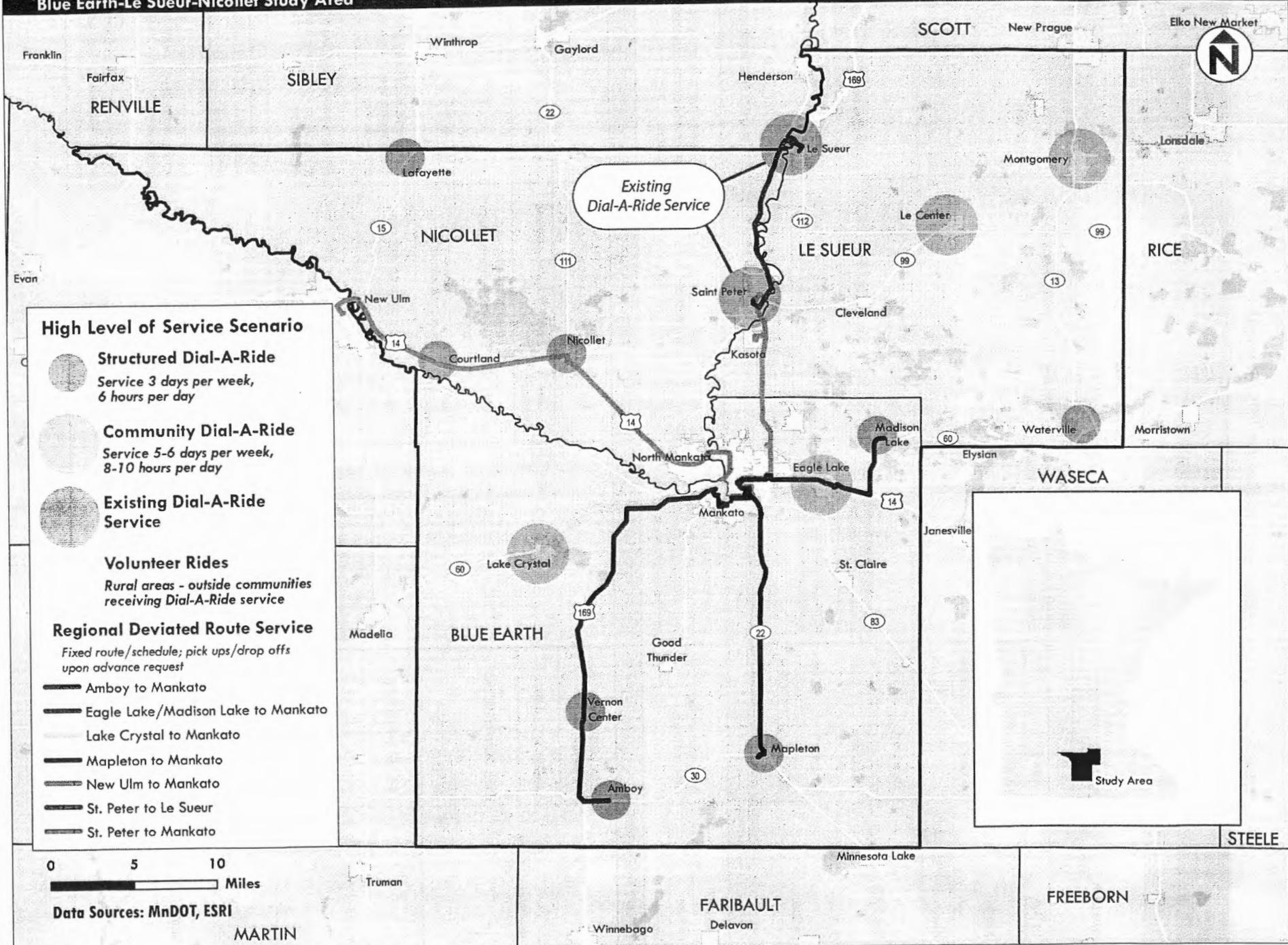
Study Area

High Level of Service (LOS) Scenario

Service Type/County	Community Served	2013 Pop	Market Served/Need Addressed	Service Days	Service Hours	Comments
Structured Dial-A-Ride						
Blue Earth	Amboy	534	Basic access to local and county transportation services; access for transit-dependent population groups	3 days/week	6 hours/day	Service hours can be used to provide trips within community and/or to county's urban centers on specific days.
	Madison Lake	1,056				
	Mapleton	1,752				
	Vernon Center	332				
Le Sueur	Waterville	1,864				
Nicollet	Courtland	635				
	Lafayette	504				
	Nicollet	1,126				
Community Dial-A-Ride						
Blue Earth	Eagle Lake	2,534	Enhanced level of access to local transportation service for transit-dependent groups and general public; opportunity for connections to larger urban centers in county	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	Connections can be provided to county's urban centers on specific days; service could also be provided on a county-wide basis.
	Lake Crystal	2,537		M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	
Le Sueur	Le Center	2,489		M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	
	Montgomery	2,944		M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	
Volunteer Driver Services						
Blue Earth	Rural areas outside of cities and towns		Lifeline service for residents of rural communities or those needing transportation that community services are not able to provide		As needed	Volunteer driver programs could be administered by a regional Mobility Manager.
Le Sueur						
Nicollet						
Deviated Fixed Routes						
Blue Earth	Eagle Lake/Madison Lake to Mankato		Access to important regional destinations--Mankato, Saint Peter, and New Ulm (Brown County)--for shopping, health care, and employment	M-F	1 round trip per day: a.m. peak (inbound), p.m. peak (outbound)	
	Mapleton to Mankato			One weekday	2 round trips, a.m. peak and evening peak	
	Lake Crystal to Mankato			M-F	1 round trip per day: a.m. peak (inbound), p.m. peak (outbound)	
	Amboy to Mankato			One weekday	1 a.m. peak round trip	
Le Sueur	Le Sueur to Saint Peter			M-F	3 round trips per day: a.m. peak, mid-day, p.m. peak	Annual costs would be allocated among communities on the basis of passenger trips
	Saint Peter to Mankato			M-Sat	M-F 5 round trips per day: 2 a.m., 1 mid-day, 2 p.m. Saturday 3 round trips mid-day	Annual costs would be allocated among communities on the basis of passenger trips
