

Transit Subsidy Per Passenger Update

Transportation Committee – July 11, 2016



Transit Subsidy Per Passenger Update

$$\text{Subsidy per Passenger} = \frac{(\text{Total cost of service} - \text{fare revenue collected})}{\text{Total rides}}$$

Two datasets today, based on latest available information:

- 2014 Peer Region Analysis
- 2013 Twin Cities Route Analysis

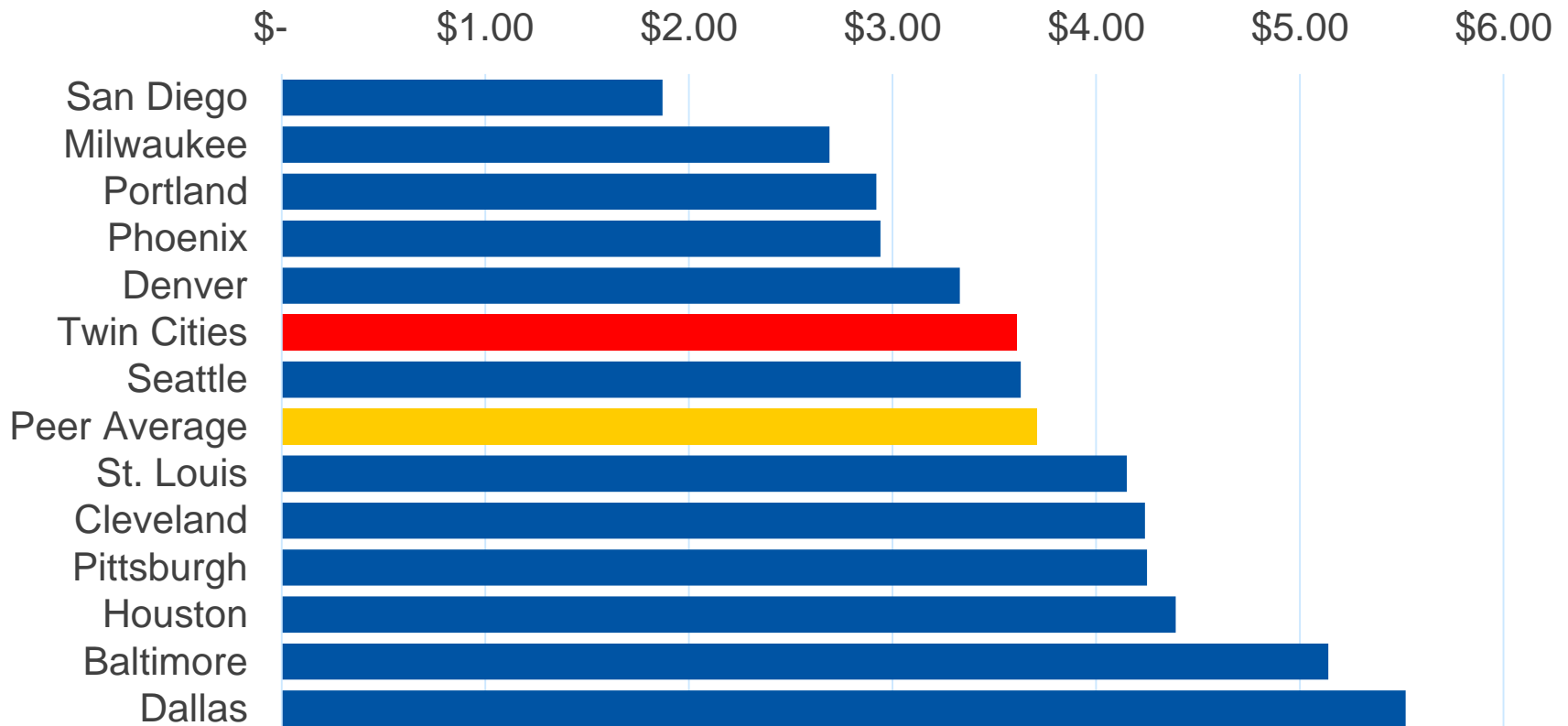
Factors that can Affect Subsidy per Passenger

