

# Rolling Hills Transit

Rolling Hills Transit is a transportation program run by Semcac, a community action agency since 1966. Semcac strives to offer necessary transportation services, using public transportation and volunteer-based rides in the southeast Minnesota region, including Dodge, Houston, Fillmore, Olmsted and Winona Counties. Rolling Hills Transit also extends regionally, statewide, and into Wisconsin. The Volunteer Driver Program serves Waseca and Steele Counties. Rolling Hills Transit provides a variety of demand-response and deviated-route services.



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**Volunteer Drivers**  
Rolling Hills Transit currently has 68 volunteer drivers. They have logged 19,429 volunteer hours; 11,429 trips; and 402,505 miles driven. Rolling Hills Transit was awarded a 2019 SEMAA Grant for \$69,657 for their volunteer driver program.

**Legislative Districts:** 21B, 24A, 25A, 27A, 27B, 28A  
**Congressional District:** 1

**Hours of Operation**  
Monday – Friday: 7:30am - 4:30pm  
Saturday: No Service  
Sunday: No Service

Rolling Hills Transit currently owns fourteen vehicles with a vehicle class of 400. Ten of these vehicles are in-service, three are spare vehicles and one (in marginal condition) is in the process of being disposed. All the vehicles have at least an adequate condition except for two vehicles in marginal condition.

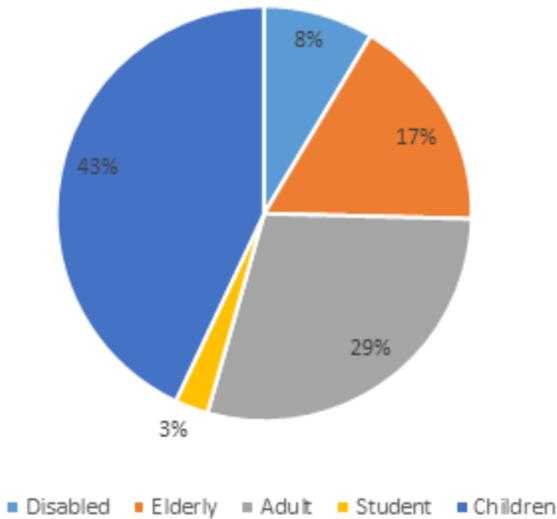
Rolling Hills Transit uses two storage facilities owned by Semcac, one in Rushford and one in Kasson. The Kasson garage can hold six vehicles and has space for administration. The Rushford garage has space for two vehicles.

Rolling Hills Transit has seventeen full-time and ten part-time employees, including drivers, administrative staff, and management.

## Ridership

In 2018, Rolling Hills Transit provided 53,787 passenger trips, a decline of 8.6 percent from the previous year, though still above the 2015 low of 51,480 trips. Productivity also declined slightly, from an average of 2.96 passengers per hour to 2.76. Total annual revenue hours remained steady at approximately 19,500, while annual revenue miles declined.

In 2017, nearly 50 percent of Rolling Hills Transit trips were taken by children under 5 years of age, likely a result of the agency's extensive service to Head Start preschool locations, while another 24 percent of trips were taken by students between the ages of 5 and 17. Meanwhile, only 13 percent of trips were made by elderly passengers (60 years and older), while 5,908 trips (10 percent) were taken by riders with a disability.



## Budget

The largest investment of the agency is in its personnel, followed by administrative costs and vehicles. A large portion of the operating funding comes through state and federal grants, while farebox revenue covers 11 percent and contract services five percent. Rolling Hills had an operating deficit of \$99,438 in 2018.

Rolling Hills Transit's current budget is \$1.3 million. They will need to increase to \$2.3 million by 2025 to meet the identified capital and operating needs.

|                       |           |
|-----------------------|-----------|
| Federal Revenue Share | \$276,605 |
| State Revenue Share   | \$819,895 |
| Local Revenue Share   | \$193,500 |

## High and Medium Priority Unconstrained Needs List for Rolling Hills Transit

- Replace 8 vehicles & add 2 ADA-accessible vans
- Hire 5 additional drivers
- Replace one vehicle every year from 2021 to 2025, including two ADA-accessible vans
- Add more scheduled stops in Dodge Center to Rochester
- Extend span of service on all routes to at least 10 hours on weekdays
- Introduce Saturday service on top three high-performing routes
- Implement new weekday-only route from Rochester to Winona along Highway 14