Nicollet	New Ulm to Mankato			M-F	3 round trips per day: a.m. peak, mid-day, p.m. peak	Annual costs would be allocated among communities on the basis of passenger trips
	Saint Peter to Mankato			M-Sat	M-F 5 round trips per day: 2 a.m., 1 mid-day, 2 p.m. Saturday 3 round trips mid-day	Annual costs would be allocated among communities on the basis of passenger trips
	Saint Peter to Le Sueur		M-F	3 round trips per day: a.m. peak, mid-day, p.m. peak	Annual costs would be allocated among communities on the basis of passenger trips	

Blue Earth-Le Sueur-Nicollet Study Area

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- High Level of Service Scenario**
-  **Structured Dial-A-Ride**
Service 3 days per week,
6 hours per day
 -  **Community Dial-A-Ride**
Service 5-6 days per week,
8-10 hours per day
 -  **Existing Dial-A-Ride Service**
 - Volunteer Rides**
Rural areas - outside communities
receiving Dial-A-Ride service
 - Regional Deviated Route Service**
Fixed route/schedule; pick ups/drop offs
upon advance request
-  Amboy to Mankato
 -  Eagle Lake/Madison Lake to Mankato
 -  Lake Crystal to Mankato
 -  Mapleton to Mankato
 -  New Ulm to Mankato
 -  St. Peter to Le Sueur
 -  St. Peter to Mankato

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Miles

Data Sources: MnDOT, ESRI

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Estimated Ridership, Low and High LOS Scenarios

Year	Service in Operation	County	Population	Average Trips/Capita - Adjusted Peer Rates	Estimated Ridership	Current Ridership (2014)	Current + Estimated New Ridership
2016	Low LOS Scenario	Blue Earth	63,664	0.3	19,099		19,099
		Le Sueur	29,905	0.3	8,972	27,963	36,935
		Nicollet	32,964	0.3	9,889	59,472	69,361
		Total Service Area	126,533	0.3	37,960	87,435	125,395
2020	High LOS Scenario	Blue Earth	64,455	0.5	32,228		32,228
		Le Sueur	31,161	1.6	49,858		49,858
		Nicollet	33,722	2.5	84,305		84,305
		Total Service Area	129,338	1.5	166,390	0	166,390
2025	High LOS Scenario	Blue Earth	65,535	0.7	45,875		45,875
		Le Sueur	32,078	1.9	60,948		60,948
		Nicollet	34,148	2.5	85,370		85,370
		Total Service Area	131,761	1.7	192,193	0	192,193
2030	High LOS Scenario	Blue Earth	66,021	0.8	52,817		52,817
		Le Sueur	32,922	2	65,844		65,844
		Nicollet	34,494	2.5	86,235		86,235
		Total Service Area	133,437	1.8	204,896	0	204,896