- Ridership trends and all the factors affecting it (demographics, gas prices, etc.)
- Fare prices
- Cost of service and inflation
- Amount of service
- Mix of service types

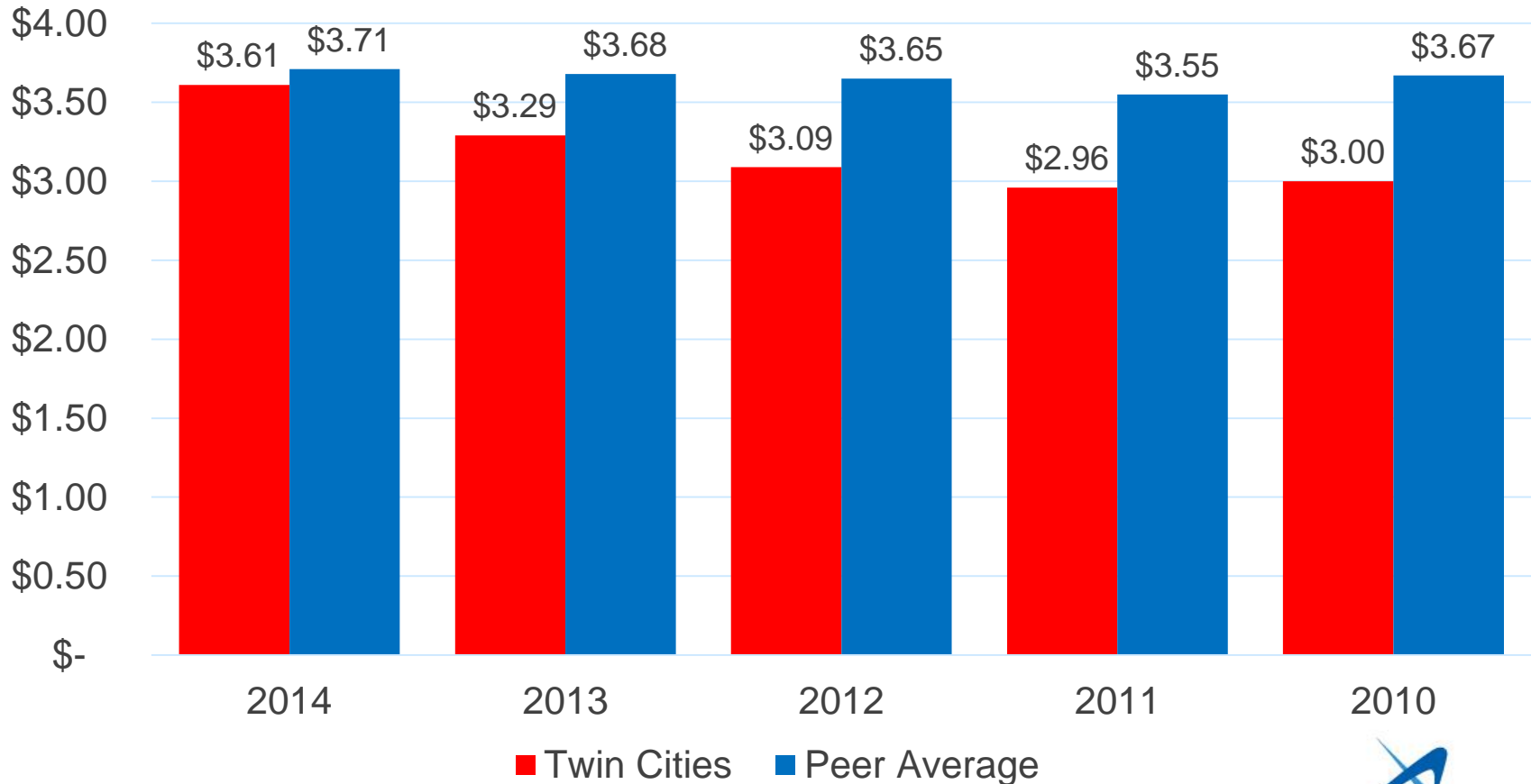
Peer Region Subsidy per Passenger Analysis

