METROPOLITAN AREA TRANSIT FINANCE REPORT

October 2024

METROPOLITAN COUNCIL

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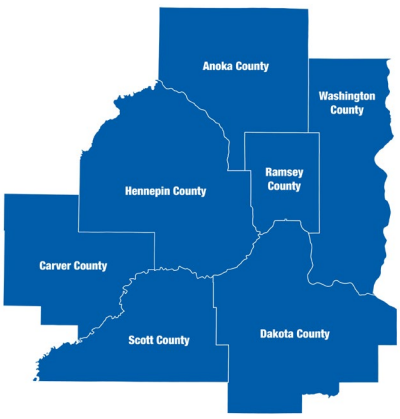

The Met Council is the regional planning organization for the seven-county Twin Cities area. The Met Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Met Council board is appointed by and serves at the pleasure of the governor.

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Introduction

In 2010, the Minnesota State Legislature adopted Minn. Stat. 174.93, which required the Minnesota Department of Transportation to prepare, in collaboration with the Met Council, a biennial report on the status of "guideway" projects in the state, with an emphasis on funding sources and project progress. MnDOT, with the Met Council's assistance, produced four versions of the Guideway Status report in 2012, 2013, 2015, and 2017.

In 2017 (HF3, Ch. 3, Art. 3, Sec. 104), the legislature amended the statute to require that the Met Council, rather than MnDOT, prepare the report, and that the report take a transit system view as well as a project view. It also required inclusion of comprehensive financial information for the metropolitan area transit system projected out over ten years. The first iteration of this new report was produced in October 2018. Due to the COVID-19 pandemic, the legislature extended the second report's due date from October 2020 to February 15, 2021. The third installment was delivered in October 2022. This is the fourth installment of the Metropolitan Area Transit Finance report prepared by the Met Council, and comes following significant revisions by the 2023 legislature to sources and uses of funds for transit operation and expansion in the region.

Transit's value in a growing region

As the population of the Twin Cities metro region grows, prospers, and becomes more diverse, the demand for transit will also grow. In April 2023, the Met Council released regional forecasts for population and employment through 2050. By 2050, the region is expected to grow by over 650,000 people and add nearly 500,000 new jobs. That population will be, on average, older and include more people of color. The region has experienced significant growth since 2010, adding over 325,000 new residents. This growth is expected to increase the demand and need for transit.

Ongoing investments in highway infrastructure have allowed the region to keep congestion relatively stable in recent years. The temporary reduction and enduring shift in peak period vehicle travel due to the COVID-19 pandemic also contributed to that stability. However, vehicle travel has rebounded and congestion is once again growing. The ability to expand the regional roadway system is limited for financial, environmental, and livability reasons.

Transit provides a sustainable, efficient, and effective option to provide mobility for those who can't or choose not to drive, address increasing roadway congestion, improve air quality, and reduce green-house gas emissions. Transit connects people to jobs, school, food, services, recreation, shopping and more. Transit also plays a critical role in economic prosperity and livability. Businesses cite transit as one of the most important assets when looking to attract and retain employees. More and more, people are prioritizing access to transit as one of the factors they consider when choosing where to live and work. During the COVID-19 pandemic, the proportion using transit for non-work trip purposes increased while the proportion of transit riders for work trips decreased, emphasizing the importance of transit for travel beyond the peak-direction commute.

Ridership recovery and system changes following the COVID-19 pandemic

In 2019 there were over 91 million regional transit rides, and ridership was growing on many core bus and light rail routes, with dramatic growth on the corridors served by the METRO A and C bus rapid transit lines. In 2020, COVID-19 significantly impacted transit ridership and related fare revenues. Transit providers actively discouraged riding transit, preserving transit

capacity for essential trips only, encouraging riders to travel by other modes if available. Ridership fell on all transit services – by as much as 60% on local routes, 70% on light rail, and 95% on express bus routes and the Northstar commuter rail.

At the same time, transit remained essential for many people in the region. On-board survey results in 2021 showed much greater retention of rides by people who have low-income, by black, indigenous, and people of color, and by people identifying as having a disability. While the share of rides for peak period work trips declined significantly, transit trips for other purposes, including social, errands, medical, shopping, and more, were retained at a higher rate.

Despite reduced ridership, transit operating expenses have not noticeably declined as an impact of COVID-19 as providers continued base services and increased cleaning and other operating costs in response to the pandemic. The federal government provided significant financial relief through three rounds of funding, including the Coronavirus Aid, Relief, and Economic Security (CARES), the Coronavirus Response and Relief Supplemental Appropriations (CRRSAA), and the American Rescue Plan Act (ARP). These relief packages were essential to meet increased expenses and ongoing payroll during the pandemic. As the last portions of these funds are used, regional transit systems are shifting from these one-time revenues to ongoing sources.

Workforce growth improves service levels

During the pandemic, transit providers significantly reduced services, and employment levels fell. Post-pandemic hiring became a nationwide challenge for transit and similar industries. Hiring efforts and incentives by regional transit providers, however, have improved employee retention. As a result, transit agencies have reinstated more services.

For example, the Met Council increased Metro Transit fixed route transit service by 10% in 2023. The Met Council also increased contract rates for Metro Mobility and other fixed-route services in 2022 to increase driver wages and reduce vacancies in contractor workforces. These efforts have helped stabilize workforce levels and maintain critical services like Metro Mobility. In August 2024, Metro Transit further increased service levels with more than 200 new bus operator hires. Light rail service frequency is expected to continue to increase.

Transit and transitway investments planned by 2030 will require an estimated 30% workforce increase, including operators, mechanics, support systems, public facilities maintenance, and police. Successful implementation of these services will depend on the recruitment and retention of critical operational roles.

2023 state transportation bill reshapes regional transit finance

The 2023 state legislative session significantly reshaped transportation finance, particularly for regional transit services. The state legislature passed a transportation finance bill that revises existing funding sources and provides new funding for regional transit.

The new law required the Met Council to implement a 3/4-cent sales tax effective Oct. 1, 2023, with 17% of revenues disbursed to metro counties and 83% to the Met Council. Of the Met Council share, 5% is for active transportation uses – to be determined by the Transportation Advisory Board – and 95% is for transit purposes. Of the new sales and use tax funds

distributed to counties, 17% may be used for transit purposes, streets, or mitigation action requirements.

The 2023 transportation bill also revised the rate and distribution of state motor vehicle sales tax funds, increasing the rate and reducing the portion of these funds that come to the region for transit purposes. The net effect of these changes was mostly neutral to transit finance. This revenue source has proven relatively volatile, with large changes across forecasts and receipts that make planning for future use difficult. Balancing this source with other more stable revenue sources helps the region provide steady transit service levels even amid broader unexpected economic forces.

The 2023 legislature also continued base appropriations for Metro Mobility ($56 million) and for light rail and Northstar transit system operations ($32.6 million). Finally, the legislature authorized the Met Council to issue bonds for transit capital projects, an ongoing source of funds supported by a portion of the Met Council's property levy.

New funding in the 2023 transportation bill addresses a structural deficit in transit operating funding in the region. It also relieves past county financial obligations for some transitway lines' operations and maintenance. These local funds may now be used for other county transportation priorities. The new law also places full responsibility on the Met Council for operations, maintenance, and long-term capital repair and replacement of existing and new transitway lines. Nearly all sales tax proceeds are committed through this combination of expenditures. Remaining funds will be used by regional transit providers for bus system capital preservation, modernization, and expanded bus operations.

A capital investment package passed by the 2023 legislature continued capital investment in the region's transitway system. Investments included $72 million for arterial bus rapid transit implementation, $50 million for Blue Line light rail transit investment ($10 million was repurposed for anti-displacement efforts by the 2024 legislature), $7 million to improve an existing bus rapid transit station in Apple Valley, and $3 million for future Highway 169 and Highway 55 bus rapid transit projects. Ongoing state investment in the region's transitway system will enable the region to continue implementing fast, frequent, all-day service that spurs ridership growth.

The regional transit system

The 2040 Transportation Policy Plan lays out the shared regional goals and objectives for the region's transportation system, which are integrated with land use and other regional infrastructure systems. To be good stewards of public investments, the region must have a strategic plan which invests in the regional transit system and builds toward the regional goals.

Multiple providers operate the regional public transit system, providing over 90 million rides a year prior to 2020. The current system includes transit routes, vehicles, support facilities and infrastructure, including operations centers, garages, administration, and bus shoulders, and customer facilities such as park-and-rides, bus stops and transit stations.

The Met Council provides public transit service through two of its operating divisions: Metro Transit and Metropolitan Transportation Services (MTS). Metro Transit operates regular-route bus services, light rail and Northstar Commuter Rail. MTS also operates regular-route bus service, Metro Transit micro, Metro Mobility, Metro Move, and Transit Link services through private contractors.

As of early 2020, there were 211 regular bus routes operating in the region: 96 local and 115 express routes. Two light rail lines, five bus rapid transit lines, and one commuter rail line are also in service.

Transit services

Regular-route and demand-response bus service is provided by the Met Council and 12 cities authorized by the legislature under Minn. Stat. 473.388 to provide separate replacement transit services. These municipalities are organized into four other regional transit providers – Maple Grove Transit, Minnesota Valley Transit Authority, Plymouth Metrolink, and SouthWest Transit. The services of each transit agency, while independent, work together to provide a cohesive, comprehensive regional system.

Regional transit agencies operate in the communities within the seven-county region where a property tax is levied to pay for transit capital needs. Called the Transit Capital Levy District, the district has changed as growing communities requested to be included, most recently Lakeville, Forest Lake, Columbus, and Maple Plain.

The Americans with Disabilities Act (ADA) requires complementary service for certified riders who want to travel where regular-route transit service is available but are unable to use the regular-route system due to a disability. The Met Council's ADA service is established through Minn. Stat. 473.386, Special Transportation Service, which also establishes additional service areas beyond the federal requirements. This service is delivered through two programs, Metro Mobility and a new Metro Move waiver transportation service. Metro Move provides repeat scheduled ride service for waiver recipients, and it leverages federal Medicare revenues to reduce state costs to provide these services. As directed by the 2021 state legislature, Special Transportation Services will transition to a state forecasted base program in 2026.

Transit providers have increased the frequency of on-demand microtransit service, even prior to the COVID-19 pandemic. These services include app-based on-demand point-to-point transportation services, managed in real-time by software services to optimize ride-share and routing. Transit providers have allocated more resources for these services as demand has increased. Microtransit services include Metro Transit micro, MVTA Connect, SW Prime, Plymouth Click-and-Ride, and Maple Grove MyRide.

Additional demand response (dial-a-ride) service is provided in Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties where regular-route transit is not available. This service is also available in adjoining urbanized portions of Sherburne and Wright counties. Transit Link is the Met Council's dial-a-ride service.

In addition, the Met Council offers Metro Vanpool, which provides financial assistance for vanpools with five to 15 people, including a volunteer driver, commuting to and from work in areas not well served by regular-route regional transit.

The University of Minnesota provides bus service around and between the Minneapolis and Saint Paul campuses, augmenting light rail and local and express bus transit service.

Transit ridership

In 2019, the region provided 91.6 million rides through Metro Transit, Metro Mobility, MTS contract services, the other regional transit providers, and the University of Minnesota. Metro Transit provided 77.2 million or 84% of those rides, suburban transit providers provided 5 million

or just over 5%, and Metro Mobility provided 2.4 million or about 2.5%, with the other services providing the remaining rides.

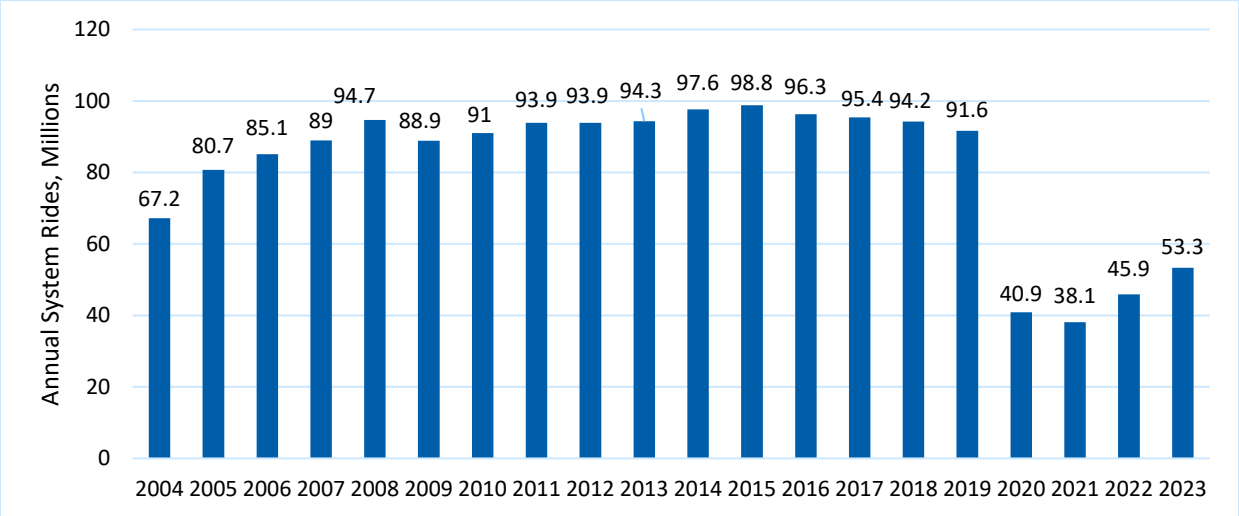
With the impacts of the pandemic, regional ridership provided by Met Council decreased to 35.8 million rides in 2021. Combined with other regional transit provider rides[1] and University of Minnesota rides, the system totaled 38.1 million rides. Ridership rebounded in 2022 and 2023, growing 40% from its low point. Growth has continued in 2024 and is projected to increase again in 2025.

Ridership measures transit system accessibility, quality, and system growth. Growth in ridership is an indication that more people can meet their transportation needs using transit. Existing transit ridership (Figure 1) includes all transit providers in the region.

People have a host of reasons for choosing transit. Those choices are often influenced by the demographic, social, and economic landscape.

- People who don't have access to or cannot drive a car are more likely to use transit.
- Areas with dense housing or job centers are more likely to have transit access and higher ridership.
- Neighborhoods and business districts with well-maintained sidewalks and pathways make it easier to reach and use transit.
- People who work, or get their schooling, at home are less likely to use transit
- Higher gas prices change the affordability of driving
- Major construction projects can lead to slower, less reliable transit service

Figure 1 – Annual Regional Transit Ridership, 2004-2023



System financial capacity analysis

The system financial capacity analysis consists of six separate tables that seek to aggregate and synthesize 2024 transit system capital and operating financial information and forecast the

[1] As reported to the National Transit Database, February 2022

subsequent 10-year period, 2025 to 2034. The information is separated into three categories of transit services:

- Existing transit system
- New dedicated transitways
- New arterial bus rapid transit (BRT)

The transit services included in each of the four categories are described below. Report appendices contain detailed summary information on guideway projects and a summary of busway project status.

Existing transit system

Tables 1 and 2 show the capital and operating revenues and expenses of the transit system in operation today. This includes the existing bus services provided by the Met Council and other regional transit providers, light rail transit service for the METRO Blue and Green lines, and for Northstar commuter rail service.

The Met Council's bus costs are further divided into Metro Transit bus, which includes METRO A, C, and D lines and the Orange Line and Red Line, MTS bus and special transportation services, including the region's demand-responsive Americans with Disability Act (ADA) service. MTS bus operations include regular routes contracted to private operators, Transit Link dial-a-ride services, Metro Vanpool, and multimodal transportation planning.

New transit guideways

Tables 3 and 4 show the expected capital and operating revenues and expenses for future guideways, including potential light rail and dedicated bus rapid transit lines. Identified projects operate on rail or primarily in transit-exclusive rights-of-way, as defined by Minn. Stat. 473.4485.

Each of the included corridors are in some stage of development and may be under construction or operation by 2034. The future transitways that fall into this category include the following:

- Green Line extension light rail transit and new feeder bus services
- Blue Line extension light rail transit and new feeder bus services
- Gold Line dedicated bus rapid transit
- Purple Line (Rush line) dedicated bus rapid transit

The Riverview Corridor modern streetcar and Nicollet Central corridor modern streetcar were included in these tables in previous reports, but project work has discontinued and these lines are not projected to advance. They will be included in future reporting if project statuses change.

A previously included modern streetcar line on West Broadway Avenue in Minneapolis will now advance under the new alignment for the METRO Blue Line Extension, so the project is no longer included in this report. The Midtown Rail corridor is summarized later in the report. As of late 2024 no work had progressed on the project since 2017. Significant work is not expected within this report's timeline. If the status changes, progress and updated projections will be reflected in future reporting.

Arterial bus rapid transitways

Tables 5 and 6 show the expected capital and operating revenues and expenses for eight additional arterial BRT corridors that are planned for construction and opening over the next ten years. The planned corridors include the following (in order of anticipated opening):

- METRO B Line– Lake Street-Marshall Avenue corridor
- METRO E Line– Hennepin Avenue corridor
- METRO F Line– Central Avenue
- METRO G Line– Rice/Robert Streets
- METRO H Line– Como/Maryland Avenues

The Met Council anticipates identifying METRO J, K, and L lines through an arterial BRT plan update scheduled across 2025.

Each of these corridors has high existing ridership and substantial local bus service operating within the corridor. The development of arterial BRT will provide more frequent, all-day service and improved customer amenities including off-board fare collection, improved stations with heat and light, new vehicles with multiple-door boarding, and traffic management technologies to improve travel time reliability along the corridor. Recent lines have also added segments of bus-only lanes to further improve travel speed and reliability. Some existing local services will remain on the corridors. Arterial BRT improvements result in increased ridership and improved speed and reliability.

Other transit

In addition to the services shown in Tables 1-6, other transit-related services may make expenditures within the region including:

- University of Minnesota intercampus transit services
- Northern Lights Express and other passenger rail lines led by the Minnesota Department of Transportation
- Ramsey County Union Depot operations and maintenance
- County sales tax expenditures for transit purposes. From new transportation advancement accounts from the 2023 state transportation bill, counties may expend up to 17% of new revenue on transit improvements.
- Team Transit, Minnesota Department of Transportation, capital expenditures on the state highway system for transit speed and reliability

Revenues and expenses for these services are not shown in detail in this report as they are tangentially related to the other transit services shown in Tables 1-6.

Revenue and expenditure assumptions

The assumptions built into the capacity analysis rely on historical experience to forecast future revenues and expenditures. While this is the best guide available to produce an estimate of what to expect in the future, changes are likely to happen over the ten-year timeframe that could cause large shifts away from these estimates. These potential changes are unaccounted for in these estimates because their timing, scale, and specific impacts are uncertain. The revenue and expenditure assumptions underlying the capacity analysis are outlined below.

Revenue sources and assumptions

Transit revenues are generated by several sources, the majority of which are available only for specific transit operating or capital purposes. The transit revenues are largely used by the Met Council (Metro Transit, MTS, Metro Mobility and Transit Link) and the suburban transit providers to operate and improve the existing bus and transitway systems. Additional competitive revenues are also available through federal capital investment grants such as the New Starts and Small Starts program and Regional Solicitation.

Counties in the region have additional funds from 2023 legislation, from new transportation advancement accounts such as metropolitan sales tax share and other revenues, that include transit eligibility, local sales tax funds, and regional railroad property tax funds. As counties plan for future investment, only currently projected revenues for transit guideway expansion are included in reporting.

State general funds. The state has historically provided a general fund appropriation for transit operating purposes. This analysis assumes the state will continue to provide a $32.65 million general fund appropriation for transit operating assistance.

In 2021, the legislature agreed to transition Metro Mobility and Metro Move to a forecasted program, fully supported by the general fund, beginning in 2026. These revenues are included in the report.

In 2023, state general fund appropriations included one-time funds of $3 million for Hwy 169 and Hwy 55 bus rapid transit projects, and an additional $50 million for the Blue Line Extension project, of which $10 million was allocated in 2024 to anti-displacement efforts. The remaining $30 million is available to the project following a federal full funding grant agreement. This report does not assume additional one-time appropriations from the general fund for transit projects but does assume ongoing state capital investment in arterial BRT, as described below.

State capital investment (general obligation bonds and cash). The state has periodically allocated revenues from capital investment bills. Funds are provided as state general obligation bonds or capital investment cash appropriations for transit capital purposes. The Met Council has received bond and cash appropriations for transitway development, both for projects primarily funded with competitive federal grants and for other transitway projects.

It is anticipated that the Met Council and local partners will continue to make requests for bond funding for major capital projects including for arterial BRT development. In 2023, the state appropriated $72 million for arterial BRT and $7 million for a Red Line 147th Street Station pedestrian bridge in Apple Valley.

State capital investment is anticipated as the primary source for arterial BRT expansion, with around $300 million of new state capital investment complementing a similar amount of previous bonds and cash, federal funding, and regional capital funding to implement eight new lines from 2025 through 2034.

Motor vehicle sales tax revenues. 40% of the state's motor vehicles sales tax revenues are dedicated to transit, with the Met Council receiving 34.3% of the revenues for regional transit. In 2023 the rate increased to 6.875% and the share for regional transit reduced from 36% to 34.3%, a largely revenue-neutral change.
The 2025 to 2034 figures are based on the state forecast released in February 2024 and increased at a rate of 3% annually for years beyond the forecast. Motor vehicle sales tax

revenues may be used for operating or capital purposes but generally are used for transit operations.

Transportation sales and use tax revenues. The regional transportation sales and use tax created by the 2023 Omnibus Transportation Law is the largest transit revenue source at 35% of total revenues until 2050. In calendar year 2025, the regional sales tax is expected to supply about $435 million in transit revenues. Most of this funding will be used to cover operating costs of services that are already present or planned. The analysis in this report assumes February 2024 state forecast totals and a 3.5% annual growth rate thereafter.

Recent legislation offers other major implications for transit in the Twin Cities region, including:

- State general fund revenues will be responsible, after fares and federal revenues, for the costs of Metro Mobility operations and capital starting in state fiscal year 2026 (2021 legislative session).
- The metro counties' 50% share of dedicated transitways (light rail, dedicated BRT, highway BRT, and Northstar commuter rail) operating costs were shifted from the counties to the Met Council, accounting for about $4.2 billion, or 24% of the 26-year total regional sales tax revenues. This analysis assumes Sherburne County continues its contribution to Northstar commuter rail operations.
- Remaining operating costs for busways and guideways after operating and federal money are paid by regional sales tax revenues, as required by state law.
- The region is required to spend a portion of the regional sales tax revenues on specified purposes ranging from improvements to accessibility at customer facilities, expanding microtransit services, to procuring zero-emissions buses in line with the Met Council's transition plan.
- Met Council light rail capital construction funding is restricted to federal funds and direct appropriations.

Federal formula funding and IIJA funds. The Met Council receives federal formula funds annually based upon the region's size and level of transit operations. There are several specific federal formula funds provided to the region with most of the funding provided through the Urban Area Formula Funding program (49 U.S.C. Section 5307) and are expected to grow approximately 3% annually. These funds are primarily limited to capital purposes, though they may be used in the region's operating budget for capital maintenance purposes. The region's allocation of federal formula funds increased significantly under the Infrastructure Investment and Jobs Act (IIJA) passed by Congress in early 2022. Future reauthorization and annual appropriations processes will determine actual levels of formula funding to the region.

Federal CARES Act funding. The Met Council received $226.5 million in federal Coronavirus Aid Relief and Economic Security (CARES) Act funding in May of 2020. The federal relief funding was spent across all regional transit services on operations to offset passenger fare decreases and increases in extensive maintenance cleaning programs for all vehicles, customer facilities, and support facilities.

Federal CRRSAA Act funding. The Met Council received $185.9 million in federal Coronavirus Response and Relief Supplemental Appropriations (CRRSAA) Act funding. The federal relief funding is being spent across all regional transit services on operations to offset passenger fare decreases and increases in extensive maintenance cleaning programs for all vehicles, customer facilities, and support facilities. A small share of these funds remain and will be expended within first few months of 2025 on transit operations.

Federal ARP Act funding. The Met Council received $313.4 million in Federal American Rescue Plan (ARP) funding. The federal relief funding was expended across all regional transit services on operations to offset passenger fare decreases and increases in extensive maintenance cleaning programs for all vehicles, customer facilities, and support facilities.

Federal competitive Capital Investment Grants funding. The largest competitive federal transit program is the Capital Investment Grants (CIG) (e.g. New Starts and Small Starts), which can provide a significant share of the capital costs for major transitway projects. In the past, the region has received grants covering around 50% of the cost for the construction of the METRO Blue and Green lines, Green Line Extension, Gold Line, Orange Line, and Northstar Commuter rail. The financial capacity analysis assumes a federal funding contribution to future CIG projects will continue, including METRO Blue Line extension, F Line, and Purple Line BRT projects, although the federal share may vary by project.

Federal flexible funding. The region also receives federal funds that are distributed by the Transportation Advisory Board and Met Council through the locally competitive Regional Solicitation. Federal flexible funds can be allocated locally to a variety of transportation projects including roads, bridges, multiuse trails, and transit. The capacity analysis assumes this allocation of federal flexible funds to capital preservation projects and to arterial BRT projects through the Regional Solicitation will continue for the METRO G, H, J, K and L lines.

Passenger fares and ridership. Transit fare revenues are used for transit operations. The recovery of transit ridership and fare revenues is difficult to forecast, but this analysis assumes services such as local bus, light rail, and arterial BRT will likely recover more quickly than will commuter-based services such as express bus and commuter rail. Fare revenue is projected to grow with ridership and through the addition of new services including busway and guideway lines.

Regional transit capital bond revenues. Regional transit capital funds are used to pay the capital expenses of maintaining the existing system and often to provide the required match to federal formula and flexible funds. RTC bond revenues are assumed to grow at approximately 3% annually, based upon historical increases in bus purchase costs, which is the largest use of regional transit capital funds.

Metropolitan county transportation sales tax revenues. The Counties Transit Improvement Board disbanded in 2017 allowing the counties to implement a local transportation sales tax of up to .5%. Hennepin County and Ramsey County chose to implement a half-cent sales tax primarily for transitway purposes, Scott and Carver counties implemented a half-cent sales tax and Anoka, Dakota and Washington counties implemented a quarter-cent sales tax for all transportation purposes. This funding is assumed for capital purposes for those dedicated transitway being developed in partnership between the Met Council and the individual counties. The use of these funds changed significantly in the 2023 legislative session; they are no longer used for operating purposes. Instead, state law requires the Met Council use regional transportation sales and use tax revenues for these purposes.

County sales tax revenues are still expected to fund the local capital share of regional guideway projects, as shown in table 3. Counties may use these funds and up to 17% of new state transportation advancement account funds for transit purposes. Specific uses are not yet identified and are therefore not included in this report.

County Regional Railroad Authority funds. Counties' Regional Railroad Authority are authorized to levy a property tax for developing regional transitways. Typically, these funds provide capital costs for constructing transitways. Regional Railroad Authority amounts in the capacity analysis are based upon the amount required to fund 10% of the new dedicated transitway costs shown in Table 3. Specific allocations by counties between sales tax and these funds aren't always known far in advance, so these categories are combined in the capacity analysis tables.

Other local funds. Other local revenues are provided by Minnesota Department of Transportation and Sherburne County to pay the share of Northstar operating expenses for the portion of the service operating outside of the seven-county metropolitan area (8.05% of net costs).

Other revenues. Other revenues, including advertising revenues, investment income, and other miscellaneous earnings, are assumed to grow at 1% annually.

Metro Mobility fares and ridership. Metro Mobility is a shared-ride public transportation service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. Trips are provided for any purpose. Under federal law, there must be a trip denial rate that is essentially zero, meaning the region is required by law to accommodate all qualifying trips. Post-pandemic, Metro Mobility ridership recovered quickly but leveled off in recent years around 80% of 2019 levels. The program is still expected to grow as the region's population ages, and budgets 100% of pre-pandemic levels and continued growth in future years. Program revenues also include federal Medicare and state Department of Human Services revenues associated with waiver transportation funds for the Metro Move program.

