

Brainerd Transportation Advisory Committee Agenda

Thursday, October 28, 2021

3:00 PM

City Council Chambers

The public is invited to attend the meeting in person or by calling in as shown below.

WebEx Teleconference Meeting - Call In Information

CALL TOLL-FREE: 844-992-4726

Access Code: 2496 614 0962

Meetings are also live-streamed to the City of Brainerd YouTube channel

<https://www.youtube.com/c/CityOfBrainerdMN>

1. **Call To Order - 3:00 PM**

2. **Roll Call**

___ M. Koep ___ J. Lambert ___ N. Bertram ___ D. Stenberg

___ T. Erickson ___ J. Czczok

3. **Approval Of Agenda**

4. **Approval Of Minutes**

Regular TAC Meeting September 23, 2021

Documents:

2021.9.23 TAC Minutes.pdf

5. **Financial Reports**

Documents:

Transit Financials.pdf

6. **Unfinished Business**

A. **3rd Party Contractor Cost Evaluation And Future Projections**

Documents:

*3rd Party Contractor Cost Evaluation and Future Projections
Memo.pdf*

7. **New Business**

A. **Transit Operating Statistics**

Documents:

Transit Operating Statistics.pdf

8. **Public Forum**

Time allocated for citizens to bring matters not on the agenda to the attention of the Committee - Time limits may be imposed

9. **Committee Member Comments/Questions**

10. **Adjourn**

"It is the Mission of the Brainerd & Crow Wing County Public Transit agency to facilitate mobility by providing options for safe, efficient and reliable transportation"

City Transportation Advisory Committee
Thursday, September 23rd, 2021 from 3:00 to 4:30 pm
Council Chambers, Brainerd City Hall

Pursuant to due call and notice thereof, the regular meeting of the Transportation Advisory Committee was called to order at 3:00 p.m. by Chair Czczok.

Upon roll call, the following members were noted as present: Stenberg, Erickson, Koep, Czczok, and Lambert. Also noted present were staff Transit Coordinator Stone, Transit Operations Specialist Gauthier, MNDOT PM Torey Hunkus and 3rd Party Contractor Blue Sky Transit General Manager Tom Thoemke. Committee member Bertram was noted as absent.

MOVED BY LAMBERT AND SECONDED BY STENBERG, DULY CARRIED, TO APPROVE THE AGENDA.

Approval of City TAC Meeting Minutes of June 14, 2021

MOVED AND SECONDED BY STENBERG AND LAMBERT, DULY CARRIED, TO APPROVE THE MINUTES OF THE JUNE 14, 2021 TAC MEETING.

Unfinished Business

New Business

Committee members welcomed new MnDOT TPM Torey Hunkus

Contractor transition updates and introduction

Blue Sky Transit acting General Manager Tom Thoemke presented current and future goals as well as progress they've already made since they took over the contract on August 2nd. Stability and consistency were noted of importance. Blue Sky has hired all previous drivers and dispatchers, who are all local, to continue to make the services offered great. Preventative Maintenance was also noted as high priority thru out the contract. Quality and accurate work by dispatchers is a work in progress and Blue Sky has high expectations to provide the best customer service possible. They continue to provide high level training to their employees to make this a friendlier more accessible service to the public. The new full time Manager, who is from Brainerd, will start October 4th. Mr. Thoemke will continue to stay engaged and provide training to the Manager and other employees.

Members of the committee asked Mr. Thoemke questions regarding what the city could provide to continue to assist them in succeeding, what training has been provided to the employees, and how scheduling is completed and assigned. Transit Coordinator Stone asked for more information on the General Managers responsibilities. Mr. Thoemke responded that they are fully invested in the community and only need guidance and oversight from the city as all contractual responsibilities are theirs to manage. He pointed out that they will continue to build confidence by providing a superior service than what has been offered in the past. Mr. Thoemke responded that the employees have now received 10 hours of ADA and employee benefits training with many future training sessions planned.

Employee scheduling is now completed by Blue Sky Transit General Manager to make sure employees have a balanced home and work life, with hours being scheduled fairly.

Discuss Personnel and Finance Committee Request

Personnel & Finance Committee Chair Johnson sent a request to the Committee to provide information on covering the increased cost of the contract with Blue Sky Transit, as well as assurances that there won't be a levy request in the future. He requested an estimation on ridership and revenue in the next 5 years as well in years past.

The Committee had a lengthy discussion regarding the request. Discussions about a variety of marketing options, surveys, researching contacting riders who haven't ridden in some time, one free ride pass opportunities for new riders, possible grant opportunities thru AARP, rides sponsored by a local store possibility.

Committee Member Koep requested that Transit Coordinator provide a revenue report and revenue projection at the next meeting.

Committee Member Lambert requested Transit City Staff provide the City of Brainerd Comprehensive Plan adopted in 2019 – mobility section, and implementation section on transit at the next meeting, as well as the previous 3 years of ridership numbers and fares collected.

Transit Coordinator Stone gave an update on ridership increases since last year, current funding coverage and future needs.

MOVED AND SECONDED BY COMMITTEE MEMBERS LAMBERT AND STENBERG, DULY CARRIED, TO SCHEDULE THE NEXT TAC MEETING TO FURTHER DISCUSS THE PERSONNEL & FINANCE COMMITTEE REQUEST ON OCTOBER 21ST, 2021 AT 3PM.

Public Forum

The Chair opened public forum at 4:18 p.m.

No one came forward.

The Chair closed public forum at 4:18 p.m.