Estimated Operating and Capital Costs, Low and High LOS Scenarios, and Funding Shares

Service Type/County	Total Annual Operating Cost	Federal/State Share 80-85%	Local Share 15-20%	Service Hours	Estimated Ridership	Estimated Fare Revenue	Balance Local Share
Low LOS Scenario							
Structured Dial-A-Ride							
Blue Earth	\$190,944	\$162,302	\$28,642	3,744	11,284	\$22,568	\$6,074
Le Sueur	\$47,736	\$40,576	\$7,160	936	4,018	\$8,036	-\$876
Nicollet	\$143,208	\$121,727	\$21,481	2,808	17,894	\$35,788	-\$14,307
Community Dial-A-Ride*							
Blue Earth	\$265,200	\$212,160	\$53,040	5,200	15,673	\$23,510	\$29,531
Le Sueur	\$492,646	\$394,117	\$98,529	9,096	39,049	\$58,574	\$39,956
Nicollet	\$318,410	\$254,728	\$63,682	6,997	44,589	\$66,884	-\$3,202
Total Dial-A-Ride	\$1,458,144	\$1,185,610	\$272,534	28,781	132,507	\$215,359	\$57,176
Volunteer Driver Services							
Blue Earth	\$62,920	\$53,482	\$9,438	NA	2,860	NA	\$9,438
Le Sueur	\$31,460	\$26,741	\$4,719	NA	1,210	NA	\$4,719
Nicollet	\$26,620	\$22,627	\$3,993	NA	1,430	NA	\$3,993
Total Volunteer Rides	\$121,000	\$102,850	\$18,150	NA	5,500	NA	\$18,150
Total Low LOS Scenario	\$1,579,144	\$1,288,460	\$290,684	\$28,781	\$138,007	\$215,359	\$75,326
High LOS Scenario: All of the services listed above plus Deviated Fixed Routes							
Deviated Fixed Routes							
Blue Earth	\$40,800	\$34,680	\$6,120	800	2,411	\$7,233	-\$1,113
Le Sueur	\$66,300	\$53,040	\$13,260	1,300	5,581	\$16,743	-\$3,483
Nicollet	\$163,200	\$130,560	\$32,640	3,200	20,392	\$61,176	-\$28,536
Total Deviated Routes	\$270,300	\$218,280	\$52,020	5,300	28,384	\$85,152	-\$33,132
Total by County							
Blue Earth	\$559,864	\$462,624	\$97,240	9,744	32,228	\$53,311	\$43,929
Le Sueur	\$638,142	\$514,473	\$123,669	11,332	49,858	\$83,353	\$40,316
Nicollet	\$651,438	\$529,642	\$121,796	13,005	84,305	\$163,848	-\$42,051
Total High LOS Scenario	\$1,849,444	\$1,506,740	\$342,704	34,081	166,391	\$300,511	\$42,194

*Community Dial-A-Ride in Le Sueur and Nicollet Counties includes Le Sueur Transit and Saint Peter Transit

Organizational Examples

Function	Intergovernmental Service Agreement Transit Cooperative	Joint Powers Agreement Service Contract	Joint Powers Agreement Consolidated Service
Governance			
Members	Counties Cities of St. Peter and Le Sueur Smaller communities desiring service	Counties Cities of St. Peter and Le Sueur Smaller communities desiring service	Counties Cities of St. Peter and Le Sueur Smaller communities desiring service
Legal Relationship	Written Intergovernmental Service Agreement	Joint Powers Agreement and service contracts	Joint Powers Agreement
Management Structure	Advisory Board composed of representatives of member communities Lead agency designated to handle some administrative functions	Joint Powers Board of Directors composed of representatives of member communities Lead agency to oversee operation and contracts	Joint Powers Board of Directors composed of representatives of member communities New executive director to manage daily operations
Service Planning and Delivery			
Service Planning	Jointly by member communities	Lead agency in consultation with member communities	Centralized for region
Reservations	Centralized by county	Centralized by county	Centralized for region
Dispatch	Centralized by county	Centralized by county	Centralized for region
Operations	Existing provider and/or contractor(s) as appropriate in each county	Overseen by lead agency; existing and/or new providers under contract to operate service	Goal: centralized, either in-house or contract operations Shorter term: service in each county could be contracted
Vehicle Maintenance	Could be done centrally in each county by existing provider or for three-county region by MTS	Done by contractors	Centralized or responsibility of service contractors
Service Policies	Standardized by county	Standardized by county	Consistent throughout region
Marketing	Regional branding; consistent approach to service information	Individual branding possible, but regional branding and service information is preferable	Single identity of regional system
Volunteer Program	Program covers multiple communities, overseen by one entity	Program covers multiple communities, overseen by one entity	Program covers consolidated region, overseen by one entity