Expenditure assumptions

Capital expenditures. The capital costs shown in Table 1 for the existing system are from the Met Council's adopted Capital Improvement Program for 2024 to 2029. The remaining years are based upon bus replacement needs and other known facility needs. The balance of the funds will be programmed in future Capital Improvement Programs. Capital costs for the future New Dedicated Transitways (Table 3) and Arterial BRT corridors (Table 5) are derived from capital cost information submitted by the project sponsors.

Operating expenditures. The operating costs shown in Table 2 for the existing bus and rail system are the adopted budget amounts for each service for 2024. All transit providers and services are provided a general inflationary cost of 3.15% annually, except for Metro Mobility and Metro Move. Operating cost estimates for new dedicated transitways are based upon forecasts that use existing costs of operating light rail and bus rapid transit corridors, and ridership forecasts to develop estimates for the corridor. Operating cost estimates are provided by the project sponsors.

Metro Mobility and Metro Move program costs. Metro Mobility cost increases are driven by a combination of both inflationary cost growth and ridership increases. In previous years, Metro Mobility had experienced annual ridership increases around 6% to 8%. However, the COVID-19 pandemic dramatically reduced ridership demand. The capacity analysis assumes expenditures will return to pre-pandemic levels by 2025 and grow annually at approximately 5% thereafter. Because the program is shifting to a state forecast base program, it is separated from other transit services and reported Table 2a.

Capacity analysis summary

The capacity analysis looks at regional funding needs and sources related to capital and operating costs for the next 10 years. Costs in each category are shown in the anticipated year of expenditure. Since funding requests precede anticipated project expenditures, some of the funds shown in 2024 and future years, while not yet expended, have already been secured through previous funding requests and are “committed” to the project(s). In other instances, funds shown in the future years are anticipated funding requests from the identified funding sources but are not yet committed. The individual transitway corridor summaries in report appendices provide information about funds committed to a given project, and total estimated project costs.

For future expenditures, although the numbers shown are the best estimates currently available, they should still be viewed as estimates that may change over time.

As mentioned previously, the capacity analysis is broken into a series of tables that aggregate financial information for similar groups of transit and transitway services. The tables are:

- Table 1, Existing Bus and Rail System Capital Revenues and Expenditures
- Table 2, Existing Bus and Rail System Operating Revenues and Expenditures
- Table 2a, Special Transportation Service (Metro Mobility/Metro Move)
- Table 3, New Dedicated Transitways Capital Revenues and Expenditures
- Table 4, New Dedicated Transitways Operating Revenues and Expenditures
- Table 5, Arterial BRT Capital Revenues and Expenditures
- Table 6, Arterial BRT Operating Revenues and Expenditures

Table 1, Existing bus and rail system capital

The capital revenues shown in Table 1 are provided from three primary sources – federal formula funds and increases to formula funds through the IIJA, federal flexible funds awarded through the Regional Solicitation process, and regional transit capital bond funds backed by the Met Council's transit property tax levy as authorized by the legislature.

The expenditures reflect planned preservation and modernization projects for the existing bus and rail system as contained in the region's Capital Improvement Program. For years beyond the program, the estimates are based on the needs for future bus replacement and known preservation projects.

Capital costs for the existing system include bus and rail vehicle replacement, facility energy enhancements, improvements to accessibility for people with disabilities, signage enhancements, technology upgrades, rail infrastructure repair and replacement, as well as costs for subsequent major, one-time capital improvements such as park and rides, station improvements and other facility construction. Suburban transit provider fleet preservation and modernization expenses are included in the table within MTS. Capital expansion within the existing bus system is included, totaling $100 million for expanded bus fleets to deliver increased transit service across the region. Specific plans for these funds will be developed soon.

New dedicated transitway and arterial BRT expansion capital costs are shown in other report tables. No future state bond requests are assumed in this report for the preservation and modernization of the existing transit system and many of the preservation capital investments are not general obligation bond eligible due to having an estimated life of less than 20 years. For example, transit buses are typically replaced on a 12–15-year cycle.

Table 1 shows a significant level of regional sales tax funding expenditures for existing system capital preservation, totaling around $1.1 billion over the upcoming 10-year period. A portion of these costs were included in previous reporting as unfunded transit capital needs.

Table 1: Existing Bus and Rail Capital (Dollars in Millions)

Sources of Capital Funds	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025-2034 TOTALS
Federal Formula	$208.3	$134.1	$126.9	$153.1	$184.5	$179.9	$186.2	$169.9	$199.1	$179.3	$208.8	$1,721.7
Regional Transit Capital Bonds	$77.6	$55.2	$52.2	$63.1	$76.0	$74.1	$63.3	$65.2	$67.2	$69.2	$71.3	$656.8
Regional Sales Tax	$151.5	$261.7	$84.3	$42.2	$37.1	$11.0	$99.3	$90.8	$273.9	$121.9	$119.5	$1,141.7
State Capital Investment (2023-147th St Skyway bridge)	$-	$0.5	$6.5	$-	$-	$-	$-	$-	$-	$-	$-	$7.0
Other- Federal competitive and regional solicitation	$38.4	$32.3	$19.0	$20.1	$21.2	$21.1	$14.0	$14.0	$14.0	$14.0	$14.0	$183.6
Capital Preservation Revenue	$475.8	$483.7	$288.8	$278.4	$318.8	$286.0	$362.8	$340.0	$554.2	$384.5	$413.6	$3,710.8
Uses of Capital Funds												
Metro Transit Bus Preservation & Modernization	$284.9	$235.8	$200.8	$186.7	$244.2	$126.6	$221.0	$211.1	$247.8	$259.2	$275.8	$2,209.0
MTS/STP Bus Preservation & Modernization	$85.6	$88.6	$63.1	$72.6	$34.8	$142.8	$73.8	$75.7	$77.7	$79.7	$81.8	$790.6
LRT Rehabilitation & Replacement	$92.1	$74.3	$20.6	$14.7	$36.7	$16.5	$63.0	$51.9	$227.3	$42.4	$54.7	$602.0
Northstar Rehabilitation & Replacement	$13.2	$3.1	$4.4	$4.5	$3.2	$0.2	$5.1	$1.1	$1.4	$3.1	$1.2	$27.3
Bus system capital investment	$-	$50.0	$50.0	$-	$-	$-	$-	$-	$-	$-	$-	$100.0
Existing System Capital Preservation Expenses	$475.8	$451.7	$288.8	$278.5	$318.8	$286.0	$362.8	$340.0	$554.2	$384.5	$413.6	$3,728.8

Note : CY2024 begins with a cash balance of $120M

Table 2, Existing bus and rail system operating

Transit operating costs include annual vehicle operator salaries and benefits, fuel, vehicle cleaning, and other administrative costs. Operating costs are typically paid first through fares and any operating revenue generated by the system, such as advertising revenue. The other major sources of operating revenues anticipated for the existing bus and rail system from 2022 to 2032 are motor vehicle sales tax, regional transportation sales and use tax, state general fund appropriations, federal funds provided through formula appropriations, and remaining federal COVID-19 relief transit funding.

Motor vehicle sales tax revenues provide the most significant share of the existing operating revenues, approximately 48% for 2025 to 2034, causing the transit system to be reliant on the annual growth and performance from those revenues.

As described earlier, state statute (Minn. Stat. 473.4051) requires the Met Council to pay the net costs of busway and guideway lines from regional transportation sales tax revenues. These are shown in Table 2, and replace funding previously provided by metropolitan region counties for roughly 50% of existing transit guideways.

In 2024-2025 the Met Council is engaging regional transit providers and the public on plans to expand bus service in the region. These plans are advancing through Metro Transit's Network Now initiative, and through ongoing discussions with suburban transit providers. Bus service expansion is included in Table 2, equivalent to net 10% growth in regional bus service.

In previous reporting, the region faced a significant structural operating deficit that would impact services in 2026 as reserves and federal pandemic relief funding were fully exhausted. New transportation sales and use tax funds have resolved this deficit in the upcoming 10-year analysis period. Across the combination of uses for existing guideways and deficit elimination as described above, sales tax revenues account for 35% of existing transit system operations. Additional sales tax funds will be used for operating costs of new guideway and arterial BRT lines, as described in subsequent tables.

Metro Mobility and Metro Move services are shown in Table 2a. This table reflects the program's shift to a state forecast base program beginning in SFY 2026. Costs and revenues for this program are separated from other transit system investments. Metro Mobility and Metro Move services will be fully funded from 2026 to 2034 through a combination of fares, state forecast appropriations, federal revenues, and state Department of Human Services transportation waiver funding.

Table 2: Existing Bus and Rail Operating (Dollars in Millions)

Existing Operating Revenue ($, millions)	**2024 Budget**	**2025 Forecast**	**2026 Forecast**	**2027 Forecast**	**2028 Forecast**	**2029 Forecast**	**2030 Forecast**	**2031 Forecast**	**2032 Forecast**	**2033 Forecast**	**2034 Forecast**	**2025-2034 TOTALS**
Metro Transit Bus Fares	*$35.3*	*$43.6*	*$47.6*	*$51.7*	*$55.7*	*$59.9*	*$68.8*	*$71.2*	*$76.1*	*$78.3*	*$80.4*	*$633.2*
MTS Fares	*$1.3*	*$1.7*	*$1.7*	*$1.8*	*$1.9*	*$1.9*	*$1.9*	*$2.0*	*$2.0*	*$2.0*	*$2.0*	*$18.8*
LRT Fares	*$12.5*	*$16.5*	*$17.9*	*$19.2*	*$20.6*	*$20.8*	*$23.0*	*$23.7*	*$24.6*	*$24.9*	*$25.6*	*$216.7*
Northstar Fares	*$0.4*	*$0.3*	*$0.4*	*$0.4*	*$0.4*	*$0.4*	*$0.4*	*$0.4*	*$0.4*	*$0.4*	*$0.5*	*$4.0*
Total Fares	$49.5	$62.1	$67.5	$73.0	$78.5	$83.0	$94.1	$97.3	$103.1	$105.6	$108.5	$872.7
Regional Transportation Sales and Use Tax	$66.9	$233.6	$284.5	$291.3	$299.8	$326.2	$343.6	$360.3	$375.3	$394.2	$413.8	$3,322.7
MVST	$316.2	$345.5	$360.3	$371.1	$382.2	$393.7	$405.5	$417.6	$430.2	$443.1	$456.4	$4,005.3
MVST - Suburban Transit Providers	$49.0	$49.1	$50.7	$52.2	$53.8	$55.4	$57.1	$58.8	$60.5	$62.4	$64.2	$564.2
Total MVST	$365.2	$394.6	$411.0	$423.3	$436.0	$449.1	$462.5	$476.4	$490.7	$505.4	$520.6	$4,569.4
Federal	$45.8	($3.5)	$13.2	$13.4	$12.5	$12.5	$12.1	$11.7	$11.2	$10.8	$10.3	$104.1
Federal Relief funds	$16.6	$0.0	$0.0	$0.0	$7.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$7.0
Council Other	$26.9	$5.3	$5.4	$6.2	$6.3	$6.3	$6.7	$6.4	$6.0	$5.6	$5.2	$59.3
Sherburne County	$1.2	$1.4	$1.5	$1.5	$1.6	$1.6	$1.7	$1.7	$1.8	$1.9	$1.9	$16.7
Other state - (MNDOT - Northstar)	$1.2	$1.4	$1.5	$1.5	$1.6	$1.6	$1.7	$1.7	$1.8	$1.9	$1.9	$16.7
State Exisitng Appropriation/Base	$32.9	$32.7	$32.7	$32.7	$32.7	$32.7	$32.7	$32.7	$32.7	$32.7	$32.7	$326.5
Use of reserves	$30.0	$128.0	$52.8	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$180.8
Total Existing Revenues	**$636.1**	**$855.6**	**$870.0**	**$843.0**	**$875.9**	**$913.0**	**$954.9**	**$988.1**	**$1,022.5**	**$1,057.9**	**$1,094.8**	**$9,475.8**
Existing Operating Expenditures	**2024 Budget**	**2025 Forecast**	**2026 Forecast**	**2027 Forecast**	**2028 Forecast**	**2029 Forecast**	**2030 Forecast**	**2031 Forecast**	**2032 Forecast**	**2033 Forecast**	**2034 Forecast**	**2025-2034 TOTALS**
Metro Transit Bus	$422.0	$491.8	$509.6	$516.8	$533.1	$549.9	$567.2	$585.1	$603.5	$622.5	$642.1	$5,621.7
MTS	$38.7	$59.9	$61.8	$63.8	$65.8	$67.9	$70.0	$72.2	$74.5	$76.9	$79.3	$692.0
Suburban Transit Providers	$49.0	$49.1	$50.7	$52.2	$53.8	$55.4	$57.1	$58.8	$60.6	$62.4	$64.2	$564.3
Blue & Green Lines	$111.0	$129.6	$133.7	$137.9	$142.2	$146.7	$151.3	$156.1	$161.0	$166.1	$171.3	$1,495.9
Northstar	$15.4	$18.3	$18.8	$19.4	$20.0	$20.7	$21.3	$22.0	$22.7	$23.4	$24.1	$210.8
Bus System Investments (10% bus system growth)	$0.0	$60.0	$61.9	$63.8	$65.9	$67.9	$70.1	$72.3	$74.5	$76.9	$79.3	$692.6
Total Existing Expenditures	**$636.1**	**$808.6**	**$836.5**	**$854.0**	**$880.8**	**$908.5**	**$937.0**	**$966.5**	**$996.9**	**$1,028.1**	**$1,060.4**	**$9,277.3**
Surplus/(Shortfall)	**$0.0**	**$46.9**	**$33.5**	**($11.0)**	**($4.9)**	**$4.5**	**$17.9**	**$21.7**	**$25.6**	**$29.8**	**$34.4**	**$198.5**
Use/(Build) Minimum Fund Balance	**($0.0)**	**($46.9)**	**($33.5)**	**$11.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**$0.0**	**($69.5)**

Table 2a: Special Transportation Service Operating Costs and Revenues (Metro Mobility and Metro Move, dollars in millions)

	2024 Budget	2025 Forecast	2026 Forecast	2027 Forecast	2028 Forecast	2029 Forecast	2030 Forecast	2031 Forecast	2032 Forecast	2033 Forecast	2034 Forecast	2025-2034 TOTALS
Metro Mobility Fares	$6.7	$7.6	$7.7	$7.9	$8.0	$8.2	$8.3	$8.5	$8.7	$8.9	$9.0	$82.7
Metro Mobility current state appropriations	$56.2	$28.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$28.0
Metro Mobility state appropriations (Forecasted)	$0.0	$46.3	$118.0	$124.0	$130.4	$137.1	$144.2	$151.6	$159.3	$167.5	$176.1	$1,354.4
Federal	$31.0	$28.8	$6.7	$7.0	$7.4	$7.8	$8.2	$8.6	$9.0	$9.5	$10.0	$102.8
Other- State DHS waiver revenue	$0.2	$6.3	$6.7	$7.0	$7.4	$7.8	$8.2	$8.6	$9.0	$9.5	$10.0	$80.3
Use of reserves		$15.4	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$15.4
Total revenues- Special Transportation Services	**$94.1**	**$132.4**	**$139.0**	**$145.9**	**$153.2**	**$160.8**	**$168.8**	**$177.2**	**$186.0**	**$195.3**	**$205.1**	**$1,663.6**
Total Expenses- Special Transportation Services	**$89.8**	**$132.4**	**$139.0**	**$145.9**	**$153.2**	**$160.8**	**$168.8**	**$177.2**	**$186.0**	**$195.3**	**$205.1**	**$1,663.6**
Net	$4.3	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0	$0.0

Table 3, New dedicated transitway capital

The largest funding source for new dedicated transitways is the competitive federal transit program, Capital Investment Grants. It which New Starts/Small Starts and can provide a significant share of the capital costs for major transitway projects. This report assumes a 45% to 50% federal funding contribution to future projects, including the METRO Green Line Extension (Southwest light rail), METRO Blue Line extension (Bottineau light rail), METRO Gold Line BRT, and METRO Purple Line dedicated BRT. There is a level of risk associated with the ongoing refinement of each project, whether Capital Investment Grants funding will be available nationally, and whether the project will successfully compete for the funding.

Federal payments for these projects may not begin until after construction has started, and payments can continue for a few years after the project has been completed. To meet cash flow needs, this requires heavy front-end funding by the counties and local funding sources along with borrowing by the Met Council against future federal payments once the Federal Transit Administration (FTA) issues a full funding grant agreement. The financing costs required for this kind of borrowing are accounted for in project capital cost estimates. The associated cash flow adjustments are shown in the capacity analyses for the Green and Blue Line Extensions.

From 2024 to 2034, county sales tax revenue and Regional Railroad Authority funds are projected to fund 50-55% of the capital dollars required to expand the new dedicated transitway system to include METRO Green and Blue Line light rail extensions, METRO Gold Line BRT, and METRO Purple Line BRT.

Nicollet Central modern streetcar was previously included in this report, but the expected timeframe for implementation has moved beyond 2034. Additionally, extensions to the METRO Red Line and Orange Line were included in this table, but these lines do not meet the statutory definition of guideway projects. A status update on these busway projects is included in report appendices.

Table 3: New Dedicated Transitway Capital (Dollars in Millions)

Sources of Capital Funds	Pre-2024	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2024-2034 TOTALS
Capital Expansion Revenues													
Green Line Extension	**$2,247.6**	**$414.0**	**$140.0**	**$50.0**	**$11.0**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$615.0**
Federal New Starts/Small Starts	$664.8	$264.0	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$264.0**
Federal Other	$218.3	$50.0	$50.0	$50.0	$11.0	$-	$-	$-	$-	$-	$-	$-	**$161.0**
Counties Transit Improvement Board	$219.0	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$-**
State GO Bonds/General fund/MVST	$30.3	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$-**
Hennepin County RRA	$199.6	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$-**
Hennepin County Sales Tax	$891.7	$100.0	$90.0	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$190.0**
Local Other	$24.0					$-	$-	$-	$-	$-	$-	$-	**$-**
Metro Blue Line Extension	**$171.2**	**$41.2**	**$136.4**	**$208.4**	**$460.3**	**$500.7**	**$355.8**	**$166.0**	**$100.0**	**$100.0**	**$100.0**	**$100.0**	**$2,268.7**
Federal New Starts/Small Starts	$-	$-	$-	$-	$100.0	$100.0	$100.0	$100.0	$100.0	$100.0	$100.0	$100.0	**$800.0**
Counties Transit Improvement Board	$82.8	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$-**
State GO Bonds	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$-**
Hennepin County RRA	$56.4	$6.2	$27.3	$32.5	$70.3	$46.1	$37.2	$13.2	$-	$-	$-	$-	**$232.7**
Hennepin County Sales Tax	$24.2	$30.5	$109.1	$130.2	$281.1	$354.5	$218.6	$52.8	$-	$-	$-	$-	**$1,176.9**
Local Other	$1.8	$0.5	$-	$5.7	$8.9	$-	$-	$-	$-	$-	$-	$-	**$15.1**
Local State of Minnesota	$6.0	$4.0	$-	$40.0	$-	$-	$-	$-	$-	$-	$-	$-	**$44.0**
Gold Line	**$289.0**	**$171.6**	**$44.7**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$216.3**
Federal New Starts/Small Starts	$108.1	$121.2	$10.0	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$131.2**
Federal Other	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$-**
Counties Transit Improvement Board	$6.0	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$-**

State GO Bonds	$1.9	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$-**
Ramsey & Washington Counties Sales Tax/RRA	$168.1	$39.1	$33.7	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$72.8**
Local Metropolitan Council	$4.9	$11.3	$1.0	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$12.3**
Purple Line	**$14.0**	**$7.7**	**$13.8**	**$28.9**	**$228.0**	**$134.4**	**$17.8**	**$-**	**$-**	**$-**	**$-**	**$-**	**$430.5**
Federal New Starts/Small Starts	$-	$-	$-	$-	$100.0	$100.0	$17.8	$-	$-	$-	$-	$-	**$217.8**
Ramsey County Sales Tax	$14.0	$7.7	$13.8	$28.9	$128.0	$34.4	$-	$-	$-	$-	$-	$-	**$212.7**
Financing Program	**$216.6**	**$136.6**	**$-**	**$100.0**	**$246.1**	**$438.2**	**$197.9**	**$160.5**	**$-**	**$-**	**$-**	**$-**	**$1,279.3**
Revenue Bond - Green Line Extension	$216.6	$136.6	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	**$136.6**
Revenue Bond - Blue Line Extension	$-	$-	$-	$100.0	$246.1	$438.2	$197.9	$160.5	$-	$-	$-	$-	**$1,142.7**
Total Sources of Capital Funds	**$2,938.3**	**$771.1**	**$334.9**	**$387.3**	**$945.4**	**$1,073.3**	**$571.5**	**$326.5**	**$100.0**	**$100.0**	**$100.0**	**$100.0**	**$4,809.8**
Uses of Capital Funds	**Pre-2024**	**$2,024.0**	**$2,025.0**	**$2,026.0**	**$2,027.0**	**$2,028.0**	**$2,029.0**	**$2,030.0**	**$2,031.0**	**$2,032.0**	**$2,033.0**	**$2,034.0**	**2025-2034 TOTALS**
Capital Expansion	**$2,546.9**	**$590.3**	**$421.3**	**$483.5**	**$980.3**	**$1,017.3**	**$604.9**	**$350.0**	**$8.2**	**$6.0**	**$5.0**	**$2.1**	**$4,469.0**
Green Line Extension	$2,137.3	$305.3	$226.4	$146.3	$44.4	$3.1	$0.1	$-	$-	$-	$-	$-	$725.7
Blue Line Extension LRT	$157.7	$54.7	$136.4	$308.4	$706.4	$938.9	$553.7	$326.5	$7.5	$6.0	$5.0	$2.1	$3,045.5
Gold Line	$238.0	$222.6	$44.7	$-	$-	$-	$-	$-	$-	$-	$-	$-	$267.3
Rush Line	$14.0	$7.7	$13.8	$28.9	$229.5	$75.4	$51.2	$23.5	$0.7	$-	$-	$-	$430.5
Total Financing Programs	**$133.9**	**$-**	**$86.4**	**$96.3**	**$33.4**	**$3.1**	**$0.1**	**$-**	**$92.5**	**$94.0**	**$95.0**	**$97.9**	**$598.7**
Revenue Bond Principal Repayment - Green Line Ext	$133.9	$-	$86.4	$96.3	$33.4	$3.1	$0.1	$-	$-	$-	$-	$-	$219.3
Revenue Bond Principal Repayment - Blue Line Ext	$-	$-	$-	$-	$-	$-	$-	$-	$92.5	$94.0	$95.0	$97.9	$379.4
Total Uses of Capital Funds	**$2,680.8**	**$590.3**	**$507.7**	**$579.8**	**$1,013.7**	**$1,020.4**	**$605.0**	**$350.0**	**$100.7**	**$100.0**	**$100.0**	**$100.0**	**$5,067.7**
Net Capital Cash Flow	**$257.5**	**$180.8**	**$(172.9)**	**$(192.5)**	**$(68.3)**	**$52.8**	**$(33.6)**	**$(23.5)**	**$(0.7)**	**$-**	**$-**	**$(0.0)**	**$(0.3)**

NOTE : Due to Grant Anticipation Notes issued prior to CY 2024 there is a beginning cash balance of $229.91M

Table 4, New dedicated transitways operating

Like the existing system, the primary sources of operating revenues anticipated for the expansion of the new transitways are passenger fares, regional transportation sales, and use tax revenues. Sales tax funding replaced county revenues previously reported in this table. In the upcoming 10-year period, over $600 million will be required from regional transportation sales and use tax funds to operate new guideway lines, reaching over $100 million annually in 2034 for these new lines.

Table 4, New Dedicated Transitways Operating (Dollars in Millions)

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025-2034 Total
Green Line Extension												
Fares	$-	$-	$-	$0.6	$7.8	$7.9	$8.7	$8.9	$9.3	$9.5	$9.7	$62.3
Regional Sales Tax	$-	$17.6	$16.8	$20.2	$34.4	$40.7	$41.5	$42.8	$44.1	$45.6	$47.2	$350.8
Total Green Line Extension Revenues/Expenses	**$-**	**$17.6**	**$16.8**	**$20.8**	**$42.2**	**$48.6**	**$50.1**	**$51.7**	**$53.4**	**$55.1**	**$56.8**	**$413.1**
Blue Line Extension												
Fares	$-	$-	$-	$-	$-	$-	$0.6	$7.5	$7.7	$7.8	$8.0	$23.6
Regional Sales Tax	$-	$-	$-	$-	$19.3	$18.4	$21.0	$37.5	$37.0	$38.3	$39.6	$171.4
Total Blue Line Extension Revenues/Expenses	**$-**	**$-**	**$-**	**$-**	**$19.3**	**$18.4**	**$21.6**	**$45.0**	**$44.7**	**$46.1**	**$47.5**	**$195.0**
Gold Line BRT												
Fares	$-	$2.2	$2.2	$2.2	$2.2	$2.8	$3.0	$3.1	$3.3	$3.3	$3.4	$24.4
Regional Sales Tax	$-	$7.2	$7.5	$7.8	$8.1	$7.9	$7.9	$8.2	$8.4	$8.7	$9.0	$71.6
Total Gold Line BRT Revenues/Expenses	**$-**	**$9.4**	**$9.7**	**$10.0**	**$10.3**	**$10.6**	**$11.0**	**$11.3**	**$11.7**	**$12.0**	**$12.4**	**$95.9**
Purple Line BRT												
Farebox	$-	$-	$-	$-	$-	$2.0	$4.5	$4.6	$4.7	$4.8	$4.9	$20.7
Regional Sales Tax	$-	$-	$-	$-	$-	$3.8	$6.5	$6.7	$7.0	$7.3	$7.6	$31.3
Total Purple Line Revenues/Expenses	**$-**	**$-**	**$-**	**$-**	**$-**	**$5.8**	**$11.0**	**$11.4**	**$11.7**	**$12.1**	**$12.5**	**$52.1**
Regional Sales Tax	**$-**	**$24.74**	**$24.23**	**$27.93**	**$61.78**	**$70.73**	**$76.85**	**$95.20**	**$96.51**	**$99.87**	**$103.34**	**$625.02**

Table 5, Arterial bus rapid transit capital

Arterial BRT offers riders fast and frequent service in busy local transit corridors. BRT vehicles make fewer stops than local buses to reduce travel time. Ticket machines at stations allow customers to purchase tickets in advance for faster boarding. Additionally, low-floor buses and raised curbs at stations, plus wider and additional bus doors and boarding from the front and back, speed up boarding. Traffic signal synchronization adds more green light time. These improvements can lead to as much as 20% faster service than local bus service.

Like the capital revenues for the existing system and the new transitways, the build out of the arterial BRT system will primarily use federal formula funds, federal flexible funds awarded through the Regional Solicitation process, awarded state bonds and regional transit capital bond funds. Except for a small portion of sales tax funds used in 2023 and 2024, no regional transportation sales and use tax funds are assumed for arterial BRT capital build-out.