Committee Member Comments/Questions

No further comments/questions

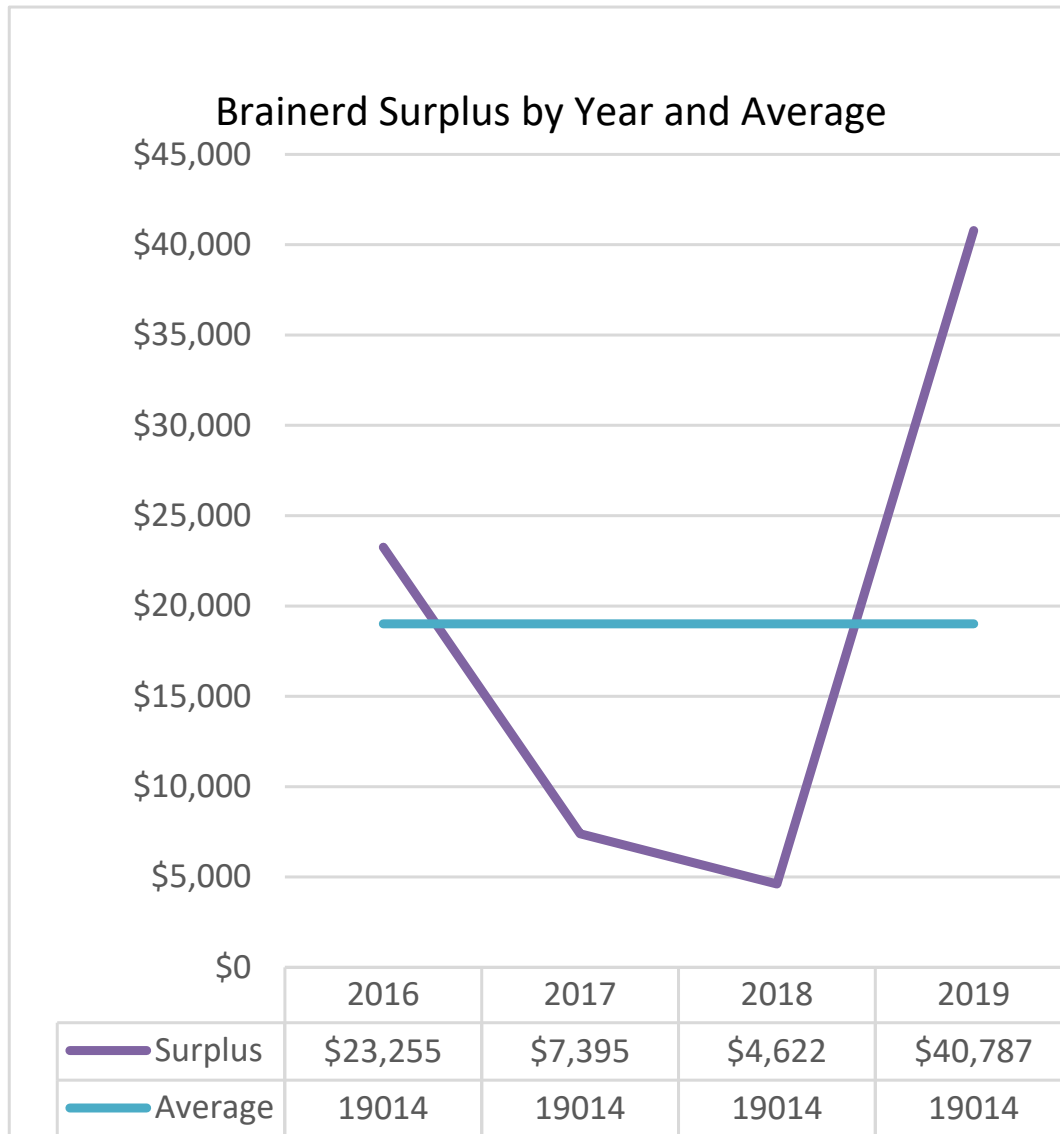
Adjourn

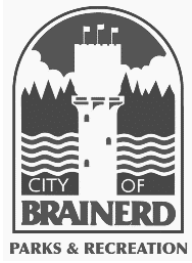
MOTION AND SECONDED BY BERTRAM AND LAMBERT, DULY CARRIED, TO ADJOURN THE MEETING AT 4:20 PM.