- Peer Regions
 - Denver, Portland, St. Louis, Pittsburgh, Houston, Baltimore, Cleveland, Milwaukee, Dallas, Seattle, San Diego, Phoenix
 - Similar sized regions in population and transit service, similar demographic and travel profiles
- Includes all public transit modes and services
 - Metro Transit/Met Council, MVTA, SouthWest, Maple Grove, Plymouth, Shakopee, Prior Lake, University of Minnesota
- 2013 and 2014 Twin Cities costs adjusted to remove non-revenue start-up costs for Green Line LRT and Red Line BRT

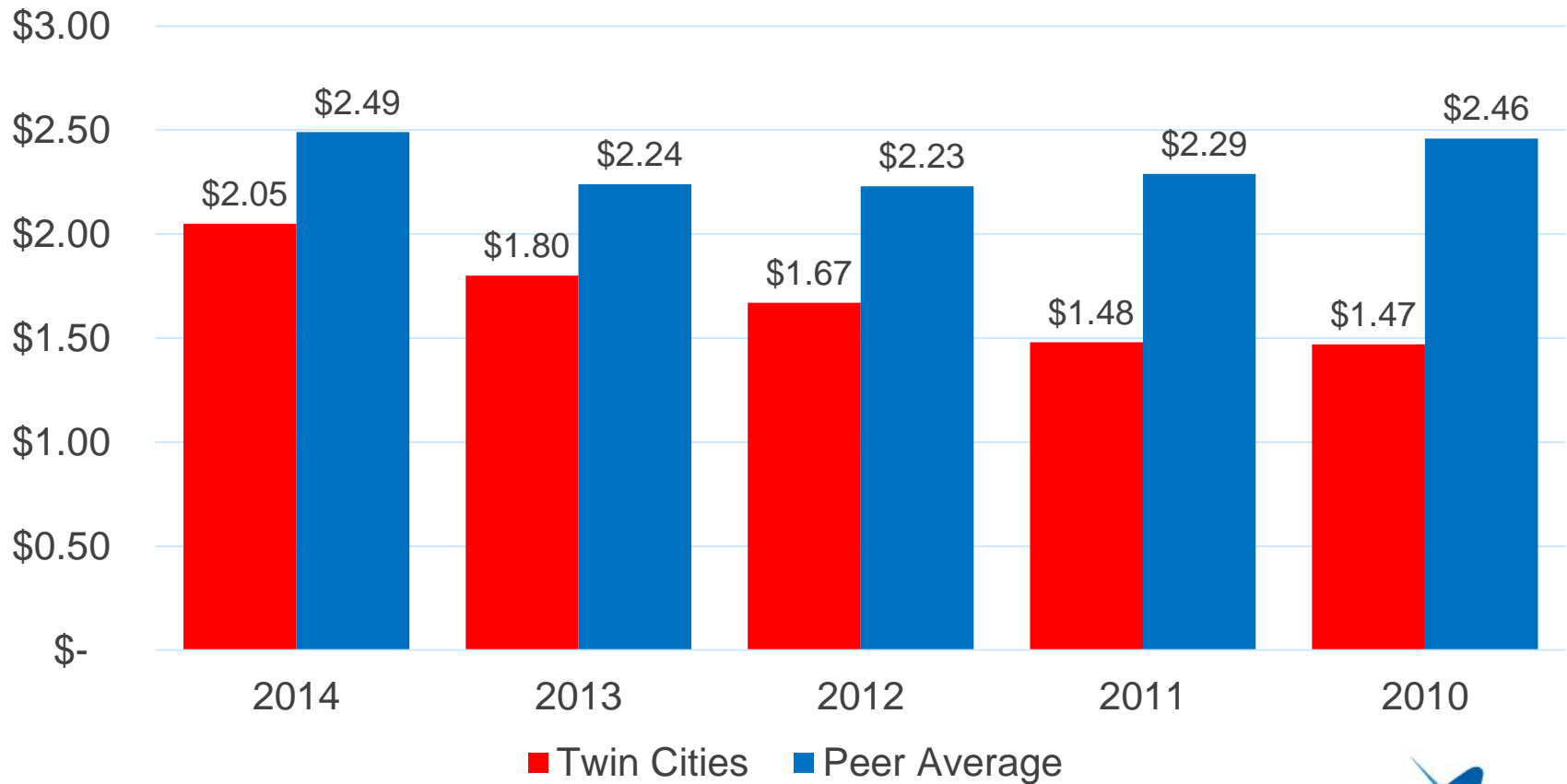
Peer Region Subsidy per Passenger (2014)