Table 5, Arterial Bus Rapid Transit Capital (Dollars in Millions)

	Pre-2024	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2024-2034
B Line (Lake / Marshall / Selby)	**$70.9**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**
Federal CMAQ	$14.0												$-
Federal Other	$14.0												$-
Regional Transit Capital	$3.7												$-
State Appropriation	$0.9												$-
State Bonds	$38.3												$-
E Line (Hennepin / France)	**$83.1**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**
Federal CMAQ	$13.0												$-
Federal Other	$14.1												$-
Regional Transit Capital	$3.5												$-
State Appropriation	$40.0												$-
State Bonds	$12.5												$-
F Line (Central Avenue)	**$28.1**	**$-**	**$25.0**	**$45.3**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$70.3**
Federal Small Starts	$8.1			$45.3									$45.3
Federal CMAQ			$25.0										$25.0
Federal Other													$-
Regional Transit Capital	$5.3												$-

State MVST	$1.1												$-
State Bonds	$2.3												$-
State Appropriation	$11.3												$-
G Line (Rice / Robert)	**$63.1**	**$-**	**$-**	**$31.3**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$31.3**
Federal CMAQ				$25.0									$25.0
Federal Other													$-
Regional Transit Capital	$0.4												$-
Sales Tax	$8.4												$-
State MVST	$3.2			$6.3									$6.3
State Bonds	$51.0												$-
State Appropriation	$0.1												$-
H Line (Como / Maryland)	**$17.2**	**$11.6**	**$-**	**$76.8**	**$-**	**$31.3**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$119.7**
Federal CMAQ						$25.0							$25.0
Federal Other													$-
Regional Transit Capital	$0.4					$6.3							$6.3
Sales Tax		$11.6											$11.6
State MVST	$0.1												$-
State Appropriation													$-
State Bonds	$16.7												$-
New State GO Bonds				$76.8									$76.8
J Line (To be named)	**$-**	**$-**	**$-**	**$0.4**	**$14.1**	**$0.8**	**$70.0**	**$31.4**	**$-**	**$-**	**$-**	**$-**	**$116.5**
Federal CMAQ							$25.0						$25.0
Federal Other					$11.2	$0.6							$11.8
Regional Transit Capital				$0.4	$2.8	$0.2	$6.3						$9.6
State Appropriation													$-
New State GO Bonds							$38.7	$31.4					$70.1
K Line (To be named)	**$-**	**$-**	**$-**	**$-**	**$0.4**	**$14.6**	**$0.8**	**$36.7**	**$68.0**	**$-**	**$-**	**$-**	**$120.5**

Federal CMAQ									$25.0				$25.0
Federal Other						$11.7	$0.6						$12.3
Regional Transit Capital					$0.4	$2.9	$0.2		$6.3				$9.7
State Appropriation													$-
New State GO Bonds								$36.7	$36.7				$73.5
L Line (To be named)	**$-**	**$-**	**$-**	**$-**	**$-**	**$0.5**	**$15.2**	**$0.8**	**$38.2**	**$38.2**	**$31.3**	**$-**	**$124.1**
Federal CMAQ											$25.0		$25.0
Federal Other							$12.2	$0.6					$12.8
Regional Transit Capital						$0.5	$3.0	$0.2			$6.3		$9.9
State Appropriation													$-
New State GO Bonds									$38.2	$38.2			$76.4

Summary	**Pre-2024**	**2024**	**2025**	**2026**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**2033**	**2034**	**2024-2034**
Federal Small Starts	$8.1	$-	$-	$45.3	$-	$-	$-	$-	$-	$-	$-	$-	$45.3
Federal CMAQ	$27.0	$-	$25.0	$25.0	$-	$25.0	$25.0	$-	$25.0	$-	$25.0	$-	$150.0
Federal Other	$28.1	$-	$-	$-	$11.2	$12.3	$12.8	$0.6	$-	$-	$-	$-	$37.0
Regional Transit Capital	$13.3	$-	$-	$0.4	$3.2	$9.8	$9.5	$0.2	$6.3	$-	$6.3	$-	$35.4
Sales Tax	$8.4	$11.6	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$11.6
State Bonds	$120.8	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
State MVST	$4.4	$-	$-	$6.3	$-	$-	$-	$-	$-	$-	$-	$-	$6.3
State Appropriation	$52.3	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-	$-
New State GO Bonds	$-	$-	$-	$76.8	$-	$-	$38.7	$68.1	$74.9	$38.2	$-	$-	$296.7
Arterial BRT Total	**$262.4**	**$11.6**	**$25.0**	**$153.7**	**$14.5**	**$47.1**	**$86.0**	**$68.9**	**$106.2**	**$38.2**	**$31.3**	**$-**	**$582.2**

Table 6, Arterial bus rapid transit operating

The primary sources of operating revenues anticipated for the new arterial BRT corridors are passenger fare revenues and non-fare revenues, existing and new. Upcoming lines will substantially replace Metro Transit's busiest local bus routes, significantly offsetting the increased cost to provide BRT service in these corridors. Future lines may include routes with less significant existing service or ridership and in these cases a greater proportion of new revenues will be required for these lines.

Regional transportation sales and use tax revenues are the primary funding source for expanded arterial BRT lines' operating costs. These lines were previously reported as requiring new state operating funds; new sales tax funds will fulfill this need as directed by law (Minn. Stat. 473.4051). Sales tax funds will contribute over $360 million of operating funds to new arterial BRT lines in upcoming years, as new lines become operational. By 2034, nearly $70 million annually will be used for new arterial BRT lines' operating costs.

Table 6: Arterial Bus Rapid Transit Operating (Dollars in Millions)

	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2025-2034
B Line (Lake / Marshall / Selby)												
New Fares - incremental	$-	$0.20	$0.30	$0.32	$0.34	$0.35	$0.38	$0.39	$0.41	$0.42	$0.43	$3.54
Sales Tax (formerly new state)	$-	$1.64	$3.39	$3.48	$3.58	$3.70	$3.79	$3.91	$4.03	$4.16	$4.30	$35.98
Total Revenues/Expenses	**$-**	**$1.84**	**$3.69**	**$3.80**	**$3.92**	**$4.05**	**$4.17**	**$4.30**	**$4.44**	**$4.58**	**$4.73**	**$39.52**
E Line (Hennepin / France)												
New Fares - incremental	$-	$0.10	$0.50	$0.53	$0.56	$0.57	$0.64	$0.65	$0.66	$0.68	$0.69	$5.58
Sales Tax (formerly new state)	$-	$1.36	$5.42	$5.57	$5.74	$5.93	$6.06	$6.26	$6.46	$6.67	$6.89	$56.36
Total Revenues/Expenses	**$-**	**$1.46**	**$5.92**	**$6.10**	**$6.30**	**$6.50**	**$6.70**	**$6.91**	**$7.12**	**$7.35**	**$7.58**	**$61.94**
F Line (Central Avenue)												
New Fares - incremental	$-	$-	$0.20	$0.50	$0.52	$0.53	$0.58	$0.60	$0.62	$0.63	$0.65	$4.83
Sales Tax (formerly new state)	$-	$-	$2.32	$4.64	$4.78	$4.94	$5.06	$5.22	$5.38	$5.56	$5.74	$43.64
Total Revenues/Expenses	**$-**	**$-**	**$2.52**	**$5.14**	**$5.30**	**$5.47**	**$5.64**	**$5.82**	**$6.00**	**$6.19**	**$6.39**	**$48.47**
G Line (Rice / Robert)												
New Fares - incremental	$-	$-	$-	$0.70	$1.40	$1.43	$1.56	$1.61	$1.68	$1.71	$1.74	$11.83
Sales Tax (formerly new state)	$-	$-	$-	$6.96	$14.22	$14.68	$15.05	$15.53	$16.00	$16.53	$17.07	$116.04
Total Revenues/Expenses	**$-**	**$-**	**$-**	**$7.66**	**$15.62**	**$16.11**	**$16.61**	**$17.14**	**$17.68**	**$18.24**	**$18.81**	**$127.87**
H Line (Como / Maryland)												
New Fares - incremental	$-	$-	$-	$-	$-	$0.50	$1.00	$1.02	$1.04	$1.06	$1.08	$5.70
Sales Tax (formerly new state)	$-	$-	$-	$-	$-	$4.54	$9.48	$9.79	$10.11	$10.44	$10.78	$55.14
Total Revenues/Expenses	**$-**	**$-**	**$-**	**$-**	**$-**	**$5.04**	**$10.48**	**$10.81**	**$11.15**	**$11.50**	**$11.86**	**$60.84**
J Line (To be named)												
New Fares - incremental	$-	$-	$-	$-	$-	$-	$0.40	$0.80	$2.35	$2.39	$2.44	$8.38
Sales Tax (formerly new state)	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$3.97**	**$8.22**	**$6.96**	**$7.21**	$7.46	$33.82
Total Revenues/Expenses	$-	$-	$-	$-	$-	$-	$4.37	$9.02	$9.31	$9.60	$9.90	$42.20
K Line (To be named)												

New Fares - incremental	$-	$-	$-	$-	$-	$-	$-	$-	$0.61	$1.38	$1.41	$3.40
Sales Tax (formerly new state)	$-	$-	$-	$-	$-	$-	$-	$-	$4.14	$8.22	$8.50	$20.86
Total Revenues/Expenses	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$-**	**$4.75**	**$9.60**	**$9.91**	**$24.26**
Summary												
New Fares - incremental	$-	$0.30	$1.00	$2.05	$2.82	$3.38	$4.56	$5.07	$7.37	$8.27	$8.44	$43.26
Sales Tax (formerly new state)	$-	$3.00	$11.13	$20.65	$28.32	$33.79	$43.41	$48.93	$53.08	$58.79	$60.73	$361.83
Total ABRT Operating	**$-**	**$3.30**	**$12.13**	**$22.70**	**$31.14**	**$37.17**	**$47.97**	**$54.00**	**$60.45**	**$67.06**	**$69.18**	**$405.10**

Assumptions

- Operating costs are based on three-factor cost model: in-service miles, platform hours, and peak buses
- Unit cost derived from Gold Line Financial Management plan cost drivers as submitted to FTA December 2020
- Fare revenue estimated at 25% of current and future total costs
- Costs inflated at 3.15% annually through reporting period
- Future service plan statistics reflect BRT + underlying local and reflect service plan assumptions as of August 2023
- “Existing" local service statistics as of August 2023
- A Line, C Line, D Line excluded from this table because they are included in base operations reported elsewhere.
- Costs for first year of operations reflect 6 months of service for B Line, 3 months of service for E Line, and 6 months of service for all other lines
- J, K, L lines are not identified at this time. Costs are based on composite of hours / miles / buses from candidate corridors.
- Opening years assumed: B Line (Jun 2025), E Line (Dec 2025), F Line (2030), G Line (2027), H Line (2029), J Line (2030), K Line (2032), L Line (2034)

Other Transit Capital and Operating

There are a few other minor transit capital and operating transit uses in the region that originate from five distinct situations:

- University of Minnesota Transit collects revenue through parking to replace buses in their system, which is supplemented by federal formula funds for transit earned for the service they operate. University of Minnesota Transit system is funded by a mix of university parking revenues and student fees.
- Scott County has targeted a portion of their half-cent transportation sales tax revenue for transit and much of this is planned for transit capital purposes, primarily to purchase buses and transit operations such as expanded hours for dial-a-ride services.
- Ramsey County Regional Railroad Authority funds the operation of the Union Depot transportation hub that serves local bus and rail as well as Amtrak and intercity bus services through their regional railroad property tax levy.
- The Minnesota Department of Transportation is charged with developing intercity passenger rail systems which may also be partially located in the metro region. Currently planning is underway for a potential line from Minneapolis to Duluth known as the Northern Lights Express or NLX, and a study of extending Northstar rail to St. Cloud.
- Team Transit, Minnesota Department of Transportation, capital expenditures on the state highway system for transit advantages.

Conclusions

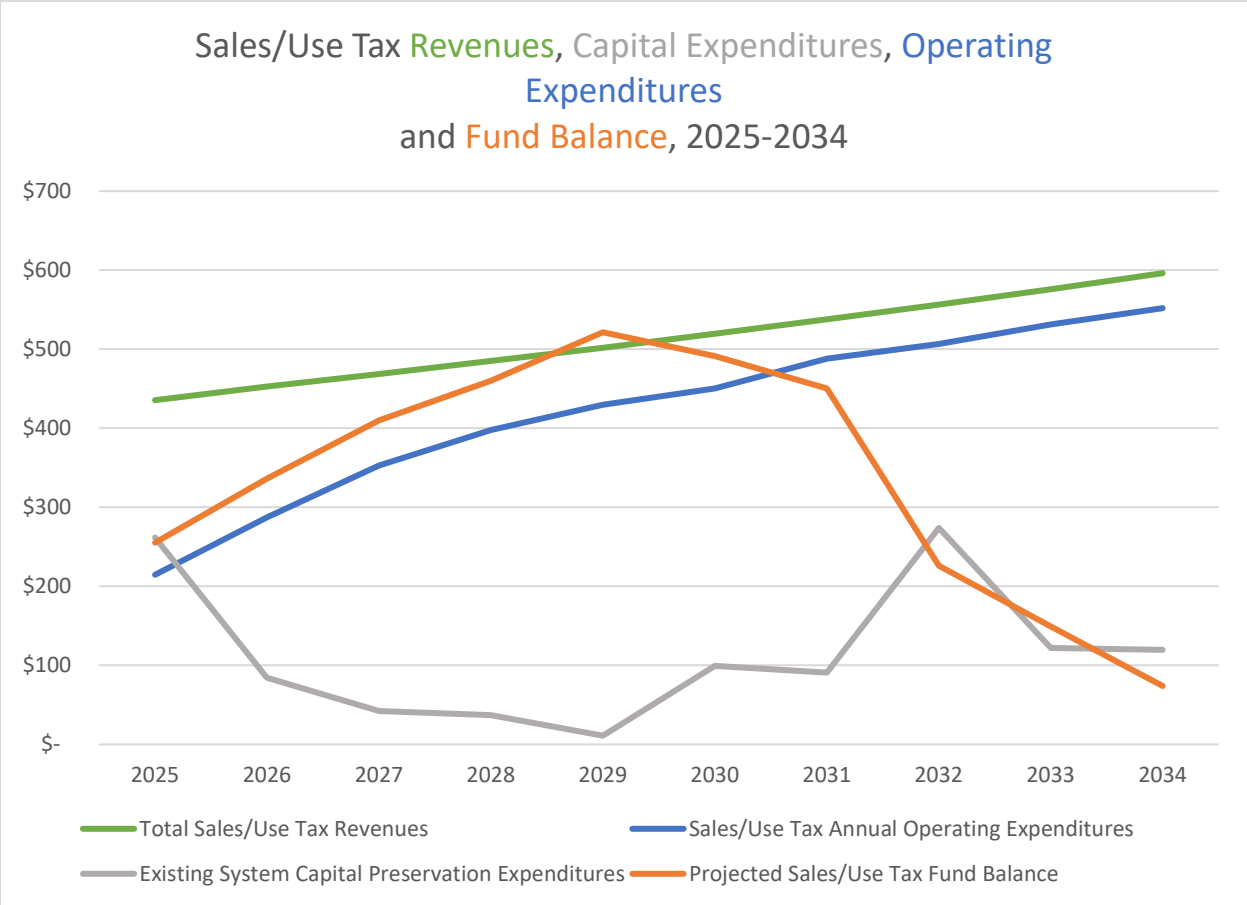
Previous iterations of this report shared a consistent theme: significant new state investment is necessary to sustain and operate the regional transit system and to mitigate fluctuations in motor vehicle sales tax revenues. The 2023 legislative session significantly changed transit funding in the region to largely resolve projected future deficits in the existing system, and improve funding for upcoming transit operating costs.

This report includes ongoing state funding in three key areas:

- Ongoing state general fund appropriations for bus and rail operations ($32.65M/year)
- Ongoing appropriations and transition of Metro Mobility and Metro Move to the state general fund forecast base.
- Continued capital investment in the regional transit system, primarily for continued arterial BRT expansion to implement lines H, J, K, and L.

New regional transportation sales and use tax revenues will primarily support operating costs of the existing transit system and new guideway and busway corridors projected to open by 2034, accounting for $3.3 billion of sales tax expenditures in the next 10 years. As shown in Figure 2, near-term surpluses will be needed to meet capital maintenance and replacement obligations through 2034, including light rail vehicle fleet replacement beginning in 2032. A larger set of rail vehicles is due for replacement beginning in 2040 and will be reflected in future reporting.

Figure 2. Sales and Use Tax Operating Expenditures and Fund Balance



Route Performance

This section summarizes how cost effective and productive transit in the Twin Cities region is at the individual route level over the last three years. U.S. transit agencies widely use passenger trips per in-service hour, subsidy per passenger trip, and farebox recovery ratio to measure transit performance.

The region has adopted guidelines to measure cost effectiveness and productivity by route type. While these guidelines establish typical minimum performance expectations, transit providers may continue to operate some routes because they meet a specific community need or regional goal, such as serving a designated population, feeding a more productive route, or piloting new services.

Performance measures

The measures included in this analysis provide context for route performance throughout the Twin Cities region, but they are only two of many possible transit performance indicators.

The region established transit performance measures and guidelines in its Transportation Policy Plan (TPP) for productivity (passenger trips per in service hour) and cost effectiveness (subsidy per passenger). They provide a standard to compare individual route performance and identify routes that may need adjustment.

This report also sets standards for farebox recovery ratios, as required by state statute. Farebox recovery ratio standards are not adopted in the TPP and have not undergone the public review process. While farebox recovery is a valuable tool for analyzing the transit system, it is not typically used by regional transit providers to analyze individual route performance. Other measures, such as subsidy per passenger, are more commonly used.

Since different route types have different levels of performance, each route type has its own performance guidelines. Every day is an important travel day, but routes are compared by day of service since each day of the week has unique demand levels.

Productivity: Passengers per in-service hour

Passengers per in-service hour is the region's adopted route productivity performance measure. It is calculated by dividing the total passenger trips carried on a route by the hours it is in service. The more passenger trips per in-service hour, the more productive it is.

The TPP establishes average and minimum guidelines for passenger per in-service hour for light rail transit and commuter rail, fixed-route bus service including bus rapid transit, and general public dial-a-ride service. The standard for each route type is shown below in Table 7. Guidelines vary by route type, recognizing that route types serve different roles that come with different expectations for performance.

Table 7 – Productivity Performance Guidelines

Route Type	Average Passengers per In-Service Hour Standard
Core Local Bus	≥20

Route Type	Average Passengers per In-Service Hour Standard
Supporting Local Bus	≥15
Suburban Local Bus	≥10
Arterial BRT	≥25
Highway BRT	≥25
Light Rail Transit	≤70
Commuter & Express Bus	Peak ≥20; Off-peak ≥10
Commuter Rail	≥70
General Public Dial-a-Ride	≥2

There were significant decreases in transit ridership in 2020, both in the region and throughout the country, due to the COVID-19 pandemic's impacts. This resulted in many transit routes falling below regional productivity performance guidelines since productivity standards are static, unlike regional standards for subsidy per passenger and farebox recovery ratio.

Transit ridership has recovered significantly and many more routes now meet performance guidelines. For example, in 2021 there were only four weekday core local bus routes that met regional productivity guidelines. By 2023, however, 15 core routes met the guidelines, a 375% increase.

All route types experienced some level of improvement in terms of the number of routes achieving regional productivity guidelines with two notable exceptions. First, light rail transit (LRT) was the only route type to achieve productivity guidelines for all routes and service days for all years covered by this report. Second, neither of the two highway BRT routes met regional productivity guidelines over the three-year period this report covers. It should be noted, however, that productivity on both routes improved significantly over the period. The Orange Line doubled productivity from 10.1 riders per in service hour in 2021 to 20.2 in 2023. For the the Red Line, riders per in service hour increased by 250% from 6.3 in 2021 to 15.8 in 2023.

Table 8 shows the number of routes by service type and day of the week that met standards for passengers per in-service hour for 2021, 2022, and 2023. Passengers per in-service hour data for each route can be found in Appendix F.

Table 8 – Number of Routes Meeting Productivity Standards, by Service Type and Day of Service, 2021-2023 [2]

Routes Meeting Passengers per in-Service Hour Guidelines by Route Type	2021						2022						2023					
	Weekday		Saturday		Sunday		Weekday		Saturday		Sunday		Weekday		Saturday		Sunday	
	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below
Core Local Bus	4	25	1	25	3	20	9	19	5	20	6	18	15	10	6	17	8	14
Supporting Local Bus	1	11	1	10	0	11	3	9	2	8	1	8	2	8	2	7	1	7
Suburban Local Bus	5	36	8	27	4	17	8	32	8	22	6	18	9	32	9	21	6	17
Commuter & Express Bus	3	61	0	3	0	2	8	49	0	2	0	2	18	30	0	1	-	-
Arterial BRT	2	0	2	0	1	1	3	0	3	0	2	1	3	0	3	0	3	0
Highway BRT	0	2	0	2	0	2	0	3	0	3	0	3	0	2	0	2	0	2
Light Rail Transit	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0
Commuter Rail	0	1	-	-	-	-	1	0	-	-	-	-	1	0	-	-	-	-
General Public DAR [3]	3	1	1	0	-	-	4	2	4	1	2	1	5	1	5	0	3	0

[2] 2021 data does not include Minnesota Valley Transit Authority's MVTA Connect microtransit service.

[3] General Public Dial-a-Ride (DAR) data in this table includes Transit Link regional dial-a-ride service and microtransit services like SW Prime. The region has not adopted performance guidelines for microtransit as time of publication but this table compares microtransit service performance to the General DAR performance guidline.

Cost Effectiveness: Subsidy per passenger

Subsidy per passenger is a measure of the cost effectiveness of a transit route. The measure is calculated for each route by dividing the net subsidy (operating costs minus fare revenues) by the number of passenger trips taken on the route. Certain other revenues may be collected by a provider such as for advertising on their vehicles and shared use rentals to reduce the taxpayer burden for the service. Those revenues do not reduce the net subsidy of service but are considered sources for funding the subsidy.

The region considers routes to meet subsidy standards if their subsidy per passenger was no more than 20% over their route type average. Routes not meeting this guideline were placed into one of three threshold levels based on how far their subsidy per passenger was below the route type average. Table 9 lists the various threshold levels for evaluation.

Table 9 – Performance Guidelines for Subsidy per Passenger Trip

Threshold Level	Subsidy per Passenger Trip Recovery Range
Meets Standard	20% over Route Type Average or less
Level 1	> 20% to 35% over Route Type Average
Level 2	> 35% to 60% over Route Type Average
Level 3	> 60% over Route Type Average

Table 10 shows the average subsidy per passenger by route type and day of the week for 2019, 2020 and 2021. The route-level average is determined by calculating the subsidy per passenger per route and then creating an average of those average values, so it is not a systemwide average performance. Subsidy per passenger data for each route can be found in Appendix H.

Like recent trends in productivity, the COVID-19 pandemic and other events had major impacts on the cost effectiveness of transit routes in the region. Cost effectiveness was impacted by multiple factors in 2020. In addition to an overall decrease in fare revenue due to reduced transit demand, fares were not collected from April to August following the spread of the COVID-19 pandemic. Subsidies for Metro Mobility were also impacted by fares being waived for health care worker transportation throughout 2020.

Farebox recovery ratio

Minnesota Statute 473.4485 requires that the Met Council identify farebox recovery ratios for each route and line in revenue operation and identify performance standards for farebox recovery and compare each route and line to these standards. This report analyzes both recent trends in farebox recovery in the region and how regional routes and lines have performed with respect to farebox recovery standards.

Farebox recovery is the percentage of operating expenses that are covered by farebox revenue. In this report, farebox recovery ratios are calculated by dividing each routes' annual fare revenue by its annual operating expenses. Since different types of routes are expected to have different levels of performance individual routes are compared to the average performance within their route type, as defined in the 2040 Transportation Policy Plan. Each route and day of service was compared against the route-level farebox recovery ratio for its route type.

Commuter and express bus performance was not broken down into weekday and weekend standards as there is very limited weekend commuter service. A farebox recovery ratio performance standard was developed for each route type in collaboration with all regional transit providers. Table 10 shows the performance standards for farebox recovery based on a route type's average performance.

Table 10 – Performance Standards for Farebox Recovery Ratio

Threshold Level	Subsidy/Farebox Recovery Range
Meets Standard	80% of Route Type Average and Above
Level 1	Within 65% - 80% of Route Type Average
Level 2	Within 40% - 65% of Route Type Average
Level 3	Under 40% of Route Type Average

Providing subsidies for a significant portion of transit operating costs is not unique to the Twin Cities region. When looking at the performance of peer region transit systems for the *2020 Transportation System Performance Evaluation*, 2021 data show the Twin Cities region's farebox recovery ratio is similar to the peer group which includes 12 similar-sized metropolitan area transit systems. The Twin Cities region has traditionally been among the highest performers in the peer group but experienced an 18.1%increase in the subsides provided per passenger from 2014 to 2018. The reduction in farebox recovery ratios following the COVID-19 pandemic was also in line with the reductions in farebox recovery ratios seen in transit agencies throughout the country.

The farebox recovery ratio for the overall transit network was 21.3% For fixed-route services, farebox recovery ratio is generally highest for light rail transit, followed by express and commuter bus routes, and core local bus routes. Supporting local and suburban local bus routes generally have lower farebox recovery ratio because more of the routes operate in lower-demand areas to provide basic transit coverage for the region. Highway BRT, arterial BRT, and commuter rail are difficult to assess as each service type only has one route currently in operation. Table 11 shows the farebox recovery ratio by route type and day of the week for 2021, 2022 and 2023.

The region considers a route meets farebox recovery standards if its annual farebox recovery ratio is at least 80% of their route type average. Routes that did not meet this standard are categorized into one of three review levels based on how far their farebox recovery ratio is below the route type average. Farebox recovery ratio performance data by route type is in Table 12.

Table 11 – Subsidy per Passenger, by Route Type and Day of Service, 2021-2023

Subsidy Per Passenger by Route Type	2021				2022				2023			
	Weekday	Saturday	Sunday	Total	Weekday	Saturday	Sunday	Total	Weekday	Saturday	Sunday	Total
Core Local Bus	$15.90	$16.67	$17.33		$10.32	$12.79	$12.96		$10.73	$12.87	$13.24	
Supporting Local Bus	$17.72	$20.90	$23.10		$10.38	$12.71	$14.28		$14.21	$15.97	$20.58	
Suburban Local Bus	$39.50	$38.48	$54.78		$18.74	$24.66	$30.05		$19.11	$19.63	$23.11	
Commuter and Express Bus	$91.43	$27.13	$29.13		$19.75	$33.94	$40.00		$16.07	$12.50	-	
Arterial BRT	$7.73	$8.22	$9.75		$5.67	$6.74	$7.84		$5.85	$6.68	$7.50	
Highway BRT	$31.41	$21.05	$32.72		$16.87	$18.96	$21.78		$14.25	$16.42	$16.66	
Light Rail Transit				$7.34				$5.93				$5.49
Commuter Rail				$174.34				$147.80				$116.60
Vanpool				$5.19				$4.21				$2.96
General Public Dial-A-Ride				$42.50				$36.88				$41.75
Metro Mobility/ADA				$42.59				$40.95				$45.93

Table 12 – Average Farebox Recovery Ratio, by Route Type and Day of Service, 2021-2023

Farebox Recovery by Route Type	2021				2022				2023			
	Weekday	Saturday	Sunday	Total	Weekday	Saturday	Sunday	Total	Weekday	Saturday	Sunday	Total
Commuter and Express Bus				7.9%				11.2%				8.5%
Core Local Bus	7.7%	5.1%	5.3%		10.5%	6.3%	5.5%		6.8%	4.4%	3.5%	
Supporting Local Bus	6.7%	4.7%	4.2%		6.0%	3.6%	2.9%		6.4%	5.9%	5.1%	
Suburban Local Bus	4.8%	4.6%	3.3%		15.8%	4.2%	4.3%		14.4%	7.8%	-	
Arterial BRT				8.1%				11.8%				5.5%
Highway BRT				2.5%				8.8%	5.9%	2.9%	2.9%	5.2%
Light Rail Transit				8.0%				13.0%				13.9%
Commuter Rail				1.7%				2.2%				2.8%
Vanpool				53.6%				56.5%				63.9%
General Public Dial-A-Ride				7.3%				7.5%				6.8%
Metro Mobility/ADA				7.4%				7.7%				6.9%

Tables 13 and 14 show the number of routes by service type that meet performance standards for subsidy per passenger and farebox recovery ratio. Unlike productivity standards, performance standards for subsidy per passenger and farebox recovery are not static. They are relative with thresholds based on average performance by route type. Therefore, the impact of reduced transit demand on the routes meeting cost-effectiveness standards differed than the impact it had on the number of routes meeting productivity standards.

As with productivity and subsider per passenger, the trends from 2019 to 2021 have seen a major decrease in farebox recovery ratios following the onset of the COVID-19 pandemic. Farebox recovery ratios were also impacted by the temporary suspension of fares in 2020 for fixed route service, and the suspension of fares for health care workers on Metro Mobility.

Generally, routes not meeting cost effectiveness standards have been the target of past or upcoming service adjustments and/or elimination of service. The impacts of the COVID-19 pandemic on travel demand led to major reductions in transit service outside of those traditionally called for following analysis of transit performance. Despite this, service on several routes not meeting cost effectiveness standards is justified since their role is to extend the coverage area of the transit network, and to strike a geographic balance in the allocation of transit resources in the region. Several commuter and express bus routes not meeting cost effectiveness standards are applying return trips to their origins, meaning that there would little financial benefit to reducing or eliminating their service. Subsidy per passenger and farebox recovery ratios for each route level can be found in Appendix F.