ACCOUNT DESCRIPTION	2021 MONTH 09/30/2021 AMENDED BUDGET	ACTIVITY FOR 09/30/2021 EASE (DECREASE) OR INCREASE (ABNORMAL)	YTD BALANCE 09/30/2021 NORMAL (ABNORMAL)	AVAILABLE BALANCE NORMAL (ABNORMAL)	% BDTG USED
Fund 203 - TRANSIT FUND					
Revenues					
Function: Unclassified					
Dept 0000					
FEDERAL GRANTS					
33100 FEDERAL GRANTS-OPERATING	1,051,097.22	0.00	285,309.15	765,788.07	27.14
33101 FEDERAL GRANTS-CAPITAL	154,350.00	0.00	0.00	154,350.00	0.00
FEDERAL GRANTS	1,205,447.22	0.00	285,309.15	920,138.07	23.67
STATE GRANTS & AIDS					
33422 STATE GRANTS - OPERATING	0.00	0.00	661,608.35	(661,608.35)	100.00
33423 STATE GRANT - CAPITAL	13,950.00	0.00	0.00	13,950.00	0.00
STATE GRANTS & AIDS	13,950.00	0.00	661,608.35	(647,658.35)	4,742.71
REVENUE FROM OTHER GOVERNMENTS					
33600 REVENUE FROM OTHER GOVTS	14,400.00	0.00	0.00	14,400.00	0.00
REVENUE FROM OTHER GOVERNMENTS	14,400.00	0.00	0.00	14,400.00	0.00
CHARGES FOR SERVICES					
34910 BUS REVENUE	168,387.74	4,137.08	36,718.08	131,669.66	21.81
34920 COUNTER SALES	0.00	3,120.00	13,544.00	(13,544.00)	100.00
34930 INVOICE BILLING	0.00	330.00	18,507.25	(18,507.25)	100.00
34960 ADVERTISING ON BUS REVENUE	7,200.00	0.00	3,420.00	3,780.00	47.50
CHARGES FOR SERVICES	175,587.74	7,587.08	72,189.33	103,398.41	41.11
OTHER REVENUE					
36210 INTEREST INCOME	5,000.00	0.00	2,481.73	2,518.27	49.63
OTHER REVENUE	5,000.00	0.00	2,481.73	2,518.27	49.63
Total Dept 0000	1,414,384.96	7,587.08	1,021,588.56	392,796.40	72.23
Total - Function Unclassified	1,414,384.96	7,587.08	1,021,588.56	392,796.40	72.23
TOTAL REVENUES	1,414,384.96	7,587.08	1,021,588.56	392,796.40	72.23
Expenditures					
Function: Unclassified					
Dept 9000 - TRANSIT FUND					
PERSONNEL SERVICES					
41101 SALARY	141,293.00	16,134.39	101,279.22	40,013.78	71.68
41121 PERA	10,596.98	1,210.08	7,595.97	3,001.01	71.68
41122 FICA	9,086.11	990.49	6,235.64	2,850.47	68.63
41123 MEDICARE	2,124.98	231.66	1,458.33	666.65	68.63
41130 DEF COMP/CAFE/PEHCSP	1,477.20	170.61	1,137.40	339.80	77.00
41131 HEALTH INSURANCE	23,455.65	2,398.50	16,984.76	6,470.89	72.41
41133 LIFE INSURANCE	202.37	16.24	147.20	55.17	72.74
41134 LTD INSURANCE	211.94	17.83	175.37	36.57	82.75
41150 WORKERS COMP	1,139.73	95.66	631.67	508.06	55.42
PERSONNEL SERVICES	189,587.96	21,265.46	135,645.56	53,942.40	71.55
SUPPLIES					
42200 OFFICE SUPPLIES	2,950.00	66.94	4,046.20	(1,096.20)	137.16
42210 OPERATING SUPPLIES	2,650.00	0.00	364.01	2,285.99	13.74
42212 MOTOR FUELS	112,178.00	6,404.52	42,655.54	69,522.46	38.02
42220 REPAIR & MAINT	0.00	0.00	2,532.06	(2,532.06)	100.00
SUPPLIES	117,778.00	6,471.46	49,597.81	68,180.19	42.11
SERVICES					
43309 COMPUTER TECHNICAL SUPPORT	29,940.00	527.29	25,459.99	4,480.01	85.04
43321 TELEPHONE	480.00	65.04	308.81	171.19	64.34
43322 POSTAGE	400.00	45.72	318.14	81.86	79.54
43330 PROFESSIONAL DEVELOPMENT	6,080.00	0.00	0.00	6,080.00	0.00
43340 ADVERTISING/MARKETING	9,231.00	0.00	2,308.10	6,922.90	25.00
43350 PRINTING/LEGAL PUBLICATION	3,000.00	30.75	1,465.50	1,534.50	48.85
43361 INS - GENERAL LIABILITY	0.00	0.00	1,168.08	(1,168.08)	100.00
43363 INS - AUTO	21,739.00	0.00	20,348.83	1,390.17	93.61
43365 INS - OTHER	2,097.00	0.00	226.75	1,870.25	10.81
43401 VEHICLE REPAIRS	101,125.00	11,384.08	56,336.57	44,788.43	55.71
43410 RENTAL EXPENSE	12,234.00	645.00	10,605.00	1,629.00	86.68
43430 MISCELLANEOUS	2,700.00	0.00	21.52	2,678.48	0.80
43433 DUES & SUBSCRIPTIONS	1,840.00	0.00	775.00	1,065.00	42.12
43440 TRANSIT SERVICE CONTRACT PY	738,353.00	91,402.42	478,011.28	260,341.72	64.74

ACCOUNT DESCRIPTION	ACTIVITY FOR		YTD BALANCE	AVAILABLE	% BDGT USED
	2021	MONTH 09/30/2021	09/30/2021	BALANCE	
	AMENDED BUDGET	± (DECREASE)	± (ABNORMAL)	± (ABNORMAL)	
Fund 203 - TRANSIT FUND					
Expenditures					
SERVICES	929,219.00	104,100.30	597,353.57	331,865.43	64.29
CAPITAL OUTLAY					
45550 CAPITAL - VEHICLES	187,000.00	0.00	0.00	187,000.00	0.00
CAPITAL OUTLAY	187,000.00	0.00	0.00	187,000.00	0.00
Total Dept 9000 - TRANSIT FUND					
	1,423,584.96	131,837.22	782,596.94	640,988.02	54.97
Total - Function Unclassified					
	1,423,584.96	131,837.22	782,596.94	640,988.02	54.97
TOTAL EXPENDITURES					
	1,423,584.96	131,837.22	782,596.94	640,988.02	54.97
Fund 203 - TRANSIT FUND:					
TOTAL REVENUES	1,414,384.96	7,587.08	1,021,588.56	392,796.40	72.23
TOTAL EXPENDITURES	1,423,584.96	131,837.22	782,596.94	640,988.02	54.97
NET OF REVENUES & EXPENDITURES	(9,200.00)	(124,250.14)	238,991.62	(248,191.62)	2,597.74