Organizational SWOT Analysis				
Organizational Structure	Strengths	Weaknesses	Opportunities	Threats
Intergovernmental Service Agreement - Transit Cooperative	<ul style="list-style-type: none"> ▪ Minimal disruption to established transit providers ▪ Formalizes roles and responsibilities for transit in the region ▪ Easiest alternative to implement ▪ Lowest cost to member agencies 	<ul style="list-style-type: none"> ▪ Does not reduce the number of transit entities in the region ▪ May increase the number of transit providers (new services) 	<ul style="list-style-type: none"> ▪ Key functions could be centralized for increased efficiency and customer – friendliness ▪ Potential to realize cost savings for existing services ▪ Joint compliance manager would improve ease and degree of compliance ▪ Sets stage for more comprehensive transit restructuring in future ▪ New contracting opportunities for service providers 	<ul style="list-style-type: none"> ▪ Difficulty identifying entity willing to act as lead agency for centralized administrative functions ▪ Funding constraints for new services
Joint Powers Agreement - Service Contract	<ul style="list-style-type: none"> ▪ Formalizes roles and responsibilities for transit in the region ▪ Offers a role for existing transit providers ▪ Key functions would be centralized for increased efficiency and customer friendliness ▪ Most local control over service decisions 	<ul style="list-style-type: none"> ▪ Does not reduce the number of transit entities in the region ▪ May increase the number of transit providers (new services) ▪ Demanding role for lead agency 	<ul style="list-style-type: none"> ▪ Joint compliance manager would improve ease and degree of compliance ▪ Sets stage for more comprehensive transit restructuring in future ▪ New contracting opportunities for service providers 	<ul style="list-style-type: none"> ▪ Resistance of communities to contracting for transit service ▪ Difficulty identifying entity willing to act as lead agency for centralized administrative functions and contract oversight ▪ Lack of political and community support ▪ Funding constraints for new services
Joint Powers Agreement - Consolidated Service	<ul style="list-style-type: none"> ▪ Reduces number of transit entities in the region ▪ All functions would be centralized in long term for maximum efficiency and customer friendliness ▪ More consistent and understandable service across communities 	<ul style="list-style-type: none"> ▪ Most dramatic structural change ▪ Eliminates local transit system autonomy ▪ Most difficult alternative to implement ▪ Highest cost to member agencies 	<ul style="list-style-type: none"> ▪ Potential to realize cost savings for existing services ▪ Option to contract with existing providers in the short term ▪ Offers infrastructure and resources for meeting future transit needs of region 	<ul style="list-style-type: none"> ▪ Resistance of communities to structural changes in transit service delivery ▪ Lack of political and community support ▪ Selection of Low LOS scenario for implementation ▪ Funding constraints for new services