Table 12 – Routes Meeting Subsidy per Passenger Trip Guidelines, by Route Type, 2021-2023

Service Type	Day of Service	Routes Meeting Subsidy Threshold Information				
		Level Number	Description	2021	2022	2023
Core Local Bus	Weekday	Meets	Less than 20% over peer average	21	20	21
		1	> 20% to 35% over peer average	4	4	0
		2	> 35% to 60% over peer average	3	1	2
		3	> 60 % over peer average	1	3	2
	Saturday	Meets	Less than 20% over peer average	22	19	21
		1	> 20% to 35% over peer average	1	1	0
		2	> 35% to 60% over peer average	1	2	2
		3	> 60 % over peer average	2	4	2
	Sunday	Meets	Less than 20% over peer average	18	19	19
		1	> 20% to 35% over peer average	2	3	1
		2	> 35% to 60% over peer average	1	0	2
		3	> 60 % over peer average	2	2	1
Supporting Local Bus	Weekday	Meets	Less than 20% over peer average	9	7	7
		1	> 20% to 35% over peer average	1	3	1
		2	> 35% to 60% over peer average	1	0	0
		3	> 60 % over peer average	1	2	2

Service Type	Day of Service	Routes Meeting Subsidy Threshold Information				
		Level Number	Description	2021	2022	2023
Supporting Local Bus	Saturday	Meets	Less than 20% over peer average	8	7	7
		1	> 20% to 35% over peer average	0	0	2
		2	> 35% to 60% over peer average	3	2	0
		3	> 60 % over peer average	0	1	1
	Sunday	Meets	Less than 20% over peer average	9	6	5
		1	> 20% to 35% over peer average	0	1	0
		2	> 35% to 60% over peer average	0	0	3
		3	> 60 % over peer average	0	2	0
Suburban Local Bus	Weekday	Meets	Less than 20% over peer average	32	29	22
		1	> 20% to 35% over peer average	1	1	2
		2	> 35% to 60% over peer average	2	0	2
		3	> 60 % over peer average	6	7	8
	Saturday	Meets	Less than 20% over peer average	20	22	21
		1	> 20% to 35% over peer average	1	1	3
		2	> 35% to 60% over peer average	1	0	1
		3	> 60 % over peer average	5	7	5
	Sunday	Meets	Less than 20% over peer average	16	16	15
		1	> 20% to 35% over peer average	2	1	2
		2	> 35% to 60% over peer average	0	0	1
		3	> 60 % over peer average	3	7	5
Commuter and Express Bus	Weekday	Meets	Less than 20% over peer average	61	52	40
		1	> 20% to 35% over peer average	1	0	5
		2	> 35% to 60% over peer average	1	0	2
		3	> 60 % over peer average	1	5	4
	Saturday	Meets	Less than 20% over peer average	3	3	1
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
	Sunday	Meets	Less than 20% over peer average	2	1	-
		1	> 20% to 35% over peer average	0	0	-
		2	> 35% to 60% over peer average	0	0	-
		3	> 60 % over peer average	0	0	-
Arterial BRT	Weekday	Meets	Less than 20% over peer average	2	3	3
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0

Service Type	Day of Service	Routes Meeting Subsidy Threshold Information				
		Level Number	Description	2021	2022	2023
Arterial BRT	Saturday	Meets	Less than 20% over peer average	2	3	3
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
	Sunday	Meets	Less than 20% over peer average	2	3	3
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
Highway BRT	Weekday	Meets	Less than 20% over peer average	2	3	2
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
	Saturday	Meets	Less than 20% over peer average	2	3	2
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
	Sunday	Meets	Less than 20% over peer average	1	3	2
		1	> 20% to 35% over peer average	1	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
Light Rail	Weekday	Meets	Less than 20% over peer average	2	2	2
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
	Saturday	Meets	Less than 20% over peer average	2	2	2
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
	Sunday	Meets	Less than 20% over peer average	2	2	2
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0
Commuter Rail	Weekday	Meets	Less than 20% over peer average	1	1	1
		1	> 20% to 35% over peer average	0	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	0	0	0

Service Type	Day of Service	Routes Meeting Subsidy Threshold Information				
		Level Number	Description	2021	2022	2023
Commuter Rail	Saturday	Meets	Less than 20% over peer average	-	-	-
		1	> 20% to 35% over peer average	-	-	-
		2	> 35% to 60% over peer average	-	-	-
		3	> 60 % over peer average	-	-	-
Commuter Rail	Sunday	Meets	Less than 20% over peer average	-	-	-
		1	> 20% to 35% over peer average	-	-	-
		2	> 35% to 60% over peer average	-	-	-
		3	> 60 % over peer average	-	-	-
General Public Dial-a-Ride	All Days	Meets	Less than 20% over peer average	5	4	5
		1	> 20% to 35% over peer average	1	0	0
		2	> 35% to 60% over peer average	0	0	0
		3	> 60 % over peer average	1	1	1

Table 13 – Routes Meeting Farebox Recovery Standards, by Route Type, 2021-2023

Service Type	Day of Service	Routes Meeting Farebox Threshold Information				
		Level Number	Description	2021	2022	2023
Core Local Bus	Weekday	Meets	Less than 20% under peer average	24	20	20
		1	> 20% to 35% under peer average	2	3	2
		2	> 35% to 60% under peer average	3	4	3
		3	> 60 % under peer average	0	1	0
	Saturday	Meets	Less than 20% under peer average	19	18	19
		1	> 20% to 35% under peer average	3	5	2
		2	> 35% to 60% under peer average	4	1	2
		3	> 60 % under peer average	0	2	0
	Sunday	Meets	Less than 20% under peer average	18	16	18
		1	> 20% to 35% under peer average	2	3	2
		2	> 35% to 60% under peer average	3	3	4
		3	> 60 % under peer average	0	2	0
Supporting Local Bus	Weekday	Meets	Less than 20% under peer average	8	6	5
		1	> 20% to 35% under peer average	3	4	0
		2	> 35% to 60% under peer average	0	1	5
		3	> 60 % under peer average	1	1	0
	Saturday	Meets	Less than 20% under peer average	7	7	4
		1	> 20% to 35% under peer average	3	0	3
		2	> 35% to 60% under peer average	1	3	2
		3	> 60 % under peer average	0	0	0
	Sunday	Meets	Less than 20% under peer average	5	7	3
		1	> 20% to 35% under peer average	3	0	1
		2	> 35% to 60% under peer average	3	2	4
		3	> 60 % under peer average	0	0	0
Suburban Local Bus	Weekday	Meets	Less than 20% under peer average	29	33	26
		1	> 20% to 35% under peer average	4	7	5
		2	> 35% to 60% under peer average	3	7	8
		3	> 60 % under peer average	5	3	2
	Saturday	Meets	Less than 20% under peer average	16	14	17
		1	> 20% to 35% under peer average	4	7	5
		2	> 35% to 60% under peer average	0	2	8
		3	> 60 % under peer average	7	7	0
	Sunday	Meets	Less than 20% under peer average	12	11	14
		1	> 20% to 35% under peer average	2	3	4
		2	> 35% to 60% under peer average	3	3	5
		3	> 60 % under peer average	4	7	0

Service Type	Day of Service	Routes Meeting Farebox Threshold Information				
		Level Number	Description	2021	2022	2023
Commuter and Express	All Days	Meets	Less than 20% under peer average	36	29	33
		1	> 20% to 35% under peer average	4	5	8
		2	> 35% to 60% under peer average	10	13	8
		3	> 60 % under peer average	14	14	3
Arterial BRT	All Days	Meets	Less than 20% under peer average	1	2	2
		1	> 20% to 35% under peer average	1	1	1
		2	> 35% to 60% under peer average	0	0	0
		3	> 60 % under peer average	0	0	0
Highway BRT	All Days	Meets	Less than 20% under peer average	1	2	1
		1	> 20% to 35% under peer average	1	0	1
		2	> 35% to 60% under peer average	0	0	0
		3	> 60 % under peer average	0	0	0
Light Rail	All Days	Meets	Less than 20% under peer average	2	2	1
		1	> 20% to 35% under peer average	0	0	1
		2	> 35% to 60% under peer average	0	0	0
		3	> 60 % under peer average	0	0	0
Commuter Rail	All Days	Meets	Less than 20% under peer average	1	1	1
		1	> 20% to 35% under peer average	0	0	0
		2	> 35% to 60% under peer average	0	0	0
		3	> 60 % under peer average	0	0	0
General Public Dial-a-Ride	All Days	Meets	Less than 20% under peer average	2	2	4
		1	> 20% to 35% under peer average	2	3	2
		2	> 35% to 60% under peer average	1	0	0
		3	> 60 % under peer average	0	1	0

Appendix A – Legislative Request

This report was completed to comply with 2017 Minnesota Statute 473.4485 METROPOLITAN AREA TRANSIT INVESTMENT.

Subdivision 1. **Definitions.**

(a) For purposes of this section, the following terms have the meanings given.

(b) "Busway" means a form of bus service provided to the public on a regular and ongoing basis, including arterial or highway bus rapid transit, that (1) compared to other regular route bus service, provides reduced travel time and uses distinct bus stop or station amenities, and (2) does not primarily or substantially operate within separated rights-of-way.

(c) "Commissioner" means the commissioner of transportation.

(d) "Guideway" means a form of transportation service provided to the public on a regular and ongoing basis that primarily or substantially operates within separated rights-of-way or operates on rails, and includes:

(1) each line for intercity passenger rail, commuter rail, light rail transit, and streetcars;

(2) as applicable, each line for dedicated bus service, which may include arterial or highway bus rapid transit, limited stop bus service, and express bus service; and

(3) any intermodal facility serving two or more lines identified in clauses (1) and (2).

Guideway does not include a busway.

(e) "Local unit of government" means a county, statutory or home rule charter city, town, or other political subdivision including, but not limited to, a regional railroad authority or joint powers board.

(f) "Separated rights-of-way" includes exclusive, dedicated, or primary use of a right-of-way by the public transportation service. Separated rights-of-way does not include a shoulder, dynamic shoulder lane, or priced lane under section *160.93*.

(g) "Sources of funds" includes, but is not limited to, money from federal aid, state appropriations, the Metropolitan Council, special taxing districts, local units of government, farebox recovery, and nonpublic sources.

(h) "Budget activity" includes, but is not limited to, environmental analysis, land acquisition, easements, design, preliminary and final engineering, acquisition of vehicles and rolling stock, track improvement and rehabilitation, and construction.

Subd. 1a. **Guideway capital project requests to legislature**.

A state agency or local unit of government that submits a request to the legislature to obtain state funds for a guideway project shall, as part of the request, provide a summary financial plan for the project that presents the following information as reflected by the data and level of detail available in the latest phase of project development:

(1) capital expenditures and funding sources for the project, including expenditures to date and total projected or estimated expenditures, with a breakdown by committed and proposed sources of funds; and

(2) estimated annual operations and maintenance expenditures for the project, with a breakdown by committed and proposed sources of funds.

Subd. 2. Legislative report.

(a) By October 15 in every even-numbered year, the council must prepare, in collaboration with the commissioner, a report on comprehensive transit finance in the metropolitan area. The council must submit the report electronically to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

(b) The report must be structured to provide financial information in six-month increments corresponding to state and local fiscal years, and must use consistent assumptions and methodologies. The report must comprehensively identify all funding sources and expenditures related to transit in the metropolitan area, including but not limited to:

(1) sources and uses of funds from regional railroad authorities, joint powers agreements, counties, and cities;

(2) expenditures for transit planning, feasibility studies, alternatives analysis, and other transit project development; and

(3) expenditures for guideways, busways, regular route bus service, demand-response service, and special transportation service under section *473.386*.

(c) The report must include a section that summarizes the status of (1) guideways in revenue operation, and (2) guideway projects (i) currently in study, planning, development, or construction; (ii) identified in the transportation policy plan under section *473.146*; or (iii) identified in the comprehensive statewide freight and passenger rail plan under section *174.03, subdivision 1b*.

(d) At a minimum, the guideways status section of the report must provide for each guideway project wholly or partially in the metropolitan area:

(1) a brief description of the project, including projected ridership;

(2) a summary of the overall status and current phase of the project;

(3) a timeline that includes (i) project phases or milestones, including any federal approvals; (ii) expected and known dates of commencement of each phase or milestone; and (iii) expected and known dates of completion of each phase or milestone;

(4) a brief progress update on specific project phases or milestones completed since the last previous submission of a report under this subdivision; and

(5) a summary financial plan that identifies, as reflected by the data and level of detail available in the latest phase of project development and to the extent available:

(i) capital expenditures, including expenditures to date and total projected expenditures, with a breakdown by committed and proposed sources of funds for the project;

(ii) estimated annual operations and maintenance expenditures reflecting the level of detail available in the current phase of the project development, with a breakdown by committed and proposed sources of funds for the project; and

(iii) if feasible, project expenditures by budget activity.

(e) The report must include a section that summarizes the status of (1) busways in revenue operation, and (2) busway projects currently in study, planning, development, or construction.

(f) The report must include a section that identifies the total ridership, farebox recovery ratio, and per-passenger operating subsidy for (1) each route and line in revenue operation by a transit provider, including guideways, busways, and regular route bus service; and (2) demand-response service and special transportation service. The section must provide data, as available on a per-passenger mile basis and must provide information for at least the previous three years. The section must identify performance standards for farebox recovery and identify each route and line that does not meet the standards.

(g) The report must also include a systemwide capacity analysis for transit operations and investment in expansion and maintenance that:

(1) provides a funding projection, annually over the ensuing ten years, and with a breakdown by committed and proposed sources of funds, of:

(i) total capital expenditures for guideways and for busways;

(ii) total operations and maintenance expenditures for guideways and for busways;

(iii) total funding available for guideways and for busways, including from projected or estimated farebox recovery; and

(iv) total funding available for transit service in the metropolitan area; and

(2) evaluates the availability of funds and distribution of sources of funds for guideway and for busway investments.

(h) The capacity analysis under paragraph (g) must include all guideway and busway lines for which public funds are reasonably expected to be expended in planning, development, construction, revenue operation, or capital maintenance during the ensuing ten years.

(i) Local units of government must provide assistance and information in a timely manner as requested by the commissioner or council for completion of the report.

History:

1Sp2017 c 3 art 3 s 104,*143*

NOTE: The amendment to this section by Laws 2017, First Special Session chapter 3, article 3, section 104, applies beginning with the report due by October 15, 2018, in the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington. Laws 2017, First Special Session chapter 3, article 3, section 104, the effective date.

Appendix B – Summaries: Guideway Projects in Study, Planning, Development, or Construction

METRO Green Line Extension (Southwest Light Rail Transit)

Corridor Description

The METRO Green Line Extension, also known as the Southwest Light Rail Transit Project, will operate from downtown Minneapolis through St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing near the city of Edina. The alignment is primarily at-grade and includes 16 new stations and approximately 14.5 miles of double track.

The line will connect major activity centers in the region including downtown Minneapolis, the Opus/Golden Triangle employment area in Minnetonka and Eden Prairie, downtown Hopkins, Park Nicollet Methodist Hospital in St. Louis Park, the Eden Prairie Center, and the Chain of Lakes. As an extension of the METRO Green Line, it will provide a one-seat ride from Eden Prairie to downtown St. Paul. It will be part of an integrated system of transitways, including connections to the METRO Blue Line, the Northstar Commuter Rail line, major bus routes, and proposed future transitways. An additional 27 light rail vehicles will be added to the Green Line fleet for the operation of the METRO Green Line Extension. The additional vehicles will be stored and maintained in existing facilities on the Blue Line and Green Line. A rail support facility will be centrally located in Hopkins.

Ridership is projected at about 29,000 weekday boardings in 2035.

Project Status and Timeline

On September 2, 2011, the FTA approved the Southwest light rail project to enter Project Development. FTA issued the Record of Decision in July 2016. On August 19, 2016, the Southwest Project Office transmitted the project's 2016 New Starts submittal for FFY 2018 and documented its completion of the Project Development phase. On December 21, 2016, the FTA approved the project to enter Engineering based on an overall medium-high rating. FTA issued an amended ROD on May 2018. The Met Council executed a Full Funding Grant Agreement with the FTA in September 2020

Table 14: METRO Green Line Extension Project Status and Timeline

Project Milestone	Date(s)
Locally Preferred Alternative	May 2010
Preliminary Engineering	Sept. 2011 – Dec. 2016
Record of Decision	July 2016
Engineering	Dec. 2016 - 2018
Construction	2018-2027
Full Funding Grant Agreement	2020
Revenue Service	2027

Progress Update

As of September 2024, the percentage complete of the overall project is more than 80%. The status of major construction contracts is provided below:

- **Civil construction.** The civil construction contract with Lunda McCrossan Joint Venture includes 21 milestones.12 of the 21 milestones are complete, including track, stations, and site substantial completion for Segments 1 – 13, or from SouthWest Station to Beltline Boulevard Station. All 29 bridge structures are substantially complete, as are the pedestrian underpasses. The LRT tunnel under TH 62 is complete, and the LRT tunnel structure in the Kenilworth corridor is approximately 90% complete.
- **Systems construction**. The systems contract with Aldridge Parsons, a Joint Venture includes 21 milestones. A total of 15 of the 21 milestones are complete, including all design, programmable logic controller equipment, and Franklin Operation and Maintenance Facility-related milestones. For traction power, 15 of 19 traction power substation (TPSS) facilities are in place. Overhead contact system (OCS) poles have been installed in Segments 1-13, and OCS wire has been installed in Segments 1-10, or from SouthWest Station to Blake Road Station. Signal facility and cable installation is complete in Segments 1-9, or from SouthWest Station through Downtown Hopkins Station. Fiber optic and communications cabling has been completed in Segments 1-9, and a live network has been established in Segments 1-7, or from SouthWest Station to just south of Shady Oak Station.
- **Supervisory control and data acquisition (SCADA).** The SCADA contract with Wabtec includes 13 milestones. A total of 7 of the 13 milestones are complete. All work at the Franklin Operation and Maintenance Facility and equipment deliveries to APJV have been completed. Initial software upgrades for the Project to the existing SCADA system have been completed.
- **Hopkins Rail Support Facility (HRSF).** The construction contract for the HRSF was executed with Shaw-Lundquist, Associates in July 2024. Construction activities began in August 2024.
- **Light rail vehicles (LRVs).** All 27 LRVs have been delivered to the Met Council's maintenance facility by Siemens. LRVs 301 through 321 and 323 are in revenue service. The remaining LRVs are in the commissioning process.
- **Franklin Operations and Maintenance Facility modifications.** Work has been completed and the contract is closed.
- **Fare collection equipment.** The Met Council is finalizing the sole source purchase order for execution with Cubic Transportation Systems.
- **Kenilworth landscaping.** Procurement for a contractor is anticipated to begin in December 2024.

As of September 2024, the met Council has acquired 131 of the 151 privately owned parcels and all the 177 displaced property owners have been relocated.

Summary Financial Plan – METRO Green Line Extension

Capital Cost, Funding Sources and Budget Activities

The current overall cost estimate for the project is $2.86 billion.

Table 15: METRO Green Line Extension Capital Funding Sources

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)	Share (%)

Federal (New Starts)	928.8		928.8	32.4
Federal (other)	379.3		379.3	13.2
Hennepin County	1,082.0		1,082.0	37.8
Counties Transit Improvement Board (CTIB)	219		219	7.6
State General Obligation Bonds or Other	30.3		30.3	1.1
Hennepin County Regional Railroad Authority (HCRRA)	199.5		199.5	7.0
Local (Other)	24.0		24.0	0.9
Total	**2,862.9**	**0**	**2,862**	**100**

Table 16: METRO Green Line Extension Capital Funding Uses

Budget Activity	Spent to date ($M) *	Projected ($M)	TOTAL ($M)
Construction	1,497.5	366.4	1,863.9
ROW, Land, Existing Improvements	188.3	30.6	218.9
Vehicles	116.1	22.2	138.3
Professional Services	431.3	136.3	567.6
Unallocated Contingency		61.2	61.2
Finance Charges		13.0	13.0
TOTAL	**2,233.2**	**629.7**	**2,862.9**

*Spent as of July 31, 2024

Annual Operating and Maintenance Costs

The Green Line Extension is forecasted to begin revenue service in 2027. Operating costs for 2028, the first full year of operation, are estimated at $45.8 million. With anticipated farebox and other operating revenues of $11.5 million, the net annual operating costs to be covered by Hennepin County and other local sources are estimated to be $34.3 million.

Table 32: METRO Green Line Extension 2028 Proposed Operating Budget (first full year of operation)

Budget Activity	Spent to date ($M)*	Projected ($M)	TOTAL ($M)	Share (%)
Fare Revenue		10.5	10.5	23
State (General Fund)				
County Sales Tax and Other Local		34.3	34.3	75
Other (Advertising)		1	1	2
TOTAL	**0**	**45.8**	**45.8**	**100**

Capital maintenance costs are different from operating costs. Operating costs include vehicle operator salary and benefits, fuel, vehicle cleaning and maintenance, and other administrative costs. Annual capital maintenance includes track maintenance, periodic vehicle overhauls, signal work and other small-scale capital improvements. For more information about capital maintenance costs, see the capacity analysis portion of this report.

Other Project Information

Lead Agency

Metropolitan Council (Metro Transit)

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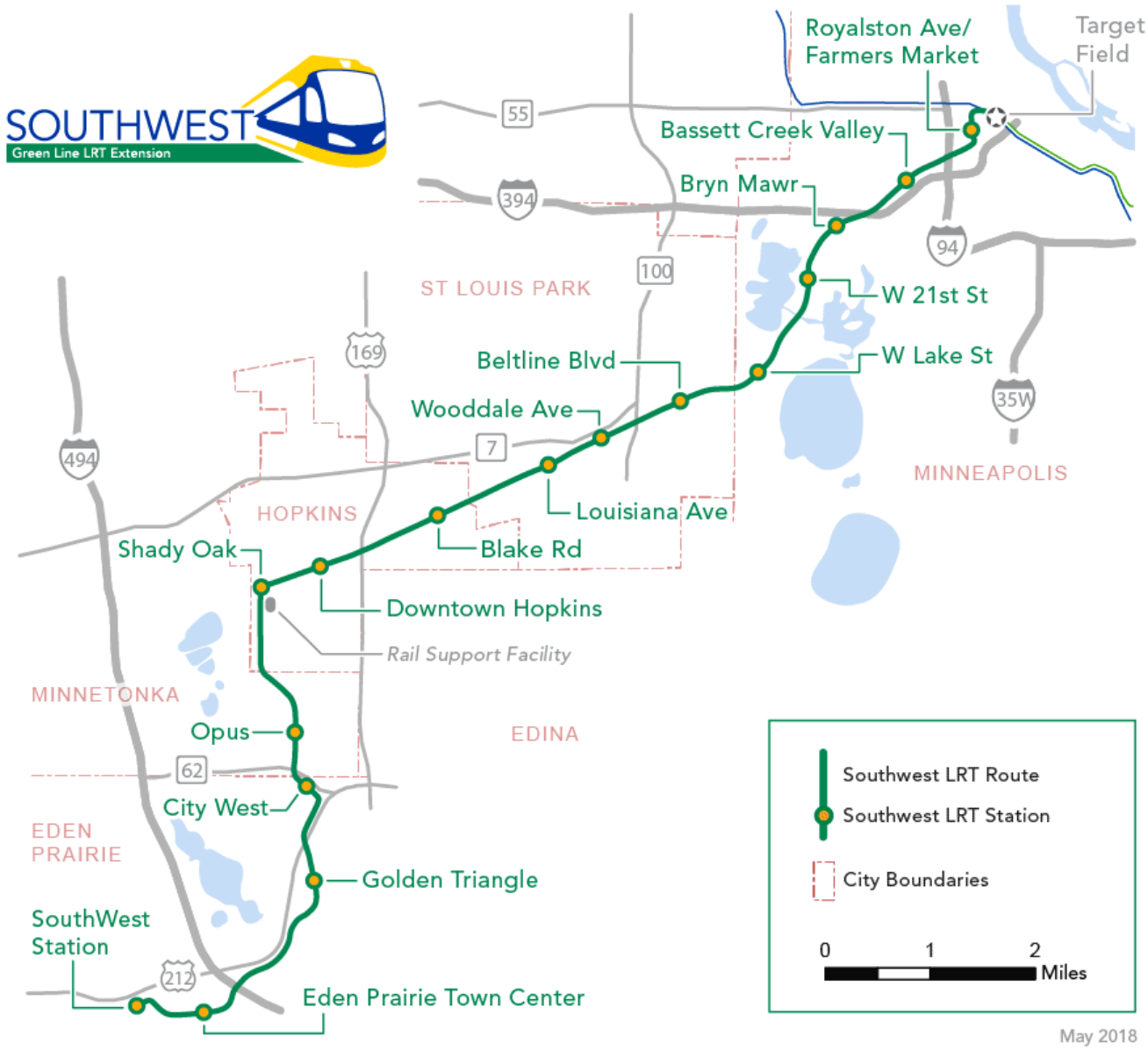
Figure 8: METRO Green Line Extension Map



METRO Blue Line Extension (Bottineau Light Rail Transit)

Corridor Description

The METRO Blue Line Extension, also known as the Bottineau light rail transit (LRT), is an approximately 13.4-mile light rail line from downtown Minneapolis to the northwest serving the communities of Minneapolis, Robbinsdale, Crystal, and Brooklyn Park. The line is anticipated to serve a broader area to the northwest, including the communities of Golden Valley, New Hope, Brooklyn Center, Plymouth, Maple Grove, Osseo, Champlin, and Dayton. When complete, the Blue Line Extension will serve 11 new stations and connect to the existing Blue Line at Target Field Station from the northern terminus at Oak Grove Parkway Station in Brooklyn Park.

The line will connect major activity centers, including downtown Minneapolis, North Memorial Hospital, downtown Robbinsdale, the Crystal Shopping Center, the Brooklyn Park commercial strip, North Hennepin Community College, and the Target North Corporate Campus. The line will provide a one-seat ride to activity centers on the METRO Blue Line, including the VA Medical Center, Minneapolis-St. Paul International Airport and the Mall of America. It will be part of an integrated system of transitways, including connections to the METRO Green Line, the Northstar Commuter Rail line, major bus routes, and proposed future transitways. An additional 32 light rail vehicles will be added to Metro Transit's fleet for the operation of the Blue Line Extension. These vehicles will be stored and maintained in a new Operations and Maintenance Facility to be in Brooklyn Park.

Project Status and Timeline

On August 22, 2014, the FTA approved the Blue Line Extension Project to enter the Project Development phase. On August 19, 2016, the Council transmitted the Project's 2016 New Starts submittal for FFY 2018 and documented its completion of the Project Development phase. On January 19, 2017, the FTA approved the Project to enter Engineering based on an overall medium-high rating.

Table 17: METRO Blue Line Extension Project Status and Timeline

Project Milestone	Date(s)
Locally Preferred Alternative	May 2013
Project Development	Aug. 2014 – Aug. 2016
Municipal Consent	Sept. 2016
Engineering Phase	Jan. 2017 - 2024
Heavy Construction	TBD
Revenue Service	TBD

Progress Update

The project received approval under Minnesota's municipal consent law from all cities along the proposed route and Hennepin County in March 2016. In July 2016, the FTA and Met Council published the final Environmental Impact Statement (EIS). In August 2016, the Met Council submitted its first New Starts application. In September 2016, the FTA issued the Record of Decision and the Met Council submitted its application to enter the Engineering phase of the FTA's New Starts funding process. The request to enter the Engineering phase was approved by the FTA in January 2017.

By late 2017, the Blue Line Extension Project had completed 90% design plans for civil construction, systems construction, and the operations and maintenance facility. The plans were sent to Hennepin Country, the cities along the alignment, and other stakeholders for review.

In late 2017-early 2018, advanced utility relocation work was completed in cooperation with the City of Minneapolis and the Minnesota Department of Transportation. As of May 2020, design work has been completed for a project to remove an old section of the Bassett Creek Tunnel as an advanced utility project. At this time, tunnel removal project construction has been put on hold for 2020. The Met Council is coordinating with the Minnesota Department of Transportation (MnDOT), the City of Minneapolis, and the county on next steps for the tunnel removal project.