YEAR	2016	2017	2018	2019
Surplus	\$23,255	\$7,395	\$4,622	\$40,787
Average	19014	19014	19014	19014





Brainerd Transportation Advisory Committee Agenda Request

Requested Meeting Date:

Title of Item:

<input type="checkbox"/> INFORMATION ONLY <input type="checkbox"/> ACTION REQUESTED	Action Requested: <input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item
Submitted by:	Department:
Presenter (Name & Title):	Estimated Time Needed:
Summary of Issue:	
Alternatives, Options, Effects on Others/Comments:	
Recommended Action/Motion:	
Financial Impact: <i>Is there a cost associated with this request:</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>What is the total cost, with tax and shipping</i> \$ _____ <i>Is this budgeted?</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>Please Explain:</i>	



MEMO

TO: Transportation Advisory Committee
FROM: Transit Staff
DATE: 10-21-2021
SUBJECT: 3rd Party Contractor Cost Evaluation and Future Projections

The Brainerd City Council has requested the Transit Advisory Committee review the contractual expenses between the new 3rd Party Contractor (Blue Sky Transit) and the old 3rd Party Contractor (Productive Alternatives) and provide the council with assurances and ways that the committee feels they can cover additional expenses being encumbered with the new 3rd party contract. This memo will outline current contract expenses, trend lines of ridership, fares, and other items to help assist the committee in evaluating and brainstorming ideas to cover additional expenses.

Contractual Expense Comparison

The City held a contract with Productive Alternatives, Inc from June 2018 to July 2021. The total contract amounts can be seen below:

Productive Alternatives 3 Year Contract total:	\$2,119,323.50
Average 1-year total:	\$706,441.17

The City has moved forward with executing contracts with Blue Sky Transit in the total contract amounts as seen below:

Blue Sky Transit 3 Year Contract total:	\$3,511,294.00
Average 1-year total:	\$1,170,431.33

This equates to an average yearly difference between contracts of \$463,990.16. It is important to note that this contract cost does not include pass-through expenses such as fuel for buses or repairs and maintenance.

On an average year, the City is awarded grants for 85% of operational expenses and 80% of capital expenses through MnDOT and the FTA. 2020 and 2021 brought along COVID, and with that came 100% operational costs covered for the system in those years. Because we cannot expect this to continue throughout this contract, we are using a typical year where 85%

operations and 80% capital expenses are covered. This means, of the difference between Productive Alternatives and Blue Sky Transit, on the average year, the City would be responsible for:

15% of \$463,990.16 (difference between average yearly contract): **\$69,598.62**

This is the number for additional cost we will be using in this memo and for subsequent calculations below.

The City has contracts with 3 outside agencies (Crow Wing County, City of Baxter, City of Pine River) to provide service in these areas. The contract costs are split according to ridership, and can generally be seen below:

Brainerd	46%
Baxter	12%
Crow Wing County	35%
Pine River	<u>7%</u>
Total	100%

So of the \$69,598.62 additional expense between the two contracts, each agency is responsible for:

Brainerd	\$32,015.32
Baxter	\$8,351.83
Crow Wing County	\$24,359.52
Pine River	<u>\$4,871.90</u>
Total	\$69,598.57

For the purposes of this conversation, we will focus on Brainerd's increased cost (\$32,015.32) and show how ridership and fares (with projected increases) can cover increased costs in subsequent years to cover the increased costs.

Brainerd Ridership

Brainerd's total ridership can be seen below between the years of 2016 and 2021:

2016	47,223
2017	46,426
2018	44,571
2019	39,904
2020	20,347
2021 (through August)	16,432
2021 (projected)	24,648

As you can see from above, ridership was on a slight decline from 2016 through 2019. 2018 and 2019's decrease in ridership can be attributed some to low gas prices and some riders electing to drive rather than riding the bus. 2020 and 2021 years are considered data oddities as the pandemic decreased transit ridership across the country and will not be considered in this evaluation.

Currently, in 2021, ridership is on a trendline increase month over month of approximately 8% per month. January 2021 saw 1,556 riders. If we were to project the ridership with a 5% month over month increase beginning January 1, 2021 (1,556 rides), it would take us 18 months to recover our ridership (June 2022). This would return us to the ridership levels we saw on average between 2016 and 2019 (3,710 rides/mo).

In the time between 2016 and 2019, Brainerd ridership covered the local share of 3rd party contractual expenses. In addition to covering expenses, Brainerd rides were able to come out with a surplus each year as seen below:

2016	\$23,255
2017	\$7,395
2018	\$4,622
2019	<u>\$40,787</u>
Average Surplus	\$19,014

With an average surplus of \$19,014 at the current average rate (including Brainerd to Baxter, Brainerd to Brainerd, vouchers, and same day fares) of \$1.75, this means Brainerd could have had approximately 10,865 less rides in those years to break even. This means, Brainerd would need a yearly total of rides, on average, of 33,666 rides a year to break even between 2016 and 2019.

Increased Contractual Cost Analysis

As seen above, Brainerd is responsible for an increased amount with the new 3rd Party Contract of \$32,015.52. If ridership returns to the 2016-2019 average of 44,531 rides/year, which Brainerd saw a surplus of \$19,014 on average in fares, Brainerd is now responsible for covering an additional approximate \$13,000 to break even.