Estimated Operating and Capital Costs, Low LOS Scenario

Service Type/County	Community Served	Service Days	Service Hours	Estimated Annual Service Hours	Rural Service Hours	Estimated Annual Operating Cost	Estimated Annual Vehicle Cost
Structured Dial-A-Ride							
Blue Earth	Amboy	3 days/week	6 hours/day	936	936	\$47,736	\$40,000
	Madison Lake			936	936	\$47,736	\$40,000
	Mapleton			936	936	\$47,736	\$40,000
	Vernon Center			936	936	\$47,736	\$40,000
Le Sueur	Waterville			936	936	\$47,736	\$80,000
Nicollet	Courtland			936	936	\$47,736	\$40,000
	Lafayette			936	936	\$47,736	\$40,000
	Nicollet			936	936	\$47,736	\$40,000
Community Dial-A-Ride							
Blue Earth	Eagle Lake	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	2,600	0	\$132,600	\$80,000
	Lake Crystal	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	2,600	0	\$132,600	\$80,000
Le Sueur	Le Center	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	2,600	0	\$132,600	\$80,000
	Montgomery	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	2,600	0	\$132,600	\$80,000
Volunteer Driver Services							
Blue Earth	Rural areas outside of cities and towns	As needed		NA	NA	\$62,920	NA
Le Sueur						\$31,460	
Nicollet						\$26,620	
Total Annual Service Hours and Cost by County							
Blue Earth				8,944	3,744	\$519,064	\$320,000
Le Sueur				6,136	936	\$344,396	\$240,000
Nicollet				2,808	2,808	\$169,828	\$120,000
Grand Total				17,888	7,488	\$1,033,288	\$680,000

Estimated Operating and Capital Costs, High LOS Scenario

Service Type/County	Community Served	Service Days	Service Hours	Estimated Annual Service Hours	Rural Service Hours	Estimated Annual Operating Cost	Estimated Annual Vehicle Cost
Structured Dial-A-Ride							
Blue Earth	Amboy	3 days/week	6 hours/day	936	936	\$47,736	\$40,000
	Madison Lake			936	936	\$47,736	\$40,000
	Mapleton			936	936	\$47,736	\$40,000
	Vernon Center			936	936	\$47,736	\$40,000
Le Sueur	Waterville			936	936	\$47,736	\$80,000
Nicollet	Courtland			936	936	\$47,736	\$40,000
	Lafayette			936	936	\$47,736	\$40,000
	Nicollet	936	936	\$47,736	\$40,000		
Community Dial-A-Ride							
Blue Earth	Eagle Lake	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	2,600	0	\$132,600	\$80,000
	Lake Crystal	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	2,600	0	\$132,600	\$80,000
Le Sueur	Le Center	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	2,600	0	\$132,600	\$80,000
	Montgomery	M-F or M-Sat	50/week; M-F, 10 hours/day or M-Sat, 8.5/7.5 hours/day	2,600	0	\$132,600	\$80,000
Volunteer Driver Services							
Blue Earth	Rural areas outside of cities and towns		As needed	NA	NA	\$62,920	NA
Le Sueur						\$31,460	
Nicollet						\$26,620	
Deviated Fixed Routes							
Blue Earth	Eagle Lake/Madison Lake to Mankato	M-F	2 one-way trips per day: a.m. peak (inbound), p.m. peak (outbound)	300	0	\$15,300	\$80,000
	Mapleton to Mankato	One weekday	2 round trips, a.m. peak and evening peak	100	0	\$5,100	\$80,000
	Lake Crystal to Mankato	M-F	2 one-way trips per day: a.m. peak (inbound), p.m. peak (outbound)	300	0	\$15,300	\$80,000
	Amboy to Mankato	One weekday	1 a.m. peak round trip	100	0	\$5,100	\$80,000
Le Sueur	Le Sueur to Saint Peter	M-F	3 round trips per day: a.m. peak, mid-day, p.m. peak	600	0	\$30,600	\$80,000
	Saint Peter to Mankato	M-Sat	M-F 5 round trips per day: 2 a.m., 1 mid-day, 2 p.m. Saturday 3 round trips mid-day	M-F 1,900 Saturday 300	0	M-F \$96,900 Saturday \$15,300	\$80,000
Nicollet	New Ulm to Mankato	M-F	3 round trips per day: a.m. peak, mid-day, p.m. peak	1,700	0	\$86,700	\$80,000
	Saint Peter to Mankato	M-Sat	M-F 5 round trips per day: 2 a.m., 1 mid-day, 2 p.m. Saturday 3 round trips mid-day	M-F 1,900 Saturday 300	0	M-F \$96,900 Saturday \$15,300	\$80,000
	Saint Peter to Le Sueur	M-F	3 round trips per day: a.m. peak, mid-day, p.m. peak	600	0	\$30,600	\$80,000
Total Annual Service Hours and Cost by County							
Blue Earth				9,744	3,744	\$559,864	\$640,000
Le Sueur				7,436	936	\$410,696	\$328,000
Nicollet				6,008	2,808	\$333,028	\$272,000
Grand Total				23,188	7,488	\$1,303,588	\$1,240,000