After several years of unsuccessful negotiations with BNSF for the joint use of approximately 8.5 miles of freight rail corridor, project leadership determined it was necessary to move on from the freight rail corridor. In August 2020, project partners and committees decided to find a modified route based on the previous project work that did not use the freight rail corridor. In early summer 2022 Hennepin County and the Met Council approve a modified route that followed W. Broadway through North Minneapolis to County Road 81 through the Cities of Robbinsdale and Crystal and joined the previous alignment in Brooklyn Park.

The project completed 30% design of the new alignment in early 2024 and published the Supplemental Draft Environmental Impact Statement in Spring 2024. The project anticipates completing the Supplemental Environmental review process in Summer 2025, completing final design in 2026, with major construction anticipated to start in early 2027.

Summary Financial Plan – METRO Blue Line Extension

Capital Cost, Funding Sources and Budget Activities

The current overall cost estimate for the project is $3.2 billion.

Table 18: METRO Blue Line Extension Capital Funding Sources

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)	Share (%)
Federal (New Starts)		1,584	1,584	48.8
Federal (Other)	0.5	0.5	0.5	0.0
Hennepin County	533.6	660.7	1,194.3	36.8
Counties Transit Improvement Board	82.8		82.8	2.6
State General Obligation Bonds	11.0	30.0	41.0	1.3
Hennepin County Regional Railroad Authority	149.6	174.8	324.4	10.0
Local (Other)	16.4		16.4	0.5
TOTAL	**793.9**	**2,450.0**	**3,244.0**	**100**

Table 19: METRO Blue Line Extension Capital Funding Uses

Budget Activity	Spent to date ($M)*	Projected ($M)	TOTAL ($M)
Construction	2.6	1,744.6	1,747.2
ROW, Land, Existing Improvements	0.1	231.1	231.2
Vehicles	0.0	226.0	226.0
Professional Services	176.0	343.0	519.0
Unallocated Contingency		470.6	470.6
Finance Charges		50.0	50.0
TOTAL	**178.7**	**3,065.3**	**3,244**

*Spent as of July 31, 2022

Annual Operating and Maintenance Costs

Operating costs for the first full year of operation in 2029 are estimated at $42.1 million. With anticipated farebox and other operating revenues of $9.6 million, the net annual operating costs to be covered by the state is estimated at $17.8 million and Hennepin County or other local sources is estimated to be $14.8 million.

Table 20: METRO Blue Line Extension Proposed Operating Budget (first full year of operation)

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)
Fare Revenue		7.5	7.5
State (General Fund)		0	0
Regional Sales Tax		35.7	35.7
Other (Advertising)		.7	.7
TOTAL	**0**	**43.9**	**43.9**

Other Project Information

Lead Agency

Metropolitan Council (Metro Transit)

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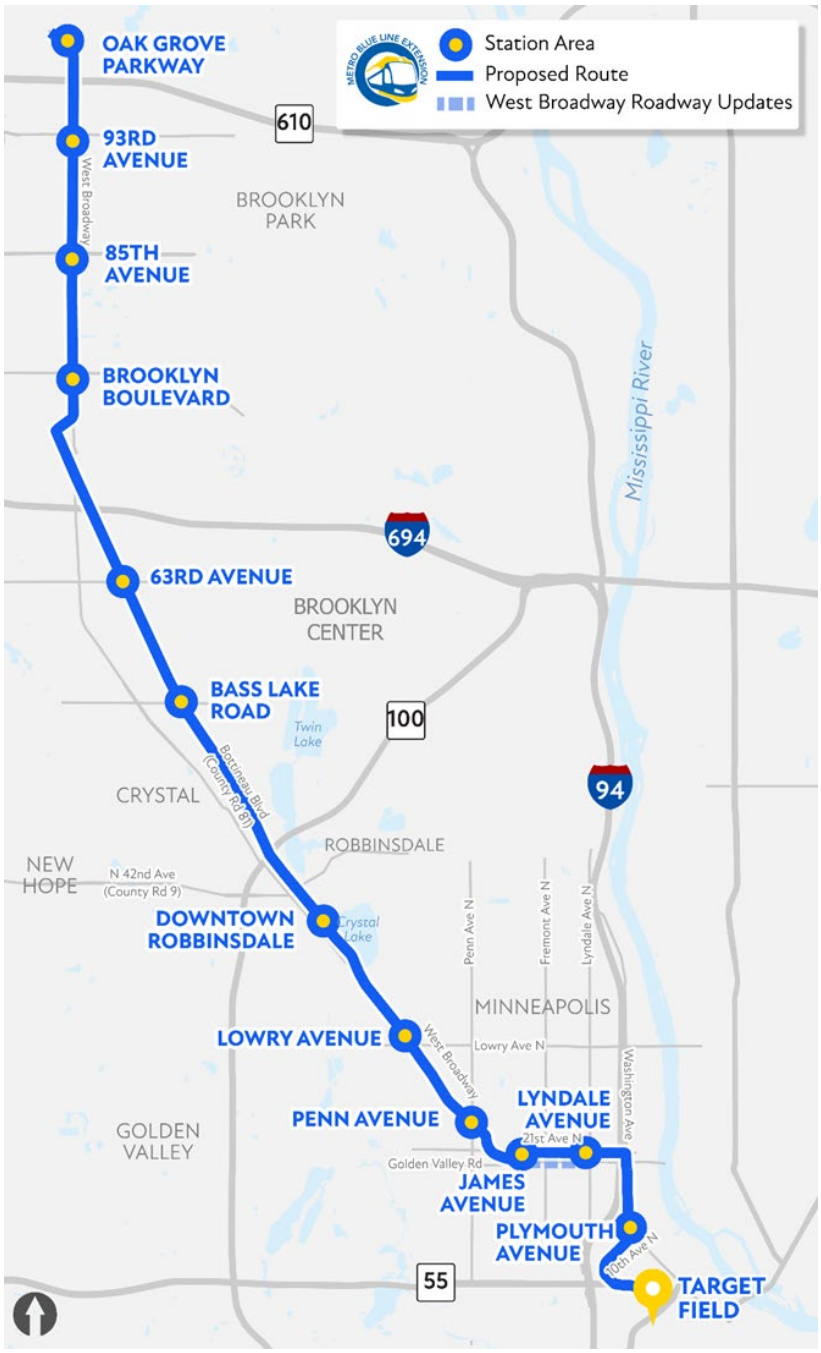

Figure 9: METRO Blue Line Extension Map

METRO Gold Line (Gateway Corridor Dedicated Bus Rapid Transit)

Corridor Description

The METRO Gold Line Bus Rapid Transit Project is a planned 10-mile BRT transit line in Ramsey and Washington counties in the eastern part of the Twin Cities region. The proposed line will travel between downtown Saint Paul and Woodbury, serving the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury. The route will run along local roadways generally north of and near I-94 primarily. The project includes seven miles of exclusive bus lanes covering nearly 70% of the route and serve 16 stations, which include five station pairs in downtown Saint Paul. The stations will have enhanced features like existing METRO Light Rail Transit (the Green and Blue lines) and METRO BRT (the A. C, and D lines) service. The line is anticipated to serve and draw ridership from a broader area in the region as well, including portions of western Wisconsin, Washington County, Ramsey County, Dakota County, and Hennepin County, including the city of Minneapolis.

The Gold Line will connect to downtown Saint Paul, including the Union Depot multimodal transportation hub, and is expected to carry over 6,000 riders per weekday by 2040. The purpose of the Gold Line project is to provide transit service to meet the existing and long-term regional mobility and local accessibility needs for businesses and the traveling public within the project area.

Project Status and Timeline

Table 21: METRO Gold Line Project Status and Timeline

Milestone	Date(s)
Locally Preferred Alternative	Jan 2015
Project Development	Jan 2018 –2021
Engineering	2021-2022
Full Funding Grant Agreement	2023
Construction	2022 – 2025
Revenue Service	2025

Progress Update

The Gold Line project completed the project development phase requirements in January 2020. Some of the requirements of that two-year phase were to complete the environmental review process, complete at least 30% design, obtain at least 30% of the non-CIG funding, and select a locally preferred alternative. On April 13, 2021, the project was granted entry into Engineering. In February 2022, the project submitted its Full Funding Grant Agreement application. In August of 2022 the Civil Contractor was awarded a Limited Notice to Proceed (LONP), with a second LONP issued in February 2023 with anticipation of receiving a full funding grant by the FTA. On April 4, 2023, the project received the Full Funding Grant Agreement.

The project began planning updates to project documents in preparation of OP-54 revenue readiness and continues to progress with readiness and activation planning activities. The project has acquired rights to all 162 parcels, including two which required approximately 58 relocations. All relocations were completed by December 31, 2022.

Summary Financial Plan – METRO Gold Line

Capital Cost, Funding Sources, and Budget Activities

Table 22: METRO Gold Line Capital Funding Sources

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)	Share (%)
Federal (New Starts)	239	0	239	47.4
State General Obligation Bonds	1.9		1.9	0.4
Counties Transit Improvement Board	6.0		6.0	1.2
Ramsey County/Regional Railroad Authority	118.8		118.8	23.5
Washington County/Regional Railroad Authority	118.6		118.6	23.4
Regional Solicitation (STBG)	13.2		13.2	2.6
MnDOT	0.5		0.5	0.1
Carbon Reduction Program (CRP)	7.0		7.0	1.4
TOTAL	**505**	**0**	**505**	**100**

*Does not include $133K of pre-project development expenditures. Total State General Obligation Bonds is $2M.

Table 23: METRO Gold Line Capital Funding Uses

Budget Activity	Spent to date ($M)	Projected ($M)	TOTAL ($M)
Construction	215.6	109.3	324.9
ROW, Land, Existing Improvements	35.6	8.9	44.5
Vehicles	.6	22.5	23.4
Professional Services	76.6	24	100.6
Unallocated Contingency	0	11.9	11.9
Finance Charges	0	0	0
TOTAL	**328.4**	**176.9**	**505.3**

Annual Operating and Maintenance Costs

Table 24: METRO Gold Line Estimated Operating Costs (2026$)

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)	Share (%)
Fare Revenue	0	3	3	28
State (General Fund)	0	3.9	3.9	36
Ramsey/Washington County	0	3.9	3.9	36
TOTAL	**0**	**10.7**	**10.7**	**100**

Other Project Information

Lead Agency
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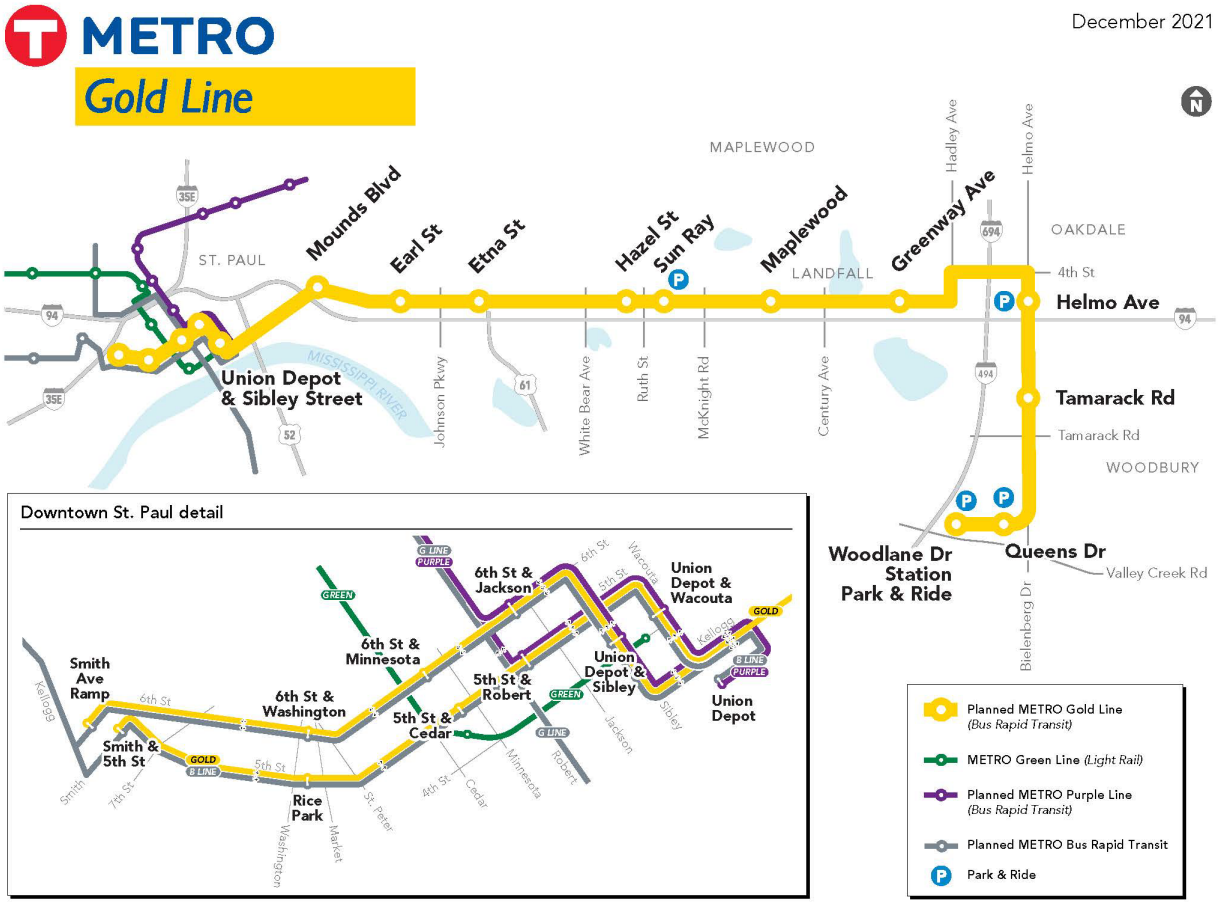
Figure 10: METRO Gold Line Map



METRO Purple Line Corridor Dedicated Bus Rapid Transit

Corridor Description

The METRO Purple Line Bus Rapid Transit Project was initially envisioned as a 15-mile line between Union Depot in downtown Saint Paul and downtown White Bear Lake generally along Robert Street, Jackson Street, Phalen Boulevard, Ramsey County rail right-of-way co-located with the Bruce Vento Regional Trail, and Highway 61.

The purpose of the Purple Line project is to provide transit service that satisfies the long-term regional mobility and accessibility needs of businesses and the traveling public and supports sustainable development within the project area.

Project Status and Timeline

Table 25: Purple Line Corridor Project Status and Timeline

Milestone	Date(s)
Transit Feasibility Study	2001
Alternatives Analysis Study	Nov. 2009
Demonstration Commuter Bus	Oct. 2010 – Dec. 2012
Pre-project Development Study	March 2014 – Aug. 2017
Locally Preferred Alternative	May 2017
Environmental Analysis	Jan. 2018 – Dec. 2021
Project Development	Dec. 2021 – TBD
Engineering	TBD
Construction	TBD
Revenue Service	TBD

Progress Update

The Purple Line locally preferred alternative route and transit mode of dedicated bus rapid transit were selected through the Pre-Project Development Study (2014-2017) that consisted of extensive technical analysis, public engagement, and coordination with interested local and state government entities.

The locally preferred alternative was adopted by the Met Council on October 24, 2018, as part of its 2018 Update to the 2040 Transportation Policy Plan.

During the environmental analysis phase, from January 2018 thru December 2021, the design of the locally preferred alternative was advanced first to a 15% complete level to support the necessary analysis for the federal environmental review process. By the end of the phase, the level of design completed reached approximately 25%. An Environmental Assessment (EA) was completed and published for public comment in May 2021. Environmental decisions were issued by the Federal Transit Administration in October 2021 and by the Federal Highway Administration in December 2021. An Environmental Assessment Worksheet (EAW) was also completed to comply with state law.

The local lead agency role transitioned from Ramsey County to Metropolitan Council in late 2021. Upon the Met Council's request supported by a local funding commitment from Ramsey County, the Federal

Transit Administration entered the project into the project development phase of the CIG Program as a New Starts project on December 9, 2021.

The Project entered the FTA's CIG program on December 9, 2021, with this project description. Four months later, the City of White Bear Lake released a Resolution of Opposition on March 8, 2022, requesting the Project not enter the jurisdictional boundaries of the city. The Purple Line project began a Route Modification Study (RMS Phase I) to evaluate a new northern terminus north of the Bruce Vento Regional Trail corridor to either end the line at Maplewood Mall Transit Center, I-35E & County Rd. E Park & Ride in Vadnais Heights, or Century College on the border of White Bear Lake and Mahtomedi. RMS Phase I concluded in Spring 2023, finding that an ending at Maplewood Mall Transit Center was the only option that would likely qualify for CIG Program funding under the Small Starts Program.

On March 22, 2023, Ramsey County requested that the Project evaluate White Bear Avenue as an alternative to using the Bruce Vento Regional Trail Corridor, north of Maryland Avenue. Ramsey County made the request during a public engagement workshop series with the City of Maplewood. The Corridor Management Committee (CMC) took formal action to support the new alternative evaluation, naming it Route Modification Study Phase II (RMS Phase II), on April 6, 2023. The Project Development phase was originally scheduled to end on December 9, 2023, 2 years after the start. The Project submitted an extension request to FTA, on September 25, 2023. The FTA granted the project a one-year extension, until December 9, 2024,

Summary Financial Plan – Purple Line Corridor

Capital Cost, Funding Sources, and Budget Activities

The anticipated METRO Purple Line Bus Rapid Transit Project (Project) capital cost was originally estimated to be approximately $444.5 million as shown in Table 42. The anticipated capital cost estimate will be updated after the CMC recommends a revised LPA.

Table 26: Purple Line Capital Funding Sources

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)	Share (%)
Federal (New Starts)		218	218	49
Ramsey County/RRA	39.9	187.1	227	51
TOTAL	**39.9**	**405.1**	**444.5**	**100**

Table 27: Purple Line Capital Funding Uses

Budget Activity	Spent to date ($M)	Projected ($M)	TOTAL ($M)
Construction		249.8	249.8
ROW, Land, Existing Improvements		20.4	20.4
Vehicles		46.8	46.8
Professional Services	16.9	65.5	82.4
Unallocated Contingency		37.4	37.4
Finance Charges		7.7	7.7
TOTAL	**16.9**	**427.6**	**444.5**

Annual Operating and Maintenance Costs

The estimated operating cost for the Purple Line is $11.2 million per year in 2026 dollars.

Table 28: Purple Line Estimated Operating Costs

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)	Share (%)
Fare Revenue		TBD	TBD	TBD
Regional Sales Tax		TBD	TBD	TBD
Ramsey County		TBD	TBD	TBD
TOTAL		**TBD**	**TBD**	**TBD**

Other Project Information

Lead Agency

Metropolitan Council (Metro Transit)

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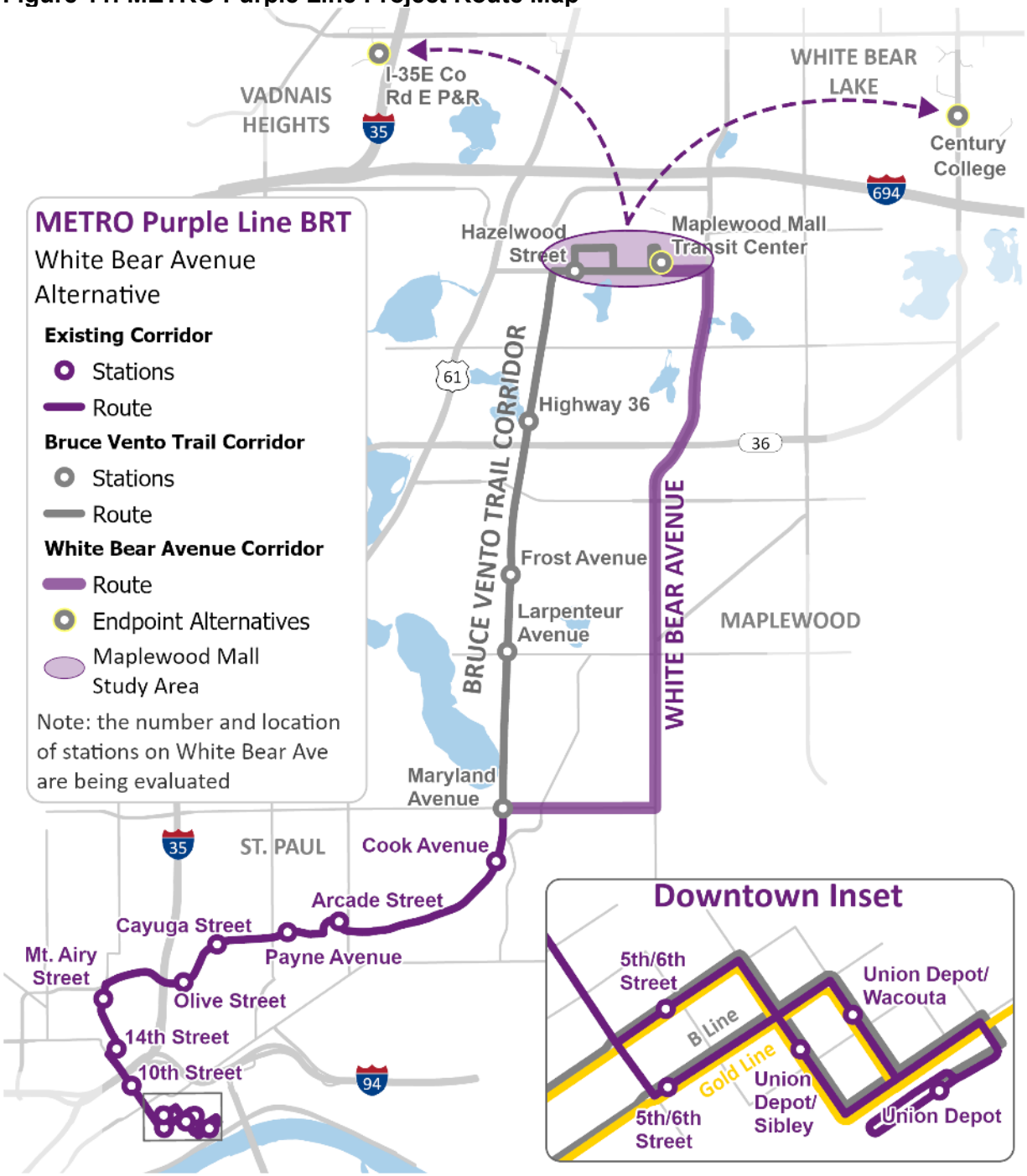
Figure 11: METRO Purple Line Project Route Map



Appendix C – Summaries: Additional Guideways identified in the Transportation Policy Plan

Riverview Corridor Modern Streetcar

Corridor Description

The Riverview Corridor is a 12-mile transportation corridor between downtown Saint Paul, Minneapolis-St. Paul International Airport, and the Mall of America.

Ramsey County has led planning for the project in coordination with project partners since 2013. In September 2024, Ramsey Co. announced project work was ending and cancelled further meetings on the corridor. More information on this decision and project can be found at: *https://www.ramseycounty.us/residents/roads-transportation/transit-corridors-studies/riverview-corridor*

Nicollet-Central Modern Streetcar

Corridor Description

The Nicollet-Central Modern Streetcar is a planned 3.7-mile modern streetcar line running between Lake Street and 8th Street SE on Nicollet Avenue S, Nicollet Mall, Hennepin Avenue NE, Central Avenue NE and 1st Avenue NE.

While currently part of the region's 2040 long-range transportation plan, Minneapolis continues to assess the fit of streetcar versus bus improvements in this corridor. Updated status is anticipated for the next reporting in 2026, but a detailed update on streetcar planning is not included in this report. Previous reports include additional details on this corridor.

West Broadway Modern Streetcar

Corridor Description

This project was included in previous reporting, and since study work was completed in 2017 the corridor has been evaluated for light rail transit through the Blue Line Extension project reported above. While modern streetcar remains in the region's transportation policy plan, it is anticipated an amendment to the plan will adopt Blue Line Extension LRT on this corridor and will remove modern streetcar from the plan. Accordingly, detailed information is not provided in this year's report but is available in past reporting.

Midtown Corridor Rail

Corridor Description

The Midtown Corridor travels 4.4 miles through the heart of south Minneapolis along the Lake Street and Midtown Greenway alignments. The corridor features dense residential neighborhoods, a thriving commercial district, several major employers and multiple connections to the regional transit network.

While the corridor is currently served by high frequency local and limited-stop bus routes, traffic congestion and high ridership make transit service speeds slow. An alternatives analysis completed in 2014 explored a broad range of options for transit improvements in the corridor. A combination of bus and rail improvements is recommended to meet the travel needs of the Midtown corridor.

The project Alternatives Analysis concluded with a recommended Locally Preferred Alternative for arterial bus rapid transit improvements along Lake Street and double/single track rail along the Midtown Greenway. The combined ridership of these improvements is 26,000 per weekday, with corridor ridership of 32,000 rides per weekday. The rail alternative travels along a 4.4-mile segment of former freight rail and includes ten station locations about every half-mile apart. When constructed, the project would be parallel to the existing Midtown Greenway trail. Major corridor destinations include connections to METRO light rail lines, the Lake Street commercial corridor with shopping districts and destinations throughout, the Allina hospitals headquarters, central laboratory, and hospitals, and additional destinations such as Midtown Global Market, educational campuses, and more.

Rail ridership is estimated at 9,500 per weekday in 2030.

The Midtown Corridor rail alignment status, progress, and budget is detailed below. The arterial bus rapid transit project on Lake Street is described in the B Line status report.

Project Status and Timeline

Table 29: Midtown Corridor Rail Project Status and Timeline

Milestone	Date(s)
Alternatives Analysis Study	Complete April 2014
Adopt Locally Preferred Alternative	TBD - Not in the Council's TPP Current Revenue Scenario
Environmental and Engineering	TBD
Full Funding Grant Agreement	TBD
Construction	TBD
Revenue Service	TBD

Progress Update

The Midtown Alternatives Analysis study is complete, and bus improvements are planned through the partially funded B Line rapid bus project detailed separately in this report. Future rail corridor progress including adoption of a Locally Preferred Alternative is dependent on the following:

- Resolutions of local support for the recommended LPA
- Additional transit funding to enable additional projects to be funded
- Increased definition of Midtown rail vehicle as streetcar or single-vehicle light rail

Summary Financial Plan – Midtown Corridor Rail

Planning-phase cost estimates were generated for the Midtown Corridor Alternatives Analysis for the recommended improvements. These preliminary assessments estimated the costs for this project at approximately $185-200 million for rail project improvements. Potential sources of funding and greater definition of uses will be defined in future project phases.

Capital Cost, Funding Sources, and Budget Activities

Table 30: Midtown Corridor Rail Capital Funding Sources (2013$)

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)	Share (%)
Unidentified		200.0	200.0	100
TOTAL		**200.0**	**200.0**	**100**

Table 31: Midtown Corridor Rail Capital Funding Uses (2013$)

Budget Activity	Spent to date ($M)	Projected ($M)	TOTAL ($M)
Rail Improvements		200.0	200.0
TOTAL		**200.0**	**200.0**

The Alternatives Analysis study was funded with federal planning assistance ($600,000) matched by Metropolitan Council funding ($150,000). These activities are considered pre-project development and are not included in capital budget activities or previous expenditures above.

Annual Operating and Maintenance Costs

The project's Alternatives Analysis estimated annual operating and maintenance costs are in 2012 dollars. Rail operations were estimated at $8 million annually. No proposed or committed sources have been identified.