To cover an additional \$13,000/year (\$1,083.33/month), Brainerd would need to add another 7,428 rides/year or increase fares by approximately \$0.30.

It is important to note that these numbers are dependent on ridership returning to the pre-covid average ridership between 2016 and 2019, which is projected (with a 5% month over month increase) to happen in June 2022.

Conclusion

This is a cost analysis based on a typical year, where the City's grant is covering 85% of the operations and 80% of capital expenditures.

In 2022, the City is funded 100% through the grant from MnDOT and the FTA for transit operation expenditures. In addition to being 100% funded, Brainerd will be able to bank all of the fares collected in that year into the reserve account.

It is also important to note that these costs only include contractual obligations between the City and the 3rd party contractor. There are pass through expenses for fuel and repairs and maintenance in which the city pays up front as a pass through.

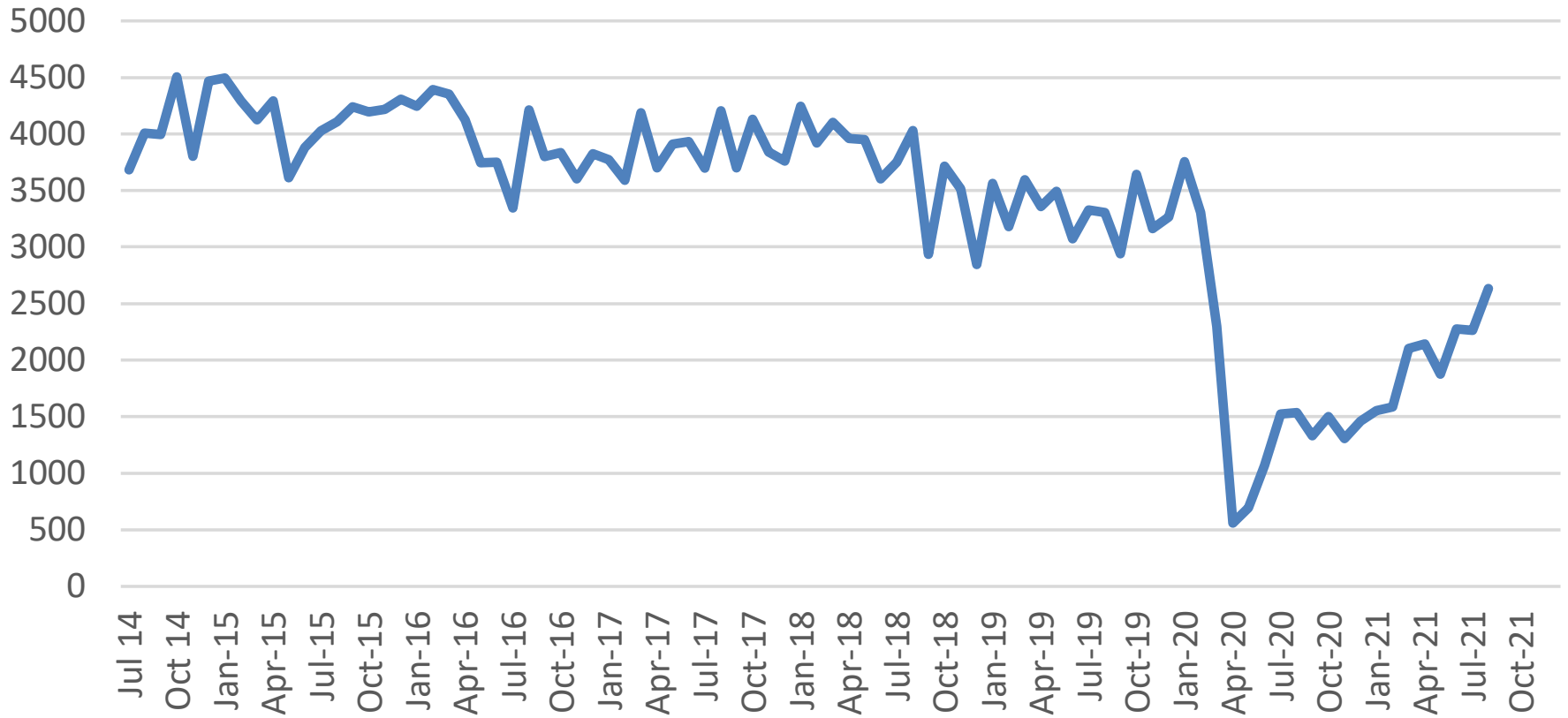
Based upon the information above and calculations provided, staff is confident that with some work in increasing ridership or small fare increases, transit will have no issue in covering future expenses from the new 3rd party contract with Blue-Sky.

Staff would like to have some conversation with the TAC on ideas to increase ridership (including increased promotion/advertising) or potential small fare increases at some point in the future to assure that we are covering the expenses after 2022.