Peer Region Subsidy per Passenger (2010-2014)



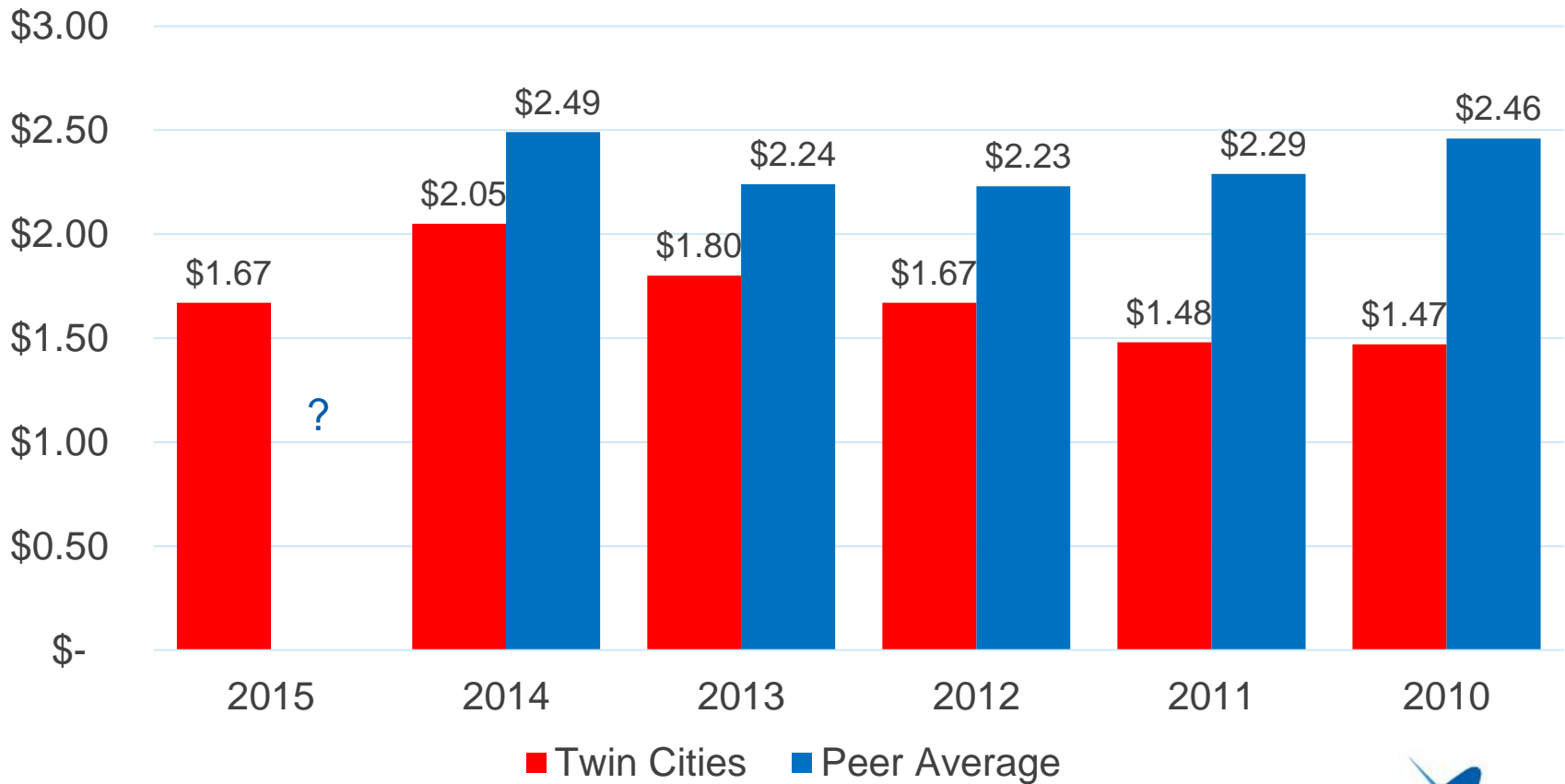
Peer Region Light Rail Subsidy per Passenger (2010-2014)