Table 32: Midtown Corridor Estimated Operating and Maintenance Costs (2013$)

Source	Committed ($M)	Proposed ($M)	TOTAL ($M)	Share (%)
Unidentified		8.0	8.0	100
TOTAL		**8.0**	**8.0**	**100**

Other Project Information

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Figure 19: Midtown Alternatives Analysis Locally Preferred Alternative Map

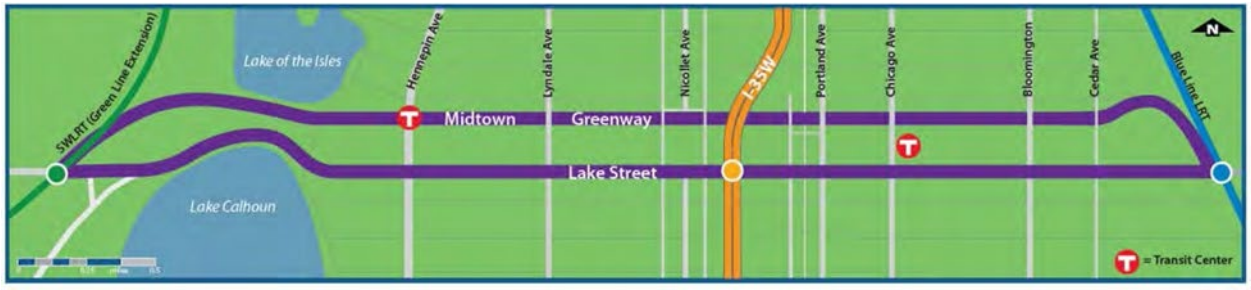

Figure 20: Midtown Rail Corridor Map

Appendix D – Intercity Passenger Rail Corridors

Northern Lights Express (NLX) - Minneapolis to Duluth High Speed Passenger Rail

Corridor Description

The Northern Lights Express (NLX) is a proposed higher speed intercity passenger rail service that would operate between Minneapolis and Duluth. Terminal stations would be located in Minneapolis at Target Field Station and in Duluth at the historic downtown station known as the Depot. Intermediate stations are planned in Coon Rapids, Cambridge, Hinckley and Superior, WI.

The NLX Project includes planning, environmental review, engineering design and construction of the infrastructure required to implement daily intercity passenger train service at speeds up to 90 mph along a 152-mile corridor on track owned by the BNSF Railway. Other project components will include procurement of intercity passenger rail equipment, construction of layover and maintenance facilities, development of a system safety plan and completion of all agreements necessary to operate over BNSF tracks.

The 2015 Minnesota Comprehensive Statewide Freight and Passenger Rail Plan identifies this corridor as a 'Phase I Project in Advanced Planning' for high-speed intercity passenger rail service. In 2023, an update to the Minnesota State Rail Plan began, anticipated for completion and adoption in late 2024.

Project Status and Timeline

NLX is currently in Step One of the FRA's Corridor ID Program. This program will dictate the project pace with a current timeline of 2028 for entering project final design. Previously, a Finding of No Significant Impact (FONSI) was issued by the Federal Railroad Administration in February 2018 for the project's Tier 2 environmental assessment. A Minnesota Negative Declaration was issued in March 2018. This work will be implemented into the revised project management that includes an updated Service Development Plan, funding applications and PE/NEPA work.

Progress Update

NLX has received a state funding match in the amount of $194.7M for an upcoming Federal State Partnership (FSP) grant application. The FSP is a critical step in advancing to full funding for the project to begin final design and construction as the CIDP progresses and reaches completion.

As part of the previously completed PE/NEPA phase, MnDOT examined several alternative operating plans to optimize ridership, revenue and benefit-cost. Variables included the number of round trips (four, five, six and eight), maximum speed (90 or 110 mph), station locations, and facility locations. Each alternative operating plan was associated with a set of infrastructure improvements necessary to ensure schedule reliability and minimize the impact on freight operations. MnDOT determined that an operating plan of four round trips per day at speeds up to 90 mph is the most cost-effective operating plan.

MnDOT completed all preliminary engineering and environmental analysis associated with the NLX Project by June 30, 2017. The Federal Railroad Administration issued a Finding of No Significant Impact and Section 4(f) Determination for the Tier 2 EA on February 2, 2018. A State of Minnesota Negative Declaration was issued on March 2, 2018.

Because of the amount of time that has passed since the Tier 2 FONSI was issued in February 2018, both the SDP and EA document will need to be reviewed and potentially updated once funding for design and construction are received.

Summary Financial Plan – Northern Lights Express

NLX is currently receiving funding through the Federal CIDP process to advance into Step Two of that program. In addition, the project has a state fund match of $194.7M to apply for the upcoming FSP grant.

Other Project Information

Partnering Agencies

Minnesota Department of Transportation, Federal Railroad Administration, Minneapolis/Duluth Passenger Rail Alliance, Wisconsin Department of Transportation

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Figure 26: Northern Lights Express Corridor Map

Twin Cities-Milwaukee-Chicago – Borealis Intercity Passenger Rail Service Project

Corridor Description

The Minnesota Department of Transportation, Wisconsin Department of Transportation and their partners have undertaken the Twin Cities - Milwaukee - Chicago Intercity Passenger Rail Service Project to improve passenger rail service between the Twin Cities and Chicago, Illinois and station communities in between. The project is implementing a second daily round trip passenger train between St Paul and Chicago to improve mobility and increase reliable travel options, while minimizing capital investment. The proposed service would follow Amtrak's existing long-distance Empire Builder route with termini at Chicago Union Station and Union Depot in Saint Paul.

This project is based on recommendations of Amtrak's 2015 feasibility report on the proposed service. The service will be operated by Amtrak as a 'state supported' service.

When Congress passed the Passenger Rail Improvement and Investment Act of 2008 it changed the way that passenger rail service is funded. Services that are not "long distance" trains (500 plus miles and not part of Amtrak's core network) are the states' responsibility to capitalize and to provide operating subsidies. This means Minnesota, Wisconsin and Illinois will be responsible for capital costs and operations costs not generated by revenue.

The TCMC Project includes the following:

- Completion of a Service Development Plan
- Completion of environmental documentation
- Design and construction of capital improvements to increase train capacity and passenger train reliability along the corridor
- Negotiation of an operating agreement with Amtrak
- State to state operating and funding agreements with the Wisconsin Department of Transportation (WisDOT).

Project Status and Timeline

Borealis service has been in operation since May 21st, 2024. Current steps include monitoring and evaluating service performance, frequencies and future needs for the corridor.

Past work on the project included: The TCMC Phase 1 Study started in summer 2016. Primary funding for the Phase 1 study was provided by WisDOT and Ramsey County Regional Railroad Authority. In addition, the Minnesota High Speed Rail Commission and La Crosse Area Planning Committee provided contingency funding for the study. The Minnesota High Speed Rail Commission has changed its name to the Great River Rail Commission to reflect its change in mission, which is to increase passenger rail options along the Mississippi River Route between the Twin Cities and Chicago.

The scope of work for the TCMC Phase 1 Study included the following:

- Pre-NEPA tasks to prepare a Purpose and Need Statement and an Alternatives Analysis that fulfills state and federal environmental requirements
- An operations analysis to evaluate and determine how the TCMC frequency can be operated most efficiently with freight trains on the Saint Paul to Chicago corridor and integrate with the Hiawatha schedule between Milwaukee and Chicago

- Evaluation of railroad infrastructure improvement needs and conceptual engineering of those improvements to ensure the States became eligible for federal funding and allowing the project to advance toward implementation
- Development of capital cost estimates for approved infrastructure improvements based on the conceptual designs
- Stakeholder and public agency involvement.

The second phase of the TCMC Study was completed in the summer of 2020. The state of Wisconsin provided $300,000 to complete elements of the study, including a service development plan and a benefit-cost analysis. Environmental documentation was completed in the form of a Categorical Exclusion, which concluded the project would not have significant environmental impact.

Table 33: TCMC Intercity Passenger Rail Service Study Key Dates

Project Phase	Date(s)
Amtrak completed feasibility study	2015
Phase 1 Study started	Summer 2016
Phase 1 Study completion date	Fall 2018
Phase 2 Study completion date	Summer 2020
CRISI Grant to fund capital Costs	2020
R & E grant to fund operating costs	2021
Initiation of Service	2024

Progress Update

Borealis service started as of May 21st, 2024.

Summary Financial Plan – Twin Cities-Milwaukee-Chicago

Capital Cost

Comprehensive studies have been completed by project partners that identify an estimated $53 million in capital investments to track, sidings, switches, and signaling along the route in order to operate the TCMC Service. The investments are divided between Wisconsin and Minnesota. An estimated $40.6 million of work would be completed mostly between Winona and La Crescent.

Operating Cost

In May 2020, the Federal Railroad Administration awarded a grant of $12.569 million for operating the TCMC Second Train to be used in the first four years of service. Payments are based on a sliding scale over four years. Since receiving the grant, the IIJA amended significant aspects of this program, including increasing the span of support from four to six years. Partner States are currently in process of applying for a second overlapping R&E grant.

Other Project Information

Partnering Agencies

Minnesota Department of Transportation
Wisconsin Department of Transportation
Federal Railroad Administration

La Crosse Area Planning Organization
Great River Rail Commission

Project Contact

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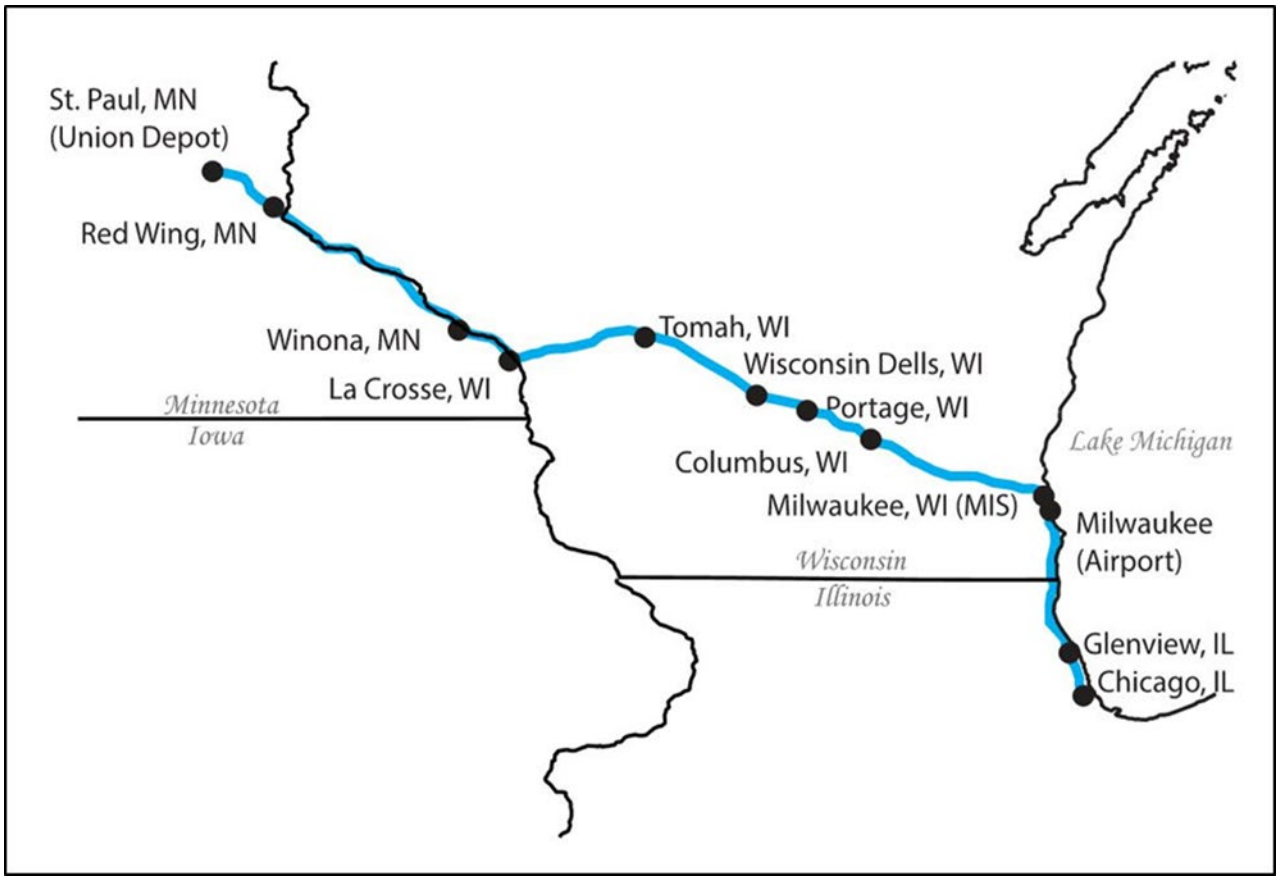
Figure 27: Map of the Route from the Twin Cities to Chicago with Stations



NorthStar Extension Study

Corridor Description

During the 2023 session, the Minnesota Legislature appropriated $4 million for MnDOT and the Met Council to collaborate on two studies of the Twin Cities-St. Cloud-Fargo/Moorhead corridor (2023 Transportation Omnibus Bill (Sec. 112)).

The first study, completed in February 2024, evaluated the steps and cost to extend NorthStar Commuter Rail Service to St. Cloud, Minnesota. MnDOT is to use remaining funds for a second study, due to the Legislature on February 1, 2025, to analyze and evaluate needs and options for transit and passenger rail service on the full Twin Cities-St. Cloud-Fargo/Moorhead corridor ("TCFM study"), including additional analysis related to the NorthStar Commuter rail service. The primary agencies and organizations involved are MnDOT; Met Council; the host railroad, BNSF Railway; as well as other partners.

Project Status and Timeline

The first study, which addressed a potential extension to St. Cloud, MN, was submitted to Minnesota Legislature in February 2024. The complete study is available on the Passenger Rail section of the MnDOT webpage.

The second study, which will include a St. Paul to Fargo ND corridor analysis, is currently in progress with a timeline of being submitted to Minnesota Legislature in February 2025.

Progress Update

The second TCFM study is currently in progress and expected to be submitted in February 2025. Consultant work on the study includes concept-level alternatives analysis, evaluation of ridership demand and financial consideration, and capital needs evaluation for infrastructure.

Summary Financial Plan – Extension Study

Minnesota Legislature appropriated $4 million for MnDOT and the Met Council to collaborate on two studies of the Twin Cities-St. Cloud-Fargo/Moorhead corridor (2023 Transportation Omnibus Bill (Sec. 112)). The remaining funds will be used to complete the second study.

Other Project Information

Partnering Agencies

Minnesota Department of Transportation, Metropolitan Council, NDDOT, Big Sky, Federal Rail Agency BNSF Railway

Project Contact

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Appendix E – Summary Status of Busway projects in revenue operation or in study, planning, development, or construction

Busways in operation

- METRO Red Line. Opened 2013, included in existing system operating reporting.
- METRO Orange Line. Opened 2021, included in existing system operating reporting.
- METRO A Line. Opened 2016, included in existing system operating reporting.
- METRO C Line. Opened 2019, included in existing system operating reporting.
- METRO D Line. Opened 2022, included in existing system operating reporting.

Busways in study, planning, development, or construction- Arterial BRT

- **METRO B Line** – Will provide faster and more reliable transit service in the Route 21 corridor along Lake Street and Marshall and Selby avenues. The line is currently under construction and scheduled to open in 2025.
- **METRO E Line** – Will provide faster and more reliable transit in the Route 6 corridor from the University of Minnesota to Edina through downtown Minneapolis, Uptown, and France Avenue. The line is currently under construction and scheduled to open in 2025.
- **METRO F Line** - Serves the Route 10 corridor between downtown Minneapolis and Northtown Transit Center along Nicollet Mall, Central Avenue, 53rd Avenue, and University Avenue. MnDOT is planning major roadway improvements on Highways 47 and 65. To coordinate with these roadway projects, construction of the F Line on Central Avenue (also known as Highway 65) is expected to begin in 2028.
- **METRO G Line** – The G Line will travel from Little Canada through downtown St. Paul to the Dakota County Northern Service Center mainly along Rice Street and Robert Street. Metro Transit plans to construct and open the G Line project in two phases in coordination with planned street construction. Construction of stations along the Rice Street segment is anticipated to begin in 2026, followed by construction of stations along Robert Street in 2028.
- **METRO H Line** – This line will serve the Como/Maryland corridor from downtown Minneapolis to the Sun Ray transit center on the east side of St. Paul. H Line planning is starting in 2024.
- **Arterial BRT Plan Update**. In 2025 Metro Transit will lead a plan update to identify the next arterial BRT Lines, to be identified as the J, K, and L lines. Previously identified planned or potential corridors include 63rd/Zane, Grand Ave, Johnson Ave/Lyndale Ave, Lowry Ave, Nicollet Ave, Randolph St/East 7th St, and West Broadway/Cedar Ave corridors.

Additional Busways currently in study, planning, development, or construction

- **Highway 55 BRT** – This project would connect Plymouth and Golden Valley with Minneapolis along Highway 55 in the west metro. This project was evaluated as a supplement to the Highway Transitway Corridor Study in 2015. Subsequently, additional funding has been provided by the state to explore this corridor further, though the initial kick-off of the study was put on hold due to the COVID-19 pandemic. In 2023, the state provided an additional $3 million appropriation for work on this corridor and Highway 169 bus rapid transit. An expanded limited stop bus service is planned for this corridor in 2026 funded with a Regional Solicitation award. As of October 2024, Metro Transit seeks proposals for planning work to advance the corridor.
- **Highway 169 BRT** – This project would connect communities in northern Scott County to cities along Highway 169 in Hennepin County and along Highway 55 into downtown Minneapolis. The Highway 169 Mobility Study evaluated options for improving transit and reducing congestion on Highway 169 in the southwest metro, with a focus on highway bus rapid transit, a managed lane, and spot mobility improvements. In addition to the study of BRT, potential interim service improvements were identified, and highway improvements could provide improved transit

advantages in the corridor for existing and planned transit. In 2023, the state provided a $3 million appropriation for additional work on this corridor and Highway 55 bus rapid transit.

- **County Road 42** – MVTA is leading a study of bus rapid transit options along County Roady 42 between Shakopee and Rosemount in the south metro. Study recommendations are anticipated in spring 2024 and will be incorporated into the 2050 Transportation Policy Plan once available.
- **Rethinking I-94** – MnDOT led a transit feasibility study in coordination with Metropolitan Council as part of the Rethinking I-94 project. The study explored bus rapid transit options on I-94 between downtown Minneapolis and downtown St. Paul. These transit alternatives will inform more detailed analysis of roadway alternatives in the broader project that will likely result in an identified program of projects in 2028. The Metropolitan Council will likely lead the next steps of transitway development concurrent with or after the Tier 1 Environmental Impact Statement is complete for the Rethinking I-94 program of projects recommendations.

Additional planned or potential busway corridors in the Transportation Policy Plan

- **Red Rock Corridor** – In January 2024 the Red Rock Corridor Comission published a new vision for the Red Rock Corridor that establishes principles to serve the whole corridor, to connect the corridor with other places, and to work with employers and residents. The vision anticipates bus-based options for the corridor. Future planning will establish further detail for potential busway options, to be included in future reporting.
- **Orange Line Extension** – The Metro Orange Line Extension Study (2018) defined the key components of a potential future extension of service south further to Burnsville Center. The study identified preferred station locations, route alignments, running way operations and operating technologies needed for an extension. The recommendations are contingent on performance of the first stage of the METRO Orange Line and land use changes in the Burnsville Center Mall area.
- **Red Line Future Phases** – A Red Line Implementation Plan Update (2015) identified additional future stages that will add stations, parkand-ride capacity, and service to the line, including an extension to a number of planned stations in Lakeville. The near-term priorities are infill stations at Palomino Drive and Cliff Road, with each station undergoing some planning activity recently or in the near future. Extension of the line further south is staged according to forecasted station boardings and cost effectiveness in the implementation plan update, but this will be examined in future updates as well. Future stages would also continue to address bicycle and pedestrian improvements and station area planning, continuing a theme from stage two of the implementation plan update. The 2023 legislature funded an overpass connection at the 147th Street Station; Metro Transit will work with local communities to implement this skyway bridge.
- **I-35W North** – This corridor links downtown Minneapolis with communities along I-35W north of downtown to Blaine. The corridor was studied in the 2013 I-35W North Managed Lanes Corridor Study. The study focused primarily on the highway managed lane vision, but also included an analysis of highway BRT to the 95th Avenue park-and-ride in Blaine that could potentially be coordinated with the managed vision. Portions of the managed lane vision have been implemented and additional work was conducted on the I-35W North Gateway Study. However, no recommendations were advanced because of the impacts of the COVID-19 pandemic on travel patterns.
- **Highway 36** – Washington County in collaboration with partners at Ramsey County, Hennepin County, MnDOT, cities adjacent to the corridor, and the Metropolitan Council completed the Highway 36 Transit Feasibility Study in 2021. The study identifies transit service needs and recommendations that are reflective of the Highway 36 corridor's existing and anticipated future travel demands and patterns. The report includes short- and long-term implementation recommendations that include monitoring and exploring transit service improvements in the corridor and coordinating highway projects with potential multimodal improvements.

- **American Boulevard** – The City of Bloomington is leading a study to examine transitway alternatives along American Boulevard to build off previous work exploring arterial bus rapid transit in the corridor. The corridor would connect multiple METRO lines including Blue Line, Orange Line, and Green Line Extension, as well as connect to several planned arterial bus rapid transit lines. In addition, the American Boulevard corridor has significant development plans and development activity, but existing service has not yet demonstrated a proven market for high-frequency service.

Appendix F – Regional Route Performance Data Summaries

2021 Route Performance Detail

Performance Review Legend	
Subsidy per Passenger and Farebox Recovery	*Passengers per In-Service Hour*
Meets Standards	Meets Standards
Level 1 Review	Does not Meet Standards
Level 2 Review	
Level 3 Review	