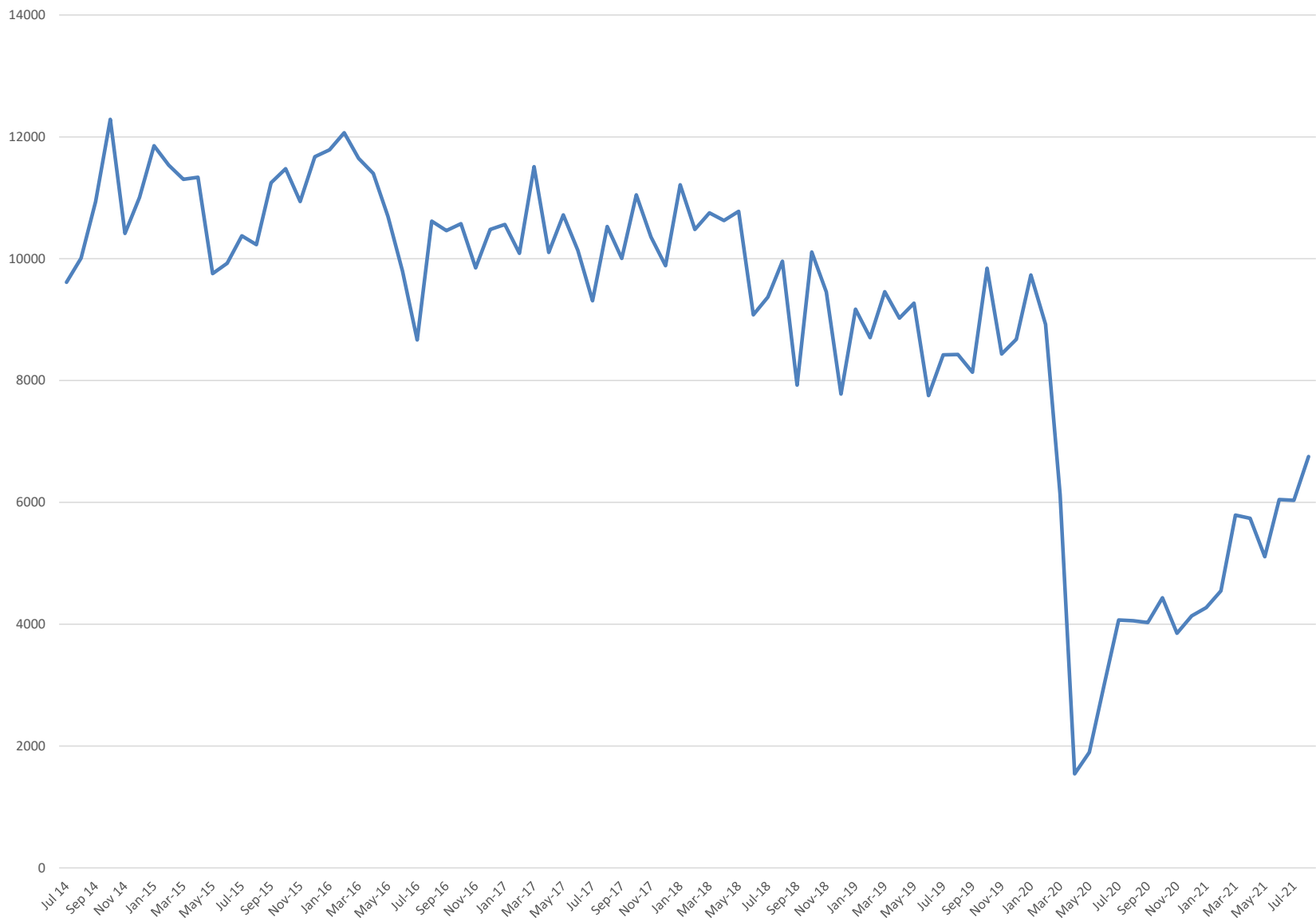
Attached, you will also find portions of the Brainerd Comprehensive Plan in which supports transit into the future.

Staff will be available at the meeting to answer questions about this information. Staff will also provide system wide financial reports and ridership reports for the TAC's viewing.

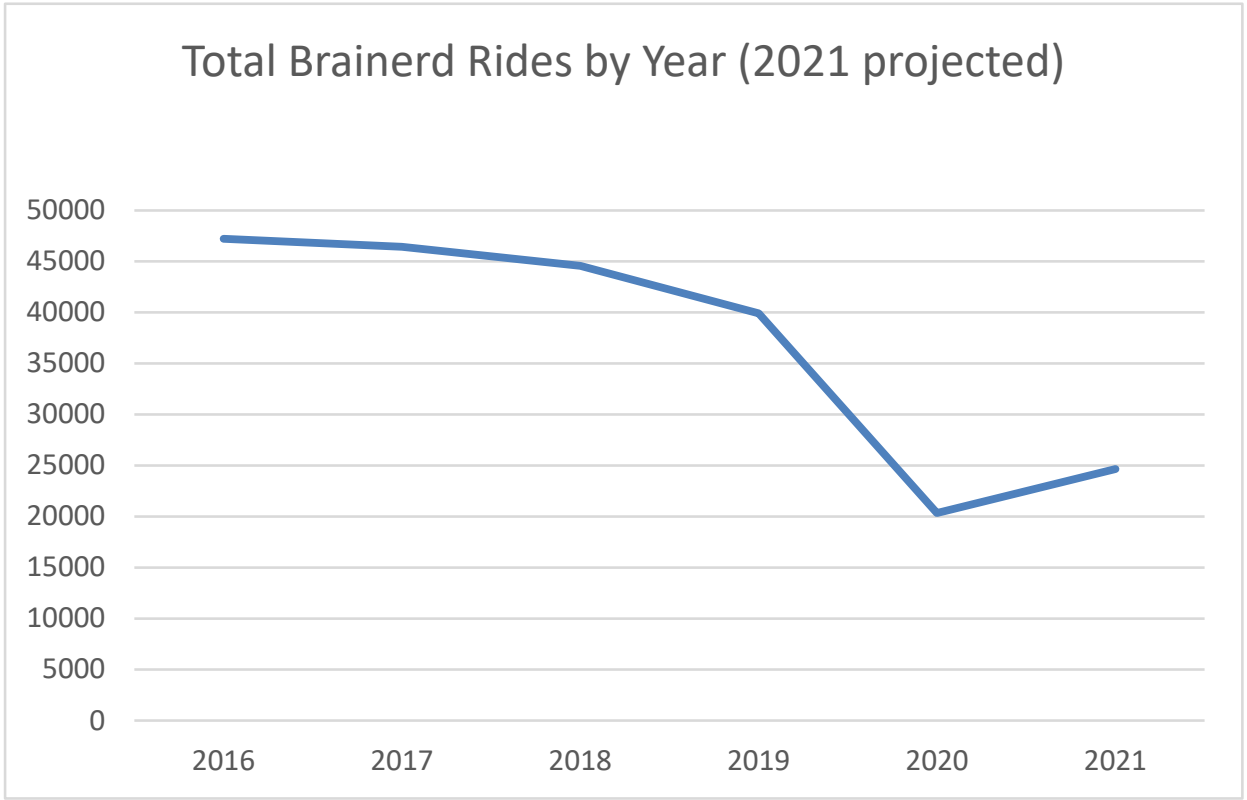
Total Brainerd Rides by Month (DAR and EX)