Light Rail Subsidy per Passenger Updated

2015 Estimated Blue Line	\$1.86
<u>2015 Estimated Green Line</u>	<u>\$1.49</u>
2015 Estimated LRT Average	\$1.67

Peer Region Light Rail Subsidy per Passenger (2010-2014)

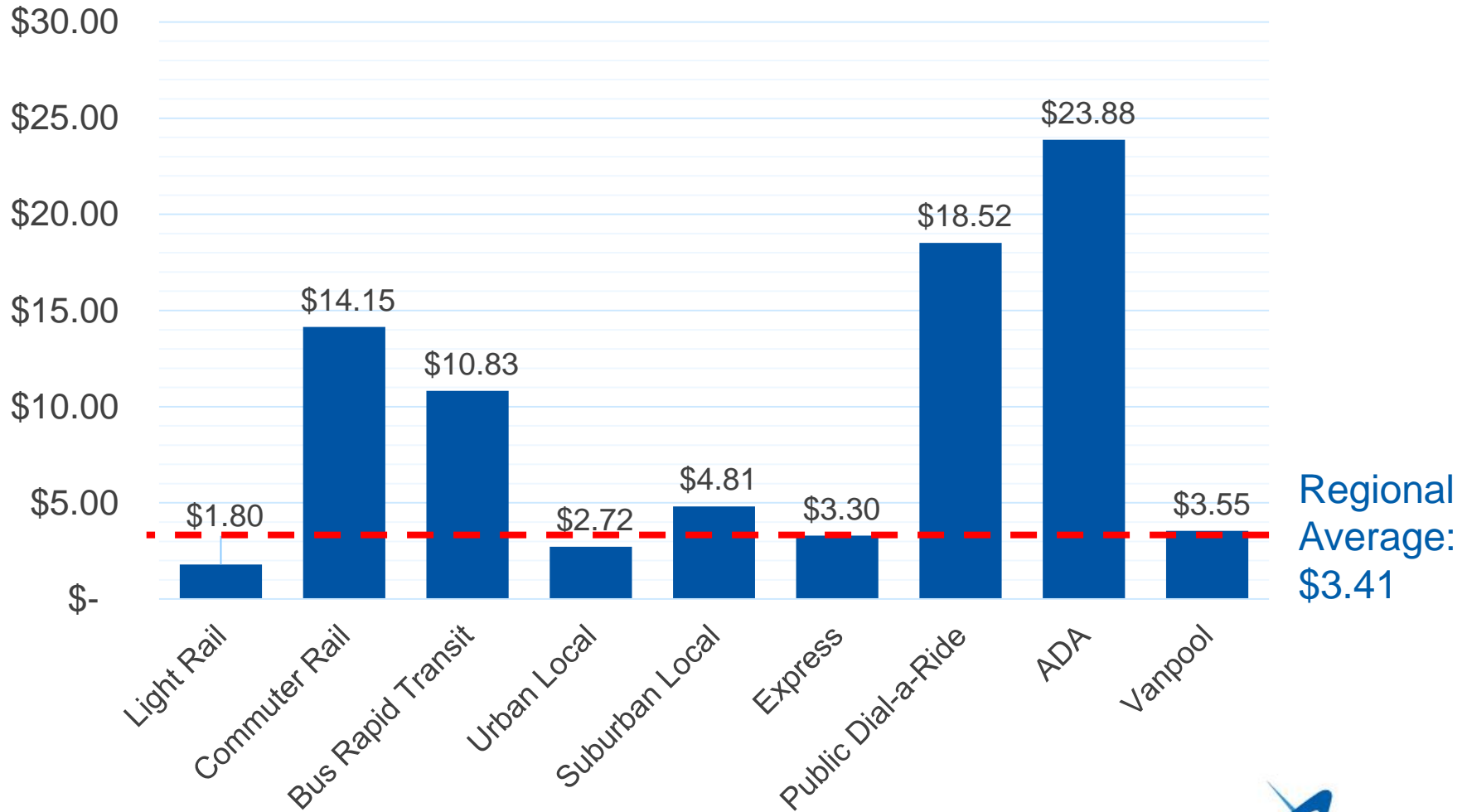


2013 Route Analysis

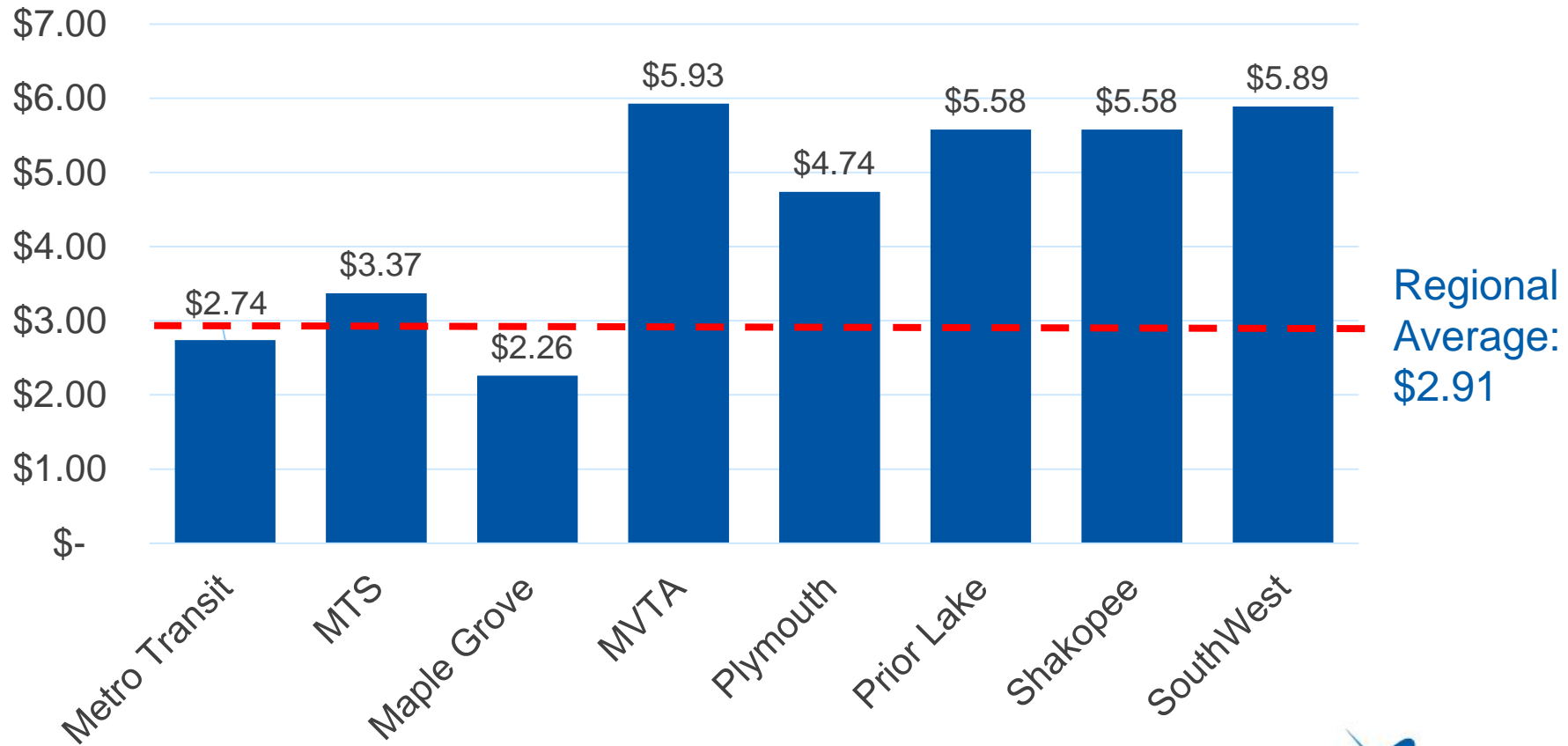
2013 Route Analysis Subsidy per Passenger

- Includes all services except University of Minnesota (thus, data will not be exactly the same as peer region comparison)
- Red Line opened in June 2013

Subsidy by Service Type, 2013



Regular Route Subsidy by Provider, 2013



Questions?

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