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
ADA DAR	Metro Mobility	All Days	$82,783,426.00	$6,119,189.00	1,799,890	1,287,167	$42.59	1.4	7.39%
BRT - Arterial	921	Weekday	$6,648,625.62	$744,324.99	711,937	26,913	$8.29	26.5	11.20%
BRT - Arterial	923	Weekday	$7,334,293.73	$464,390.18	958,253	28,793	$7.17	33.3	6.33%
BRT - Arterial	921	Saturday	$1,280,919.79	$134,087.68	135,870	5,090	$8.44	26.7	10.47%
BRT - Arterial	923	Saturday	$1,265,921.58	$57,098.45	151,198	4,875	$7.99	31.0	4.51%
BRT - Arterial	921	Sunday	$1,254,016.28	$102,193.41	115,661	5,189	$9.96	22.3	8.15%
BRT - Arterial	923	Sunday	$1,407,222.30	$48,141.17	142,354	5,345	$9.55	26.6	3.42%
BRT - Highway	903	Weekday	$2,249,402.09	$60,226.00	82,846	8,564	$26.42	9.7	2.68%
BRT - Highway	904	Weekday	$354,475.06	$6,026.46	9,573	1,567	$36.40	6.1	1.70%
BRT - Highway	903	Saturday	$325,625.79	$9,835.34	15,198	1,244	$20.78	12.2	3.02%
BRT - Highway	904	Saturday	$25,936.36	$100.20	1,212	115	$21.32	10.5	0.39%
BRT - Highway	903	Sunday	$363,320.16	$7,814.98	14,662	1,388	$24.25	10.6	2.15%
BRT - Highway	904	Sunday	$40,846.21	$161.47	988	181	$41.18	5.5	0.40%
Commuter & Express Bus	664	Weekday	$129,667.89	$4,807.23	2,042	423	$61.15	4.8	3.71%
Commuter & Express Bus	670	Weekday	$173,723.89	$5,010.21	2,251	564	$74.95	4.0	2.88%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express Bus	781	Weekday	$1,587,718.78	$171,270.46	62,239	5,866	$22.76	10.6	10.79%
Commuter & Express Bus	785	Weekday	$125,254.25	$13,511.43	4,910	643	$22.76	7.6	10.79%
Commuter & Express Bus	789	Weekday	$187,371.17	$20,212.11	7,345	342	$22.76	21.5	10.79%
Commuter & Express Bus	690	Weekday	$1,888,147.00	$55,374.00	18,728	3,107	$97.86	6.0	2.93%
Commuter & Express Bus	695	Weekday	$589,259.00	$29,615.00	10,199	740	$54.87	13.8	5.03%
Commuter & Express Bus	698	Weekday	$3,831,365.00	$129,699.00	48,627	6,345	$76.12	7.7	3.39%
Commuter & Express Bus	699	Weekday	$254,402.00	$8,544.00	2,896	428	$84.90	6.8	3.36%
Commuter & Express Bus	600	Weekday	$368,307.00	$12,018.00	5,079	1,123	$70.15	4.5	3.26%
Commuter & Express Bus	460	Weekday	$ 1,104,987	$ 108,793	42831	3882.185	$23.26	11.0	9.85%
Commuter & Express Bus	465	Weekday	$ 1,134,833	$ 118,732	49703	5952.439	$20.44	8.4	10.46%
Commuter & Express Bus	470	Weekday	$ 447,055	$ 20,581	7896	1804.689	$54.01	4.4	4.60%
Commuter & Express Bus	472	Weekday	$ 163,340	$ 8,311	2715	602.466	$57.10	4.5	5.09%
Commuter & Express Bus	475	Weekday	$ 781,967	$ 52,648	20902	3492.218	$34.89	6.0	6.73%
Commuter & Express Bus	476	Weekday	$ 210,553	$ 5,813	1906	842.007	$107.42	2.3	2.76%
Commuter & Express Bus	477	Weekday	$ 1,112,088	$ 87,383	34722	4492.061	$29.51	7.7	7.86%
Commuter & Express Bus	478	Weekday	$ 67,845	$ 1,924	597	303.908	$110.42	2.0	2.84%
Commuter & Express Bus	480	Weekday	$ 421,491	$ 24,030	9015	1762.994	$44.09	5.1	5.70%
Commuter & Express Bus	484	Weekday	$ 190,920	$ 3,071	1287	643.128	$145.96	2.0	1.61%
Commuter & Express Bus	490	Weekday	$ 431,953	$ 17,173	6823	1830.325	$60.79	3.7	3.98%
Commuter & Express Bus	493	Weekday	$ 320,927	$ 11,681	4573	1184.781	$67.62	3.9	3.64%
Commuter & Express Bus	495	Weekday	$ 1,253,769	$ 80,565	54795	7305.294	$21.41	7.5	6.43%
Commuter & Express Bus	498	Weekday	$ 218,923	$ 243	67	908.77	$3,263.88	0.1	0.11%
Commuter & Express Bus	495	Saturday	$ 277,853	$ 13,941	10486	1515.535	$25.17	6.9	5.02%
Commuter & Express Bus	495	Sunday	$ 303,977	$ 12,924	11492	1658.51	$25.33	6.9	4.25%
Commuter & Express Bus	94	Weekday	$2,730,500.40	$224,370.82	138,245	10,905	$18.13	12.7	8.22%
Commuter & Express Bus	113	Weekday	$239,506.73	$18,351.88	12,098	797	$18.28	15.2	7.66%
Commuter & Express Bus	114	Weekday	$279,218.86	$23,124.76	16,015	784	$15.99	20.4	8.28%
Commuter & Express Bus	134	Weekday	$199,149.82	$40,589.22	10,012	604	$15.84	16.6	20.38%
Commuter & Express Bus	250	Weekday	$989,718.72	$253,400.33	42,654	3,206	$17.26	13.3	25.60%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express Bus	252	Weekday	$79,054.44	$11,586.03	7,004	206	$9.63	34.0	14.66%
Commuter & Express Bus	264	Weekday	$354,748.35	$55,118.16	9,950	1,234	$30.11	8.1	15.54%
Commuter & Express Bus	270	Weekday	$834,306.75	$148,096.79	24,200	2,605	$28.36	9.3	17.75%
Commuter & Express Bus	275	Weekday	$121,507.66	$26,710.10	4,599	363	$20.61	12.7	21.98%
Commuter & Express Bus	294	Weekday	$168,593.71	$24,926.25	4,705	620	$30.54	7.6	14.78%
Commuter & Express Bus	351	Weekday	$75,761.86	$10,862.45	2,725	253	$23.82	10.8	14.34%
Commuter & Express Bus	353	Weekday	$442,132.40	$106,550.83	17,054	1,371	$19.68	12.4	24.10%
Commuter & Express Bus	355	Weekday	$160,660.12	$33,401.97	9,390	553	$13.55	17.0	20.79%
Commuter & Express Bus	363	Weekday	$559,954.73	$10,492.97	9,931	1,732	$55.33	5.7	1.87%
Commuter & Express Bus	535	Weekday	$3,644,403.25	$155,731.00	86,022	14,935	$40.56	5.8	4.27%
Commuter & Express Bus	553	Weekday	$104,324.75	$18,384.44	3,134	374	$27.43	8.4	17.62%
Commuter & Express Bus	578	Weekday	$175,191.95	$38,184.57	5,900	543	$23.22	10.9	21.80%
Commuter & Express Bus	579	Weekday	$67,471.52	$3,847.55	2,660	173	$23.92	15.4	5.70%
Commuter & Express Bus	597	Weekday	$169,565.77	$32,470.78	5,512	522	$24.87	10.6	19.15%
Commuter & Express Bus	645	Weekday	$2,753,144.19	$142,092.72	106,492	12,588	$24.52	8.5	5.16%
Commuter & Express Bus	652	Weekday	$80,965.83	$8,800.53	4,663	291	$15.48	16.0	10.87%
Commuter & Express Bus	663	Weekday	$128,631.20	$20,397.03	3,420	374	$31.64	9.1	15.86%
Commuter & Express Bus	667	Weekday	$295,249.69	$35,445.13	7,118	958	$36.50	7.4	12.01%
Commuter & Express Bus	673	Weekday	$106,967.65	$16,523.31	3,835	405	$23.59	9.5	15.45%
Commuter & Express Bus	755	Weekday	$1,235,691.13	$63,896.34	34,250	5,090	$34.21	6.7	5.17%
Commuter & Express Bus	756	Weekday	$114,240.11	$15,267.07	2,493	401	$39.70	6.2	13.36%
Commuter & Express Bus	760	Weekday	$358,253.66	$58,464.89	15,160	1,316	$19.78	11.5	16.32%
Commuter & Express Bus	761	Weekday	$164,957.48	$28,998.38	5,879	612	$23.12	9.6	17.58%
Commuter & Express Bus	763	Weekday	$101,204.01	$25,664.62	5,009	420	$15.08	11.9	25.36%
Commuter & Express Bus	764	Weekday	$105,468.64	$28,710.14	4,670	399	$16.44	11.7	27.22%
Commuter & Express Bus	765	Weekday	$54,644.90	$1,183.23	750	153	$71.29	4.9	2.17%
Commuter & Express Bus	766	Weekday	$677,626.51	$55,907.62	15,865	2,167	$39.19	7.3	8.25%
Commuter & Express Bus	768	Weekday	$703,616.88	$147,007.54	27,913	1,884	$19.94	14.8	20.89%
Commuter & Express Bus	850	Weekday	$1,076,837.66	$260,925.21	45,113	3,262	$18.09	13.8	24.23%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express Bus	852	Weekday	$2,416,809.36	$141,609.56	73,062	10,834	$31.14	6.7	5.86%
Commuter & Express Bus	645	Saturday	$254,557.31	$7,686.38	9,390	1,293	$26.29	7.3	3.02%
Commuter & Express Bus	852	Saturday	$217,291.69	$6,936.38	7,027	987	$29.94	7.1	3.19%
Commuter & Express Bus	645	Sunday	$209,441.56	$5,512.43	6,191	1,050	$32.94	5.9	2.63%
Commuter and Express Bus	747	Weekday	$992,189.59	$20,712.56	19,015	4,309	$51.09	4.4	2.09%
Commuter and Express Bus	774	Weekday	$933,220.21	$28,146.10	19,409	4,325	$46.63	4.5	3.02%
Commuter and Express Bus	776	Weekday	$481,158.34	$6,726.15	4,743	2,090	$100.03	2.3	1.40%
Commuter and Express Bus	790	Weekday	$461,533.06	$10,633.47	7,404	2,229	$60.90	3.3	2.30%
Commuter and Express Bus	795	Weekday	$102,740.74	$3,008.27	2,114	428	$47.18	4.9	2.93%
Commuter Rail	888	Weekday	$8,939,965.39	$147,588.18	50,433	888	$174.34	56.8	1.65%
Core Local	67	Weekday	$1,063,660.00	$72,983.23	72,073	11,819	$13.75	6.1	6.86%
Core Local	67	Saturday	$190,734.00	$7,944.05	9,094	1,984	$20.10	4.6	4.16%
Core Local	2	Weekday	$7,303,783.44	$644,248.73	682,015	32,212	$9.76	21.2	8.82%
Core Local	3	Weekday	$9,815,123.30	$635,225.70	606,129	45,257	$15.15	13.4	6.47%
Core Local	4	Weekday	$8,835,480.31	$720,879.64	524,837	40,754	$15.46	12.9	8.16%
Core Local	5	Weekday	$14,388,617.45	$1,452,855.45	1,415,372	67,680	$9.14	20.9	10.10%
Core Local	6	Weekday	$12,734,768.16	$1,003,668.57	773,043	57,106	$15.18	13.5	7.88%
Core Local	7	Weekday	$3,682,927.31	$172,504.50	143,500	18,293	$24.46	7.8	4.68%
Core Local	9	Weekday	$5,142,305.44	$349,029.51	270,132	21,787	$17.74	12.4	6.79%
Core Local	10	Weekday	$10,416,443.01	$801,931.57	873,054	47,168	$11.01	18.5	7.70%
Core Local	11	Weekday	$7,115,938.34	$657,744.67	524,101	32,600	$12.32	16.1	9.24%
Core Local	12	Weekday	$988,609.20	$81,721.74	45,790	4,480	$19.81	10.2	8.27%
Core Local	14	Weekday	$8,406,600.02	$715,131.62	595,171	38,514	$12.92	15.5	8.51%
Core Local	17	Weekday	$7,717,204.04	$671,045.51	604,025	34,267	$11.67	17.6	8.70%
Core Local	18	Weekday	$12,040,934.09	$1,139,757.93	1,241,134	54,852	$8.78	22.6	9.47%
Core Local	19	Weekday	$2,405,542.29	$128,977.98	115,938	9,784	$19.64	11.8	5.36%
Core Local	21	Weekday	$12,757,690.15	$1,187,732.98	1,257,199	58,903	$9.20	21.3	9.31%
Core Local	22	Weekday	$9,207,568.66	$709,177.70	582,248	43,391	$14.60	13.4	7.70%
Core Local	25	Weekday	$3,025,745.18	$140,196.18	88,981	13,516	$32.43	6.6	4.63%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Core Local	54	Weekday	$7,477,384.74	$674,680.09	638,428	34,177	$10.66	18.7	9.02%
Core Local	61	Weekday	$4,674,552.52	$378,544.58	256,880	21,855	$16.72	11.8	8.10%
Core Local	62	Weekday	$4,665,625.59	$321,540.91	314,443	20,398	$13.82	15.4	6.89%
Core Local	63	Weekday	$6,707,037.66	$580,850.49	502,887	31,545	$12.18	15.9	8.66%
Core Local	64	Weekday	$6,489,505.41	$484,537.41	496,342	29,081	$12.10	17.1	7.47%
Core Local	68	Weekday	$5,940,249.90	$382,901.27	398,520	27,762	$13.94	14.4	6.45%
Core Local	70	Weekday	$1,249,252.53	$91,352.12	56,326	5,275	$20.56	10.7	7.31%
Core Local	71	Weekday	$3,353,840.40	$149,915.20	146,847	13,975	$21.82	10.5	4.47%
Core Local	74	Weekday	$6,794,704.82	$554,806.31	463,983	31,858	$13.45	14.6	8.17%
Core Local	75	Weekday	$1,538,499.66	$78,437.13	77,221	6,963	$18.91	11.1	5.10%
Core Local	824	Weekday	$225,488.75	$27,116.18	8,559	785	$23.18	10.9	12.03%
Core Local	2	Saturday	$1,074,774.08	$70,676.04	87,931	4,776	$11.42	18.4	6.58%
Core Local	3	Saturday	$1,203,145.08	$46,623.29	60,230	5,542	$19.20	10.9	3.88%
Core Local	4	Saturday	$1,510,905.56	$82,005.17	78,894	6,955	$18.11	11.3	5.43%
Core Local	5	Saturday	$2,252,434.46	$174,679.15	211,934	10,660	$9.80	19.9	7.76%
Core Local	6	Saturday	$1,657,582.07	$94,403.70	101,790	7,552	$15.36	13.5	5.70%
Core Local	7	Saturday	$687,152.38	$20,881.43	24,103	3,269	$27.64	7.4	3.04%
Core Local	9	Saturday	$833,516.33	$36,531.78	40,759	3,589	$19.55	11.4	4.38%
Core Local	10	Saturday	$1,582,255.51	$92,988.42	131,112	7,039	$11.36	18.6	5.88%
Core Local	11	Saturday	$1,138,156.07	$55,821.58	68,854	5,213	$15.72	13.2	4.90%
Core Local	14	Saturday	$1,147,510.12	$68,484.92	79,317	5,365	$13.60	14.8	5.97%
Core Local	17	Saturday	$1,042,478.41	$73,396.26	83,140	4,743	$11.66	17.5	7.04%
Core Local	18	Saturday	$2,022,083.76	$139,772.93	197,435	9,270	$9.53	21.3	6.91%
Core Local	19	Saturday	$450,054.54	$15,526.94	18,107	1,790	$24.00	10.1	3.45%
Core Local	21	Saturday	$2,214,497.89	$138,119.50	200,340	10,221	$10.36	19.6	6.24%
Core Local	22	Saturday	$1,309,021.20	$70,629.17	81,678	6,188	$15.16	13.2	5.40%
Core Local	25	Saturday	$183,452.83	$4,636.30	4,404	858	$40.60	5.1	2.53%
Core Local	54	Saturday	$1,285,186.06	$96,467.15	107,957	5,949	$11.01	18.1	7.51%
Core Local	61	Saturday	$337,054.87	$16,890.32	17,708	1,548	$18.08	11.4	5.01%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Core Local	62	Saturday	$639,891.23	$35,229.15	44,767	2,834	$13.51	15.8	5.51%
Core Local	63	Saturday	$1,137,467.12	$63,803.88	74,591	5,356	$14.39	13.9	5.61%
Core Local	64	Saturday	$1,105,004.53	$50,666.41	75,911	5,041	$13.89	15.1	4.59%
Core Local	68	Saturday	$989,098.50	$46,696.59	63,393	4,721	$14.87	13.4	4.72%
Core Local	70	Saturday	$90,110.40	$3,005.26	3,898	403	$22.34	9.7	3.34%
Core Local	71	Saturday	$488,599.87	$11,384.18	17,766	1,973	$26.86	9.0	2.33%
Core Local	74	Saturday	$1,076,075.07	$52,814.50	63,722	5,172	$16.06	12.3	4.91%
Core Local	2	Sunday	$973,920.27	$63,494.26	75,339	4,293	$12.08	17.6	6.52%
Core Local	3	Sunday	$843,829.35	$37,054.43	44,578	3,884	$18.10	11.5	4.39%
Core Local	4	Sunday	$1,144,867.22	$62,104.89	59,703	5,347	$18.14	11.2	5.42%
Core Local	5	Sunday	$1,989,069.68	$148,137.23	178,734	9,285	$10.30	19.2	7.45%
Core Local	6	Sunday	$1,666,068.79	$84,678.21	90,212	7,473	$17.53	12.1	5.08%
Core Local	7	Sunday	$700,378.31	$18,671.31	20,115	3,363	$33.89	6.0	2.67%
Core Local	9	Sunday	$792,100.63	$32,506.89	35,109	3,624	$21.64	9.7	4.10%
Core Local	10	Sunday	$1,171,409.08	$73,960.17	102,611	4,928	$10.70	20.8	6.31%
Core Local	11	Sunday	$790,861.83	$42,809.97	48,949	3,532	$15.28	13.9	5.41%
Core Local	14	Sunday	$1,123,751.89	$58,750.37	64,492	5,045	$16.51	12.8	5.23%
Core Local	17	Sunday	$866,301.31	$59,197.69	65,334	3,986	$12.35	16.4	6.83%
Core Local	18	Sunday	$1,743,547.31	$128,089.43	175,557	7,809	$9.20	22.5	7.35%
Core Local	19	Sunday	$471,768.81	$13,081.62	16,423	1,877	$27.93	8.7	2.77%
Core Local	21	Sunday	$1,752,161.67	$110,301.76	163,912	8,004	$10.02	20.5	6.30%
Core Local	22	Sunday	$1,076,299.27	$54,206.73	64,722	5,195	$15.79	12.5	5.04%
Core Local	54	Sunday	$862,818.91	$67,236.27	73,683	3,840	$10.80	19.2	7.79%
Core Local	62	Sunday	$469,777.23	$25,826.21	33,651	2,024	$13.19	16.6	5.50%
Core Local	63	Sunday	$1,106,865.19	$51,706.87	60,150	4,976	$17.54	12.1	4.67%
Core Local	64	Sunday	$868,778.92	$52,869.32	73,172	3,974	$11.15	18.4	6.09%
Core Local	68	Sunday	$855,659.66	$39,609.21	54,285	3,866	$15.03	14.0	4.63%
Core Local	70	Sunday	$97,661.06	$2,979.38	3,774	430	$25.09	8.8	3.05%
Core Local	71	Sunday	$151,407.54	$5,913.53	6,683	669	$21.77	10.0	3.91%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Core Local	74	Sunday	$899,035.55	$43,217.57	52,280	3,969	$16.37	13.2	4.81%
General DAR	TransitLink	All Days	$7,562,863.00	$488,768.00	115,684	82,836	$61.15	1.4	6.46%
General DAR	MY RIDE	All Days	$957,957.80	$38,747.00	24,303	10,654	$37.82	2.3	4.04%
General DAR	SW Prime	Weekday	$1,065,874.00	$180,341.00	59,230	25,154	$14.95	2.4	16.92%
General DAR	SW Prime	Saturday	$58,418.00	$7,860.00	3,437	1,451	$14.71	2.4	13.45%
General DAR	DAR	Weekday	$1,151,172.30	$72,926.42	32,798	11,561	$32.88	2.8	6.33%
Light Rail	Blue Line	Weekday	$29,224,074.36	$2,101,322.38	3,157,577	33,872	$8.59	93.2	7.19%
Light Rail	Green Line	Weekday	$31,234,209.32	$2,805,054.58	4,541,649	38,480	$6.26	118.0	8.98%
Light Rail	Blue Line	Saturday	$5,626,958.22	$452,217.63	679,530	6,529	$7.62	104.1	8.04%
Light Rail	Green Line	Saturday	$6,030,198.88	$517,917.35	838,557	7,407	$6.57	113.2	8.59%
Light Rail	Blue Line	Sunday	$6,278,159.73	$473,079.15	710,878	7,268	$8.17	97.8	7.54%
Light Rail	Green Line	Sunday	$6,714,879.87	$460,358.18	745,363	8,242	$8.39	90.4	6.86%
Suburban Local	420	Weekday	$ 515,925	$ 4,267	4637	3166.288	$110.34	1.5	0.83%
Suburban Local	219	Weekday	$1,197,351.00	$66,261.66	58,386	12,381	$19.37	4.7	5.53%
Suburban Local	223	Weekday	$78,304.00	$3,611.46	3,412	776	$21.89	4.4	4.61%
Suburban Local	225	Weekday	$188,108.00	$7,474.32	8,105	1,906	$22.29	4.3	3.97%
Suburban Local	227	Weekday	$213,341.00	$7,009.98	6,523	1,778	$31.63	3.7	3.29%
Suburban Local	323	Weekday	$386,342.00	$20,554.79	24,884	3,539	$14.70	7.0	5.32%
Suburban Local	534	Weekday	$24,216.00	$1,421.55	919	251	$24.80	3.7	5.87%
Suburban Local	537	Weekday	$72,136.00	$2,900.35	2,074	726	$33.38	2.9	4.02%
Suburban Local	538	Weekday	$691,433.00	$70,252.72	59,791	7,627	$10.39	7.8	10.16%
Suburban Local	539	Weekday	$903,450.00	$105,659.05	87,086	10,375	$9.16	8.4	11.70%
Suburban Local	540	Weekday	$891,821.56	$94,687.02	82,676	9,064	$9.64	9.1	10.62%
Suburban Local	542	Weekday	$33,646.44	$1,428.28	961	346	$33.53	2.8	4.24%
Suburban Local	546	Weekday	$45,652.00	$3,065.76	1,828	425	$23.30	4.3	6.72%
Suburban Local	547	Weekday	$14,245.00	$184.03	169	139	$83.20	1.2	1.29%
Suburban Local	604	Weekday	$169,174.00	$5,500.13	4,884	1,610	$33.51	3.0	3.25%
Suburban Local	615	Weekday	$417,813.00	$23,374.34	18,552	5,453	$21.26	3.4	5.59%
Suburban Local	705	Weekday	$594,987.51	$25,379.75	24,079	5,685	$23.66	4.2	4.27%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburban Local	716	Weekday	$264,744.00	$17,939.13	15,633	3,112	$15.79	5.0	6.78%
Suburban Local	717	Weekday	$274,726.00	$24,279.99	27,664	3,480	$9.05	7.9	8.84%
Suburban Local	801	Weekday	$392,273.00	$35,858.76	35,490	4,315	$10.04	8.2	9.14%
Suburban Local	804	Weekday	$95,944.00	$5,466.64	4,706	968	$19.23	4.9	5.70%
Suburban Local	805	Weekday	$497,653.00	$39,299.69	33,432	6,038	$13.71	5.5	7.90%
Suburban Local	831	Weekday	$195,128.00	$5,067.31	4,824	2,222	$39.40	2.2	2.60%
Suburban Local	219	Saturday	$119,491.00	$8,698.65	7,817	1,261	$14.17	6.2	7.28%
Suburban Local	225	Saturday	$36,059.00	$1,288.63	1,369	329	$25.40	4.2	3.57%
Suburban Local	227	Saturday	$36,059.00	$1,194.87	1,158	329	$30.11	3.5	3.31%
Suburban Local	323	Saturday	$35,981.00	$3,114.20	3,404	328	$9.66	10.4	8.66%
Suburban Local	534	Saturday	$4,609.00	$75.53	72	49	$62.96	1.5	1.64%
Suburban Local	538	Saturday	$100,668.00	$9,645.17	9,096	1,158	$10.01	7.9	9.58%
Suburban Local	539	Saturday	$117,787.00	$12,336.49	10,536	1,339	$10.01	7.9	10.47%
Suburban Local	540	Saturday	$67,525.31	$7,489.57	6,609	665	$9.08	9.9	11.09%
Suburban Local	546	Saturday	$4,682.00	$237.83	158	55	$28.13	2.9	5.08%
Suburban Local	615	Saturday	$82,259.00	$3,574.37	3,378	1,071	$23.29	3.2	4.35%
Suburban Local	716	Saturday	$47,185.00	$2,321.41	2,442	570	$18.37	4.3	4.92%
Suburban Local	804	Saturday	$16,063.00	$573.40	505	161	$30.67	3.1	3.57%
Suburban Local	805	Saturday	$79,088.00	$5,092.38	4,719	980	$15.68	4.8	6.44%
Suburban Local	323	Sunday	$78,165.00	$2,076.12	2,622	685	$29.02	3.8	2.66%
Suburban Local	534	Sunday	$4,682.00	$106.57	68	49	$67.29	1.4	2.28%
Suburban Local	538	Sunday	$86,768.00	$6,147.02	6,479	999	$12.44	6.5	7.08%
Suburban Local	539	Sunday	$94,596.00	$7,117.46	6,848	1,061	$12.77	6.5	7.52%
Suburban Local	540	Sunday	$62,396.94	$4,857.87	4,717	603	$12.20	7.8	7.79%
Suburban Local	546	Sunday	$4,609.00	$211.62	139	55	$31.64	2.5	4.59%
Suburban Local	804	Sunday	$16,423.00	$347.62	377	162	$42.64	2.3	2.12%
Suburban Local	425	Weekday	$ 89,091	$ 493	409	631.3	$216.62	0.6	0.55%
Suburban Local	436	Weekday	$ 367,820	$ 11,132	6583	1473.2	$54.18	4.5	3.03%
Suburban Local	440	Weekday	$ 805,921	$ 20,158	15080	4976.952	$52.11	3.0	2.50%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburban Local	442	Weekday	$ 1,588,412	$ 27,548	25672	9937.367	$60.80	2.6	1.73%
Suburban Local	444	Weekday	$ 2,133,922	$ 121,602	98226	14062.902	$20.49	7.0	5.70%
Suburban Local	445 / 438	Weekday	$ 1,044,081	$ 31,847	27441	6836.974	$36.89	4.0	3.05%
Suburban Local	446	Weekday	$ 1,089,122	$ 41,572	29277	7187.226	$35.78	4.1	3.82%
Suburban Local	447	Weekday	$ 1,605,272	$ 6,362	10309	10304.592	$155.10	1.0	0.40%
Suburban Local	489	Weekday	$ 63,227	$ 1,463	914	359.856	$67.58	2.5	2.31%
Suburban Local	497	Weekday	$ 373,677	$ 11,215	9442	3266.254	$38.39	2.9	3.00%
Suburban Local	499	Weekday	$ 356,603	$ 6,398	8688	3082.544	$40.31	2.8	1.79%
Suburban Local	420	Saturday	$ 85,809	$ 462	548	530.424	$155.74	1.0	0.54%
Suburban Local	440	Saturday	$ 128,546	$ 1,946	1748	781.305	$72.43	2.2	1.51%
Suburban Local	442	Saturday	$ 238,453	$ 4,117	4151	1486.77	$56.45	2.8	1.73%
Suburban Local	444	Saturday	$ 212,253	$ 14,566	12716	1269.138	$15.55	10.0	6.86%
Suburban Local	445	Saturday	$ 122,124	$ 4,331	4176	809.286	$28.21	5.2	3.55%
Suburban Local	447	Saturday	$ 352,248	$ 1,296	2176	2131.12	$161.28	1.0	0.37%
Suburban Local	497	Saturday	$ 57,507	$ 604	836	329.408	$68.07	2.5	1.05%
Suburban Local	499	Saturday	$ 59,815	$ 365	622	321.604	$95.58	1.9	0.61%
Suburban Local	420	Sunday	$ 93,886	$ 431	462	580.464	$202.28	0.8	0.46%
Suburban Local	440	Sunday	$ 140,721	$ 1,588	1564	855.336	$88.96	1.8	1.13%
Suburban Local	442	Sunday	$ 260,385	$ 3,640	3995	1624.596	$64.27	2.5	1.40%
Suburban Local	444	Sunday	$ 232,286	$ 11,889	10901	1388.868	$20.22	7.8	5.12%
Suburban Local	445	Sunday	$ 133,635	$ 3,653	3709	885.396	$35.05	4.2	2.73%
Suburban Local	447	Sunday	$ 381,335	$ 1,135	1878	2306.624	$202.45	0.8	0.30%
Suburban Local	497	Sunday	$ 62,954	$ 1,064	706	360.592	$87.66	2.0	1.69%
Suburban Local	499	Sunday	$ 65,468	$ 482	548	351.944	$118.59	1.6	0.74%
Suburban Local	501	Weekday	$2,798.36	$36.83	24	7	$113.03	3.7	1.32%
Suburban Local	515	Weekday	$3,041,033.05	$196,795.66	210,214	12,157	$13.53	17.3	6.47%
Suburban Local	612	Weekday	$2,500,756.83	$128,022.94	131,213	10,392	$18.08	12.6	5.12%
Suburban Local	721	Weekday	$1,512,399.65	$89,644.18	87,888	6,634	$16.19	13.2	5.93%
Suburban Local	722	Weekday	$1,421,565.93	$73,710.76	95,169	6,063	$14.16	15.7	5.19%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburban Local	723	Weekday	$1,174,840.75	$45,169.84	50,151	5,339	$22.53	9.4	3.84%
Suburban Local	724	Weekday	$2,048,797.45	$160,332.91	180,529	8,022	$10.46	22.5	7.83%
Suburban Local	515	Saturday	$510,880.37	$28,190.52	36,549	1,933	$13.21	18.9	5.52%
Suburban Local	612	Saturday	$465,420.96	$18,318.11	20,086	1,950	$22.26	10.3	3.94%
Suburban Local	721	Saturday	$186,756.86	$8,093.65	10,392	842	$17.19	12.3	4.33%
Suburban Local	722	Saturday	$281,716.11	$11,081.39	15,927	1,155	$16.99	13.8	3.93%
Suburban Local	723	Saturday	$102,490.28	$4,621.80	5,347	439	$18.30	12.2	4.51%
Suburban Local	724	Saturday	$302,149.04	$20,108.56	27,877	1,146	$10.12	24.3	6.66%
Suburban Local	515	Sunday	$462,969.53	$21,587.00	27,588	1,762	$16.00	15.7	4.66%
Suburban Local	612	Sunday	$330,086.80	$10,811.51	13,199	1,327	$24.19	10.0	3.28%
Suburban Local	721	Sunday	$217,902.09	$6,669.38	9,423	941	$22.42	10.0	3.06%
Suburban Local	722	Sunday	$283,661.87	$8,382.74	12,276	1,206	$22.42	10.2	2.96%
Suburban Local	723	Sunday	$101,910.97	$3,302.19	3,857	443	$25.57	8.7	3.24%
Suburban Local	724	Sunday	$315,528.79	$15,894.33	24,198	1,187	$12.38	20.4	5.04%
Supporting Local	16	Weekday	$741,688.00	$34,257.25	42,450	7,390	$16.67	5.7	4.62%
Supporting Local	27	Weekday	$254,494.00	$4,003.37	5,381	2,808	$46.55	1.9	1.57%
Supporting Local	30	Weekday	$870,297.25	$55,379.75	57,878	8,962	$14.08	6.5	6.36%
Supporting Local	33	Weekday	$27,353.00	$1,762.66	2,426	259	$10.55	9.4	6.44%
Supporting Local	80	Weekday	$344,622.00	$47,797.95	46,530	3,539	$6.38	13.1	13.87%
Supporting Local	83	Weekday	$637,234.00	$33,797.53	39,669	7,330	$15.21	5.4	5.30%
Supporting Local	84	Weekday	$678,735.00	$43,308.39	43,762	7,379	$14.52	5.9	6.38%
Supporting Local	87	Weekday	$1,142,170.00	$104,495.27	93,428	12,084	$11.11	7.7	9.15%
Supporting Local	16	Saturday	$151,118.00	$4,804.74	7,009	1,376	$20.88	5.1	3.18%
Supporting Local	30	Saturday	$153,622.53	$6,796.10	7,945	1,617	$18.48	4.9	4.42%
Supporting Local	33	Saturday	$4,459.00	$113.21	140	37	$31.04	3.8	2.54%
Supporting Local	80	Saturday	$70,590.00	$7,512.99	8,169	719	$7.72	11.4	10.64%
Supporting Local	83	Saturday	$114,203.00	$4,886.28	5,544	1,248	$19.72	4.4	4.28%
Supporting Local	84	Saturday	$139,161.00	$5,876.32	6,622	1,424	$20.13	4.7	4.22%
Supporting Local	87	Saturday	$181,216.00	$11,751.28	12,434	1,925	$13.63	6.5	6.48%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Supporting Local	16	Sunday	$155,656.00	$3,946.36	6,057	1,363	$25.05	4.4	2.54%
Supporting Local	30	Sunday	$165,200.67	$6,157.66	7,630	1,739	$20.84	4.4	3.73%
Supporting Local	67	Sunday	$161,058.00	$5,297.66	6,786	1,676	$22.95	4.0	3.29%
Supporting Local	80	Sunday	$41,060.00	$5,269.24	5,607	419	$6.38	13.4	12.83%
Supporting Local	83	Sunday	$122,788.00	$4,126.67	5,159	1,331	$23.00	3.9	3.36%
Supporting Local	84	Sunday	$112,582.00	$3,551.22	4,879	1,114	$22.35	4.4	3.15%
Supporting Local	87	Sunday	$191,971.00	$8,373.85	9,557	2,054	$19.21	4.7	4.36%
Supporting Local	23	Weekday	$2,911,207.24	$186,054.89	146,020	13,260	$18.66	11.0	6.39%
Supporting Local	32	Weekday	$2,327,648.11	$227,299.07	188,823	9,428	$11.12	20.0	9.77%
Supporting Local	46	Weekday	$2,766,926.51	$151,554.62	106,061	12,589	$24.66	8.4	5.48%
Supporting Local	65	Weekday	$2,493,793.67	$119,484.43	102,506	10,240	$23.16	10.0	4.79%
Supporting Local	23	Saturday	$567,313.93	$23,584.65	22,998	2,554	$23.64	9.0	4.16%
Supporting Local	32	Saturday	$359,392.64	$19,492.67	24,777	1,637	$13.72	15.1	5.42%
Supporting Local	46	Saturday	$417,519.94	$13,579.70	13,033	1,979	$30.99	6.6	3.25%
Supporting Local	65	Saturday	$494,440.42	$15,686.22	15,987	2,037	$29.95	7.8	3.17%
Supporting Local	23	Sunday	$499,953.68	$21,140.06	20,768	2,176	$23.05	9.5	4.23%
Supporting Local	32	Sunday	$379,797.75	$16,035.32	21,680	1,623	$16.78	13.4	4.22%
Supporting Local	46	Sunday	$372,517.11	$10,152.54	9,422	1,618	$38.46	5.8	2.73%
Supporting Local	65	Sunday	$566,590.61	$12,964.65	15,353	2,163	$36.06	7.1	2.29%
Vanpool	Metro Vanpool	All Days	$632,074.00	$338,501.00	56,594	16,434	$5.19	3.4	53.55%