TOTAL SYSTEM RIDES by Month



YEAR	2016	2017	2018	2019	2020	2021
RIDES	47223	46426	44571	39904	20347	24648



TRANSIT IN THE COMPREHENSIVE PLAN

Mobility Goals & Policies

GOAL 3: Elevate consideration of other modes of transportation such as public transit, bicyclists, and pedestrians to the same level of automobile users.

Policies:

1. Recognize, respond to, and prioritize the increased demand for public transit.
2. Implement the top two to three goals and strategies of the five-year transit plan.
3. Consider ways to leverage the Regional Transportation Coordinating Council (RTCC) to maximize ridership and efficiency.
4. Identify the most pressing challenges facing Brainerd/Crow Wing Public Transit and take steps to address them.

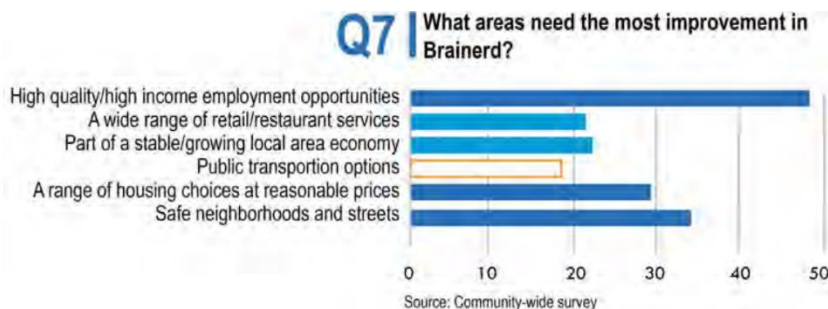
Economic Development Goals & Policies

GOAL 2: Support our workforce and help them thrive.

Policies:

4. Expand transit opportunities to the various business clusters, or concentrated areas with high business density, throughout the community.

Strengths, Weaknesses, Opportunities & Obstacles



“In essence, a comprehensive plan is an expression of the community’s vision for the future and a strategic map to reach that vision.” - League of Minnesota Cities

Comprehensive planning is an important tool for cities to guide future development of land to ensure a safe and economical environment for residential, commercial, industrial, and public activities. In addition, planning can help:

- Preserve important natural resources, agricultural land, and other open lands.
- Create opportunity for residents to participate in guiding a community’s future.
- Identify issues, stay ahead of trends, and accommodate change.
- Ensure that growth makes the community better, not just bigger.
- Foster sustainable economic development.
- Provide an opportunity to consider future implications of today’s decisions.
- Protect property rights and values.
- Enable other public and private agencies to plan their activities in harmony with the municipality’s plans.

MOBILITY

Offer a range of opportunities to get from one place to another and options that connect people to places.

**Age-Friendly Communities**

By being intentional in our policies and design, the city can provide opportunities for all residents to “age in place” and thrive at every age (and stage) and economic level in life. By strategically preparing for an aging population, the city can take an active step in supporting its residents by focusing on areas such as housing, community engagement, volunteering, and caregiving. In addition, the city can put policies in place where people are within walking distance of work, live in walkable neighborhoods, utilize transit, offer housing options, and places where residents can stay in their homes as long as possible. Brainerd residents have spoken on the importance on becoming a great place for people of all ages and economic levels.

Mobility

IMAGINE BRAINERD Comprehensive Plan

04**Overview**

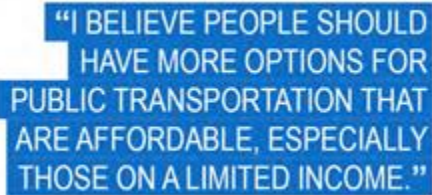
A community’s mobility network is perhaps its most defining feature. A community’s transportation network must be able to facilitate all modes of movement to a community, through a community, and within a community. A community’s transportation network must also take into consideration the interplay among modes of transportation such as aviation, freight, rail, transit, automobile, bicycle, and pedestrian. Furthermore, a community’s transportation network must anticipate the needs of the users of each of these modes. But perhaps foremost, the network must seek to ensure efficiency and safety.

In summary, a community’s transportation networks must safely and efficiently facilitate movement, integrate various modes, and anticipate needs and future system demands, all while maintaining existing infrastructure and managing limited resources.

During the neighborhood meetings, ward four which is generally identified as the southeast quadrant of Brainerd, identified transportation as its number one planning element. Meeting participants noted street maintenance, the need for more sidewalks, and transit as areas where they felt investment was needed.

Both the findings and the recommendations identified in this plan are based on and in alignment with a robust community engagement plan that included surveys, interviews, neighborhood ward meetings, several focus groups, and a community visioning session. The major themes from the community engagement done through this planning process include:

- The need to continually improve public transportation.



“I BELIEVE PEOPLE SHOULD HAVE MORE OPTIONS FOR PUBLIC TRANSPORTATION THAT ARE AFFORDABLE, ESPECIALLY THOSE ON A LIMITED INCOME.”

Framework

The following provides an overview of the three core concepts that will help to build on the city’s existing community assets and embrace the smart growth approach to economic development.

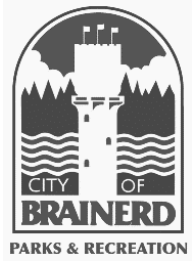
Support Our Local Businesses

Support Our Workers

Support Quality of Life Enhancements

By focusing on improving the quality of life in the city, we can position ourselves to compete for new economic growth and better serve our residents, visitors, workers, and businesses. A variety of factors can improve quality of life, such as:

- Prosperous commercial district
- Thriving downtown
- Green and open spaces
- Variety of transportation choices
- Art and cultural opportunities
- Public transit
- Community resources
- Medical facilities
- Academic institutions



Brainerd Transportation Advisory Committee Agenda Request

Requested Meeting Date:

Title of Item:

<input type="checkbox"/> INFORMATION ONLY <input type="checkbox"/> ACTION REQUESTED	Action Requested: <input type="checkbox"/> Direction Requested <input type="checkbox"/> Discussion Item
Submitted by:	Department:
Presenter (Name & Title):	Estimated Time Needed:
Summary of Issue:	
Alternatives, Options, Effects on Others/Comments:	
Recommended Action/Motion:	
Financial Impact: <i>Is there a cost associated with this request:</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>What is the total cost, with tax and shipping</i> \$ _____ <i>Is this budgeted?</i> <input type="checkbox"/> Yes <input type="checkbox"/> No <i>Please Explain:</i>	



Operating Statistics - Brainerd

For Time Period: 9/1/2019 - 9/30/2019

Printed: 10/22/2021 9:17:56

	Operating Days	One Way Trips	Attendant	Guest	No Show	Total Passengers	Cancel	New Customer	Revenue
	Service Hours	Revenue Hours	Non Revenue Hours	Service Miles	Revenue Miles	Non Revenue Miles	Passengers/Service Hour	Service Miles/Service Hour	Passengers/Service Miles
9/1/2019-9/30/2019	20 1,522.50	4,087 1,291.62	41 230.88	1,069 22,690	49 20,132	5,197 2,558	435 3.41	37 14.90	\$ 17,926.25 0.23
August 2019	22 1,660.25	4,216 1,373.70	80 286.55	828 24,108	45 21,416	5,124 2,692	411 3.09	19 14.52	\$ 18,012.25 0.21
September 2019	20 1,522.50	4,087 1,291.62	41 230.88	1,069 22,690	49 20,132	5,197 2,558	435 3.41	37 14.90	\$ 17,926.25 0.23



Operating Statistics - Brainerd

For Time Period: 9/1/2020 - 9/30/2020

Printed: 10/22/2021 9:16:29

	Operating Days	One Way Trips	Attendant	Guest	No Show	Total Passengers	Cancel	New Customer	Revenue
	Service Hours	Revenue Hours	Non Revenue Hours	Service Miles	Revenue Miles	Non Revenue Miles	Passengers/Service Hour	Service Miles/Service Hour	Passengers/Service Miles
9/1/2020-9/30/2020	21 1,415.50	2,472 1,110.95	32 304.55	188 17,251	45 14,656	2,692 2,595	210 1.90	20 12.19	\$ 10,779.50 0.16
August 2020	21 1,299.50	2,240 1,000.85	35 298.65	245 14,455	46 12,332	2,520 2,123	211 1.94	29 11.12	\$ 10,272.00 0.17
September 2020	21 1,415.50	2,472 1,110.95	32 304.55	188 17,251	45 14,656	2,692 2,595	210 1.90	20 12.19	\$ 10,779.50 0.16



Operating Statistics - Brainerd

For Time Period: 9/1/2021 - 9/30/2021

Printed: 10/22/2021 9:12:47

	Operating Days	One Way Trips	Attendant	Guest	No Show	Total Passengers	Cancel	New Customer	Revenue
	Service Hours	Revenue Hours	Non Revenue Hours	Service Miles	Revenue Miles	Non Revenue Miles	Passengers/Service Hour	Service Miles/Service Hour	Passengers/Service Miles
9/1/2021-9/30/2021	21 1,392.25	3,920 1,110.90	40 281.35	238 19,719	81 16,437	4,198 3,282	333 3.02	60 14.16	\$ 16,882.75 0.21
August 2021	22 1,461.25	3,542 1,203.83	40 257.42	537 19,133	69 16,625	4,119 2,508	384 2.82	34 13.09	\$ 16,594.00 0.22
September 2021	21 1,392.25	3,920 1,110.90	40 281.35	238 19,719	81 16,437	4,198 3,282	333 3.02	60 14.16	\$ 16,882.75 0.21