2022 Route Performance Detail

Performance Review Legend	
Subsidy per Passenger and Farebox Recovery	*Passengers per In-Service Hour*
Meets Standards	Meets Standards
Level 1 Review	Does not Meet Standards
Level 2 Review	
Level 3 Review	

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express Bus	94	Weekday	$2,638,205	$348,382	176,681	10,254	$12.96	17.2	13.2%
Commuter & Express Bus	113	Weekday	$516,766	$113,142	30,015	1,501	$13.45	20.0	21.9%
Commuter & Express Bus	114	Weekday	$603,146	$150,766	39,539	1,567	$11.44	25.2	25.0%
Commuter & Express Bus	115	Weekday	$30,348	$3,538	1,464	103	$18.31	14.2	11.7%
Commuter & Express Bus	250	Weekday	$909,629	$554,149	73,861	2,560	$4.81	28.9	60.9%
Commuter & Express Bus	252	Weekday	$213,369	$70,575	13,936	503	$10.25	27.7	33.1%
Commuter & Express Bus	264	Weekday	$338,598	$84,660	14,622	1,099	$17.37	13.3	25.0%
Commuter & Express Bus	270	Weekday	$766,515	$285,995	40,311	2,205	$11.92	18.3	37.3%
Commuter & Express Bus	275	Weekday	$390,999	$126,161	17,987	996	$14.72	18.1	32.3%
Commuter & Express Bus	294	Weekday	$174,256	$38,362	7,350	614	$18.49	12.0	22.0%
Commuter & Express Bus	353	Weekday	$712,350	$364,292	61,235	1,873	$5.68	32.7	51.1%
Commuter & Express Bus	363	Weekday	$668,022	$176,605	26,541	1,711	$18.52	15.5	26.4%
Commuter & Express Bus	460	Weekday	$1,520,371	$203,776	81,035	4,882	$16.25	16.6	13.4%
Commuter & Express Bus	465	Weekday	$1,999,401	$233,645	102,176	9,255	$17.28	11.0	11.7%
Commuter & Express Bus	467	Weekday	$222,250	$3,968	1,473	755	$148.19	2.0	1.8%
Commuter & Express Bus	470	Weekday	$677,688	$58,793	21,336	2,252	$29.01	9.5	8.7%
Commuter & Express Bus	472	Weekday	$449,506	$36,924	11,453	1,458	$36.02	7.9	8.2%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express Bus	475	Weekday	$958,959	$92,208	39,933	3,812	$21.71	10.5	9.6%
Commuter & Express Bus	476	Weekday	$153,342	$1,066	339	155	$449.19	2.2	0.7%
Commuter & Express Bus	477	Weekday	$1,338,993	$225,335	86,820	5,595	$12.83	15.5	16.8%
Commuter & Express Bus	478	Weekday	$154,546	$847	268	170	$573.50	1.6	0.5%
Commuter & Express Bus	479	Weekday	$227,249	$2,135	860	454	$261.76	1.9	0.9%
Commuter & Express Bus	480	Weekday	$735,641	$53,995	20,627	3,008	$33.05	6.9	7.3%
Commuter & Express Bus	484	Weekday	$289,154	$9,384	3,790	637	$73.82	5.9	3.2%
Commuter & Express Bus	490	Weekday	$862,301	$51,359	17,913	3,409	$45.27	5.3	6.0%
Commuter & Express Bus	493	Weekday	$425,805	$23,882	10,753	1,167	$37.38	9.2	5.6%
Commuter & Express Bus	495	Weekday	$1,364,178	$142,280	57,897	7,282	$21.10	8.0	10.4%
Commuter & Express Bus	495	Saturday	$404,416	$19,118	10,944	1,544	$35.21	7.1	4.7%
Commuter & Express Bus	495	Sunday	$409,676	$17,731	9,798	1,573	$40.00	6.2	4.3%
Commuter & Express Bus	498	Weekday	$181,094	$235	139	384	$1,301.15	0.4	0.1%
Commuter & Express Bus	578	Weekday	$201,128	$65,081	9,492	546	$14.33	17.4	32.4%
Commuter & Express Bus	600	Weekday	$589,475	$61,033	6,503	1,437	$81.26	4.5	10.4%
Commuter & Express Bus	667	Weekday	$326,529	$86,715	13,843	926	$17.32	14.9	26.6%
Commuter & Express Bus	673	Weekday	$331,678	$131,376	20,179	1,064	$9.93	19.0	39.6%
Commuter & Express Bus	690	Weekday	$467,480	$27,666	9,521	1,062	$46.19	9.0	5.9%
Commuter & Express Bus	695	Weekday	$1,266,368	$93,459	31,639	2,394	$37.07	13.2	7.4%
Commuter & Express Bus	698	Weekday	$5,650,545	$342,354	115,419	11,342	$45.99	10.2	6.1%
Commuter & Express Bus	699	Weekday	$345,648	$22,644	7,655	683	$42.20	11.2	6.6%
Commuter & Express Bus	747	Weekday	$873,293	$48,274	22,336	4,525	$36.94	4.9	5.5%
Commuter & Express Bus	755	Weekday	$1,101,174	$100,791	39,860	3,906	$25.10	10.2	9.2%
Commuter & Express Bus	760	Weekday	$399,848	$86,641	17,850	1,249	$17.55	14.3	21.7%
Commuter & Express Bus	761	Weekday	$181,346	$40,954	9,535	590	$14.72	16.2	22.6%
Commuter & Express Bus	763	Weekday	$139,896	$37,019	6,874	483	$14.97	14.2	26.5%
Commuter & Express Bus	764	Weekday	$109,387	$40,288	6,392	375	$10.81	17.0	36.8%
Commuter & Express Bus	766	Weekday	$695,128	$132,368	26,842	2,077	$20.97	12.9	19.0%
Commuter & Express Bus	768	Weekday	$696,626	$327,233	47,873	1,686	$7.72	28.4	47.0%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express Bus	774	Weekday	$707,636	$72,247	33,354	3,896	$19.05	8.6	10.2%
Commuter & Express Bus	776	Weekday	$514,263	$27,120	12,516	2,614	$38.92	4.8	5.3%
Commuter & Express Bus	777	Weekday	$582,169	$27,540	12,807	2,907	$43.31	4.4	4.7%
Commuter & Express Bus	781	Weekday	$1,519,044	$310,134	109,291	5,177	$11.06	21.1	20.4%
Commuter & Express Bus	784	Weekday	$67,897	$13,862	4,885	551	$11.06	8.9	20.4%
Commuter & Express Bus	785	Weekday	$185,719	$37,917	13,362	994	$11.06	13.4	20.4%
Commuter & Express Bus	789	Weekday	$241,107	$49,225	17,347	595	$11.06	29.2	20.4%
Commuter & Express Bus	790	Weekday	$419,551	$32,211	14,899	2,294	$26.00	6.5	7.7%
Commuter & Express Bus	795	Weekday	$92,172	$7,953	3,800	461	$22.16	8.2	8.6%
Commuter & Express Bus	824	Weekday	$220,958	$46,759	11,228	705	$15.51	15.9	21.2%
Commuter & Express Bus	850	Weekday	$1,155,532	$554,584	80,458	3,234	$7.47	24.9	48.0%
Commuter & Express Bus	852	Weekday	$2,481,615	$202,982	84,913	10,012	$26.83	8.5	8.2%
Commuter & Express Bus	852	Weekday	$59,228	$5,872	4,008	591	$13.31	6.8	9.9%
Commuter & Express Bus	852	Saturday	$222,066	$6,852	6,692	915	$32.16	7.3	3.1%
Commuter & Express Bus	852	Saturday	$5,332	$318	204	57	$24.58	3.6	6.0%
Core Local	2	Weekday	$6,760,486	$1,294,912	774,642	26,391	$7.06	29.4	19.2%
Core Local	2	Saturday	$1,003,766	$112,542	89,301	3,844	$9.98	23.2	11.2%
Core Local	2	Sunday	$955,241	$90,980	80,158	3,576	$10.78	22.4	9.5%
Core Local	3	Weekday	$10,248,135	$2,203,074	929,157	43,237	$8.66	21.5	21.5%
Core Local	3	Saturday	$1,527,811	$150,519	86,519	6,387	$15.92	13.5	9.9%
Core Local	3	Sunday	$949,323	$91,002	60,320	3,931	$14.23	15.3	9.6%
Core Local	4	Weekday	$9,171,151	$1,189,698	663,906	38,410	$12.02	17.3	13.0%
Core Local	4	Saturday	$1,624,222	$107,733	91,186	6,866	$16.63	13.3	6.6%
Core Local	4	Sunday	$1,191,036	$82,362	69,124	4,993	$16.04	13.8	6.9%
Core Local	6	Weekday	$10,894,907	$1,574,323	877,142	44,013	$10.63	19.9	14.5%
Core Local	6	Saturday	$1,883,552	$147,512	122,704	7,599	$14.15	16.1	7.8%
Core Local	6	Sunday	$1,837,037	$129,785	109,940	7,372	$15.53	14.9	7.1%
Core Local	7	Weekday	$4,112,325	$272,717	189,380	18,163	$20.27	10.4	6.6%
Core Local	7	Weekday	$119,682	$9,198	9,267	1,017	$11.92	9.1	7.7%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Core Local	7	Saturday	$737,508	$27,821	28,101	3,097	$25.26	9.1	3.8%
Core Local	7	Saturday	$29,615	$780	937	210	$30.77	4.5	2.6%
Core Local	7	Sunday	$774,002	$24,633	28,178	3,235	$26.59	8.7	3.2%
Core Local	7	Sunday	$18,330	$292	384	132	$46.97	2.9	1.6%
Core Local	9	Weekday	$5,202,422	$482,366	312,474	19,996	$15.11	15.6	9.3%
Core Local	9	Saturday	$911,880	$45,078	44,679	3,503	$19.40	12.8	4.9%
Core Local	9	Sunday	$833,339	$36,259	37,270	3,494	$21.39	10.7	4.4%
Core Local	10	Weekday	$9,365,522	$970,120	918,029	38,752	$9.15	23.7	10.4%
Core Local	10	Saturday	$1,571,016	$91,620	137,844	6,285	$10.73	21.9	5.8%
Core Local	10	Sunday	$1,277,555	$74,631	110,084	4,858	$10.93	22.7	5.8%
Core Local	11	Weekday	$7,999,448	$938,264	638,723	32,285	$11.06	19.8	11.7%
Core Local	11	Saturday	$1,306,519	$79,063	86,320	5,259	$14.22	16.4	6.1%
Core Local	11	Sunday	$875,650	$56,146	58,347	3,521	$14.05	16.6	6.4%
Core Local	14	Weekday	$8,214,133	$905,672	653,547	34,270	$11.18	19.1	11.0%
Core Local	14	Saturday	$1,138,617	$70,626	87,791	4,610	$12.17	19.0	6.2%
Core Local	14	Sunday	$1,253,481	$59,068	73,148	5,053	$16.33	14.5	4.7%
Core Local	17	Weekday	$8,096,667	$935,406	746,147	32,522	$9.60	22.9	11.6%
Core Local	17	Saturday	$1,182,371	$89,995	103,711	4,828	$10.53	21.5	7.6%
Core Local	17	Sunday	$961,774	$71,891	79,401	3,987	$11.21	19.9	7.5%
Core Local	18	Weekday	$10,563,613	$1,423,707	1,246,767	43,336	$7.33	28.8	13.5%
Core Local	18	Saturday	$1,788,818	$151,636	183,501	7,303	$8.92	25.1	8.5%
Core Local	18	Sunday	$1,778,440	$135,012	173,165	7,293	$9.49	23.7	7.6%
Core Local	21	Weekday	$13,351,487	$1,857,630	1,576,760	55,728	$7.29	28.3	13.9%
Core Local	21	Saturday	$2,238,876	$163,761	240,090	9,510	$8.64	25.2	7.3%
Core Local	21	Sunday	$1,936,490	$133,045	208,165	8,000	$8.66	26.0	6.9%
Core Local	22	Weekday	$9,082,398	$966,549	648,578	39,059	$12.51	16.6	10.6%
Core Local	22	Saturday	$1,078,609	$61,534	75,560	4,714	$13.46	16.0	5.7%
Core Local	22	Sunday	$1,183,773	$54,279	72,189	5,149	$15.65	14.0	4.6%
Core Local	25	Weekday	$2,977,670	$226,611	109,273	11,834	$25.18	9.2	7.6%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Core Local	25	Saturday	$194,071	$5,396	5,391	811	$35.00	6.6	2.8%
Core Local	54	Weekday	$8,195,223	$962,150	765,008	33,912	$9.45	22.6	11.7%
Core Local	54	Saturday	$1,452,856	$132,223	125,487	6,051	$10.52	20.7	9.1%
Core Local	54	Sunday	$954,576	$97,439	88,785	3,836	$9.65	23.1	10.2%
Core Local	61	Weekday	$5,151,139	$705,062	348,692	21,518	$12.75	16.2	13.7%
Core Local	61	Saturday	$385,073	$23,201	21,803	1,567	$16.60	13.9	6.0%
Core Local	62	Weekday	$5,131,440	$529,340	366,797	20,184	$12.55	18.2	10.3%
Core Local	62	Saturday	$770,232	$40,178	45,019	3,088	$16.22	14.6	5.2%
Core Local	62	Sunday	$517,939	$28,374	34,204	1,996	$14.31	17.1	5.5%
Core Local	63	Weekday	$7,603,473	$1,135,097	687,124	32,261	$9.41	21.3	14.9%
Core Local	63	Saturday	$1,290,382	$97,229	93,954	5,548	$12.70	16.9	7.5%
Core Local	63	Sunday	$1,163,806	$72,384	70,243	4,630	$15.54	15.2	6.2%
Core Local	64	Weekday	$7,034,997	$736,433	587,186	28,600	$10.73	20.5	10.5%
Core Local	64	Saturday	$1,253,447	$59,782	82,314	5,097	$14.50	16.2	4.8%
Core Local	64	Sunday	$959,224	$62,505	83,468	3,951	$10.74	21.1	6.5%
Core Local	67	Weekday	$1,206,817	$77,493	73,344	11,606	$15.40	6.3	6.4%
Core Local	67	Saturday	$214,009	$7,693	8,163	1,906	$25.27	4.3	3.6%
Core Local	67	Sunday	$182,708	$5,338	6,696	1,628	$26.49	4.1	2.9%
Core Local	68	Weekday	$6,351,820	$508,657	435,697	26,953	$13.41	16.2	8.0%
Core Local	68	Saturday	$1,092,511	$48,631	67,880	4,715	$15.38	14.4	4.5%
Core Local	68	Sunday	$930,213	$41,666	59,031	3,865	$15.05	15.3	4.5%
Core Local	70	Weekday	$787,703	$76,180	42,667	3,232	$16.68	13.2	9.7%
Core Local	70	Weekday	$28,346	$1,047	1,574	259	$17.34	6.1	3.7%
Core Local	70	Saturday	$95,485	$3,328	3,874	370	$23.79	10.5	3.5%
Core Local	70	Saturday	$5,226	$110	87	47	$58.80	1.8	2.1%
Core Local	70	Sunday	$100,291	$2,911	3,576	398	$27.23	9.0	2.9%
Core Local	70	Sunday	$3,340	$17	35	30	$94.93	1.2	0.5%
Core Local	71	Weekday	$3,697,280	$229,590	163,952	13,920	$21.15	11.8	6.2%
Core Local	71	Saturday	$542,822	$11,312	16,513	2,012	$32.19	8.2	2.1%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Core Local	71	Sunday	$171,711	$6,744	7,882	669	$20.93	11.8	3.9%
Core Local	74	Weekday	$7,003,645	$891,677	544,498	29,419	$11.22	18.5	12.7%
Core Local	74	Saturday	$888,744	$55,565	60,197	3,618	$13.84	16.6	6.3%
Core Local	74	Sunday	$994,941	$55,258	59,547	3,965	$15.78	15.0	5.6%
Core Local	75	Weekday	$1,327,651	$89,494	77,866	5,421	$15.90	14.4	6.7%
Core Local	75	Weekday	$43,777	$4,204	5,600	409	$7.07	13.7	9.6%
Supporting Local	5	Weekday	$14,053,689	$1,754,152	1,556,339	60,237	$7.90	25.84	12.5%
Supporting Local	5	Saturday	$2,362,207	$174,336	222,656	9,952	$9.83	22.37	7.4%
Supporting Local	5	Sunday	$2,112,802	$149,672	192,257	8,753	$10.21	21.97	7.1%
Supporting Local	23	Weekday	$3,013,765	$201,883	151,170	12,554	$18.60	12.04	6.7%
Supporting Local	23	Saturday	$524,358	$25,615	23,080	2,139	$21.61	10.79	4.9%
Supporting Local	23	Sunday	$536,536	$22,560	20,544	2,108	$25.02	9.75	4.2%
Supporting Local	27	Weekday	$220,574	$5,066	6,094	2,313	$35.36	2.63	2.3%
Supporting Local	30	Weekday	$1,162,681	$54,502	61,371	9,552	$18.06	6.43	4.7%
Supporting Local	30	Saturday	$190,712	$6,120	6,411	1,603	$28.79	4.00	3.2%
Supporting Local	30	Sunday	$203,323	$5,197	6,145	1,709	$32.24	3.60	2.6%
Supporting Local	32	Weekday	$2,574,749	$297,729	216,180	9,401	$10.53	23.00	11.6%
Supporting Local	32	Saturday	$417,882	$20,591	28,190	1,669	$14.09	16.89	4.9%
Supporting Local	32	Sunday	$423,048	$18,083	22,698	1,623	$17.84	13.99	4.3%
Supporting Local	33	Weekday	$89,474	$12,111	11,212	788	$6.90	14.24	13.5%
Supporting Local	33	Saturday	$17,444	$594	433	123	$38.92	3.52	3.4%
Supporting Local	46	Weekday	$3,034,406	$223,813	122,496	12,042	$22.94	10.17	7.4%
Supporting Local	65	Weekday	$2,558,779	$183,659	125,527	9,316	$18.92	13.47	7.2%
Supporting Local	65	Weekday	$42,831	$5,360	6,878	403	$5.45	17.05	12.5%
Supporting Local	65	Saturday	$504,886	$18,352	16,768	1,858	$29.02	9.02	3.6%
Supporting Local	65	Saturday	$10,660	$951	1,085	104	$8.95	10.47	8.9%
Supporting Local	65	Sunday	$586,406	$16,906	17,378	2,001	$32.77	8.68	2.9%
Supporting Local	65	Sunday	$7,140	$438	581	67	$11.53	8.67	6.1%
Supporting Local	80	Weekday	$395,720	$38,287	46,166	3,538	$7.74	13.05	9.7%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Supporting Local	80	Saturday	$82,616	$5,093	5,944	732	$13.04	8.12	6.2%
Supporting Local	80	Sunday	$47,192	$3,532	3,980	418	$10.97	9.53	7.5%
Supporting Local	83	Weekday	$698,019	$49,497	61,444	7,369	$10.55	8.34	7.1%
Supporting Local	83	Saturday	$122,459	$6,628	7,190	1,224	$16.11	5.88	5.4%
Supporting Local	83	Sunday	$131,074	$5,863	6,685	1,299	$18.73	5.15	4.5%
Supporting Local	87	Weekday	$1,112,636	$201,987	132,878	10,478	$6.85	12.68	18.2%
Supporting Local	87	Saturday	$246,500	$22,394	18,661	2,290	$12.01	8.15	9.1%
Supporting Local	87	Sunday	$247,689	$15,731	13,845	2,316	$16.75	5.98	6.4%
Suburban Local	219	Weekday	$720,199	$61,523	54,320	7,340	$12.13	7.4	8.5%
Suburban Local	225	Weekday	$186,555	$8,791	9,811	1,771	$18.12	5.5	4.7%
Suburban Local	227	Weekday	$203,057	$8,731	7,401	1,630	$26.26	4.5	4.3%
Suburban Local	323	Weekday	$792,925	$28,870	39,242	6,309	$19.47	6.2	3.6%
Suburban Local	420	Weekday	$627,135	$15,288	7,488	2,891	$81.71	2.6	2.4%
Suburban Local	425	Weekday	$1,016,352	$17,285	9,452	5,993	$105.70	1.6	1.7%
Suburban Local	436	Weekday	$825,162	$19,093	7,852	3,155	$102.66	2.5	2.3%
Suburban Local	440	Weekday	$903,565	$32,161	17,675	4,929	$49.30	3.6	3.6%
Suburban Local	442	Weekday	$1,516,017	$32,547	27,442	8,325	$54.06	3.3	2.1%
Suburban Local	444	Weekday	$2,306,413	$157,904	109,492	13,735	$19.62	8.0	6.8%
Suburban Local	445	Weekday	$1,003,674	$35,389	25,904	5,781	$37.38	4.5	3.5%
Suburban Local	446	Weekday	$1,264,354	$46,925	29,969	6,834	$40.62	4.4	3.7%
Suburban Local	447	Weekday	$1,118,376	$27,869	13,284	6,346	$82.09	2.1	2.5%
Sub Loc	489	Weekday	$341,645	$17,030	5,070	1,265	$64.03	4.0	5.0%
Suburban Local	497	Weekday	$668,697	$20,428	13,101	3,284	$49.48	4.0	3.1%
Suburban Local	499	Weekday	$656,837	$22,513	12,294	3,230	$51.60	3.8	3.4%
Suburban Local	501	Weekday	$34,964	$520	307	73	$112.21	4.2	1.5%
Suburban Local	515	Weekday	$3,068,526	$244,190	227,231	10,806	$12.43	21.0	8.0%
Suburban Local	534	Weekday	$344,106	$20,641	19,828	3,235	$16.31	6.1	6.0%
Suburban Local	537	Weekday	$213,436	$15,515	11,338	1,821	$17.46	6.2	7.3%
Suburban Local	538	Weekday	$774,888	$72,156	64,753	7,720	$10.85	8.4	9.3%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburban Local	539	Weekday	$648,938	$96,521	80,903	6,035	$6.83	13.4	14.9%
Suburban Local	540	Weekday	$1,325,665	$107,783	92,595	10,652	$13.15	8.7	8.1%
Suburban Local	542	Weekday	$534,149	$21,946	20,520	4,393	$24.96	4.7	4.1%
Suburban Local	546	Weekday	$575,432	$37,676	33,958	4,720	$15.84	7.2	6.5%
Suburban Local	547	Weekday	$203,669	$5,744	5,283	1,812	$37.46	2.9	2.8%
Suburban Local	612	Weekday	$3,386,489	$232,226	179,688	12,606	$17.55	14.3	6.9%
Suburban Local	615	Weekday	$412,129	$22,874	18,652	4,917	$20.87	3.8	5.6%
Suburban Local	645	Weekday	$2,951,485	$271,089	132,576	12,267	$20.22	10.8	9.2%
Suburban Local	705	Weekday	$675,067	$27,041	27,253	5,279	$23.78	5.2	4.0%
Suburban Local	716	Weekday	$282,875	$25,498	28,201	3,040	$9.13	9.3	9.0%
Suburban Local	717	Weekday	$300,439	$27,249	33,990	3,480	$8.04	9.8	9.1%
Suburban Local	721	Weekday	$1,651,882	$113,177	100,458	6,539	$15.32	15.4	6.9%
Suburban Local	722	Weekday	$1,555,180	$73,690	103,205	5,999	$14.35	17.2	4.7%
Suburban Local	723	Weekday	$1,350,615	$59,911	68,596	5,249	$18.82	13.1	4.4%
Suburban Local	724	Weekday	$2,244,852	$156,621	198,844	7,982	$10.50	24.9	7.0%
Suburban Local	801	Weekday	$456,804	$33,380	32,102	4,280	$13.19	7.5	7.3%
Suburban Local	804	Weekday	$312,194	$15,040	12,121	2,739	$24.52	4.4	4.8%
Suburban Local	805	Weekday	$522,035	$31,769	27,137	5,425	$18.07	5.0	6.1%
Suburban Local	831	Weekday	$180,515	$6,520	5,342	1,763	$32.57	3.0	3.6%
Suburban Local	219	Saturday	$124,417	$7,903	7,005	1,250	$16.63	5.6	6.4%
Suburban Local	225	Saturday	$33,411	$975	1,092	289	$29.70	3.8	2.9%
Suburban Local	227	Saturday	$33,851	$977	881	294	$37.31	3.0	2.9%
Suburban Local	323	Saturday	$151,464	$2,949	3,889	1,213	$38.19	3.2	1.9%
Suburban Local	410	Saturday	$220,141	$1,538	1,974	646	$110.74	3.1	0.7%
Suburban Local	420	Saturday	$207,894	$661	797	542	$260.02	1.5	0.3%
Suburban Local	440	Saturday	$246,245	$1,383	**1,541**	777	$158.90	2.0	0.6%
Suburban Local	442	Saturday	$316,067	$10,501	4,081	1,246	$74.88	3.3	3.3%
Suburban Local	444	Saturday	$358,880	$29,252	15,596	1,410	$21.14	11.1	8.2%
Suburban Local	445	Saturday	$237,316	$3,530	3,889	793	$60.11	4.9	1.5%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburban Local	446	Saturday	$194,242	$5,710	1,665	393	$113.23	4.2	2.9%
Suburban Local	447	Saturday	$344,293	$1,916	2,322	1,354	$147.45	1.7	0.6%
Suburban Local	497	Saturday	$174,734	$1,288	1,333	339	$130.12	3.9	0.7%
Suburban Local	499	Saturday	$178,815	$660	877	346	$203.14	2.5	0.4%
Suburban Local	515	Saturday	$505,706	$36,093	40,407	1,666	$11.62	24.3	7.1%
Suburban Local	534	Saturday	$61,498	$1,603	1,885	590	$31.77	3.2	2.6%
Suburban Local	538	Saturday	$113,837	$9,788	9,795	1,179	$10.62	8.3	8.6%
Suburban Local	539	Saturday	$67,172	$6,795	6,799	540	$8.88	12.6	10.1%
Suburban Local	540	Saturday	$158,434	$10,720	9,966	1,247	$14.82	8.0	6.8%
Suburban Local	546	Saturday	$69,724	$5,936	4,608	692	$13.84	6.7	8.5%
Suburban Local	612	Saturday	$528,394	$20,318	21,803	1,956	$23.30	11.1	3.8%
Suburban Local	615	Saturday	$78,946	$3,293	3,008	940	$25.15	3.2	4.2%
Suburban Local	645	Saturday	$276,143	$9,796	11,690	1,259	$22.78	9.3	3.5%
Suburban Local	716	Saturday	$52,604	$3,791	3,983	581	$12.26	6.9	7.2%
Suburban Local	721	Saturday	$214,566	$6,415	10,493	858	$19.84	12.2	3.0%
Suburban Local	722	Saturday	$320,159	$7,936	15,921	1,169	$19.61	13.6	2.5%
Suburban Local	723	Saturday	$112,743	$2,929	7,804	441	$14.07	17.7	2.6%
Suburban Local	724	Saturday	$347,393	$14,647	29,585	1,168	$11.25	25.3	4.2%
Suburban Local	804	Saturday	$50,866	$1,243	1,206	449	$41.15	2.7	2.4%
Suburban Local	805	Saturday	$81,923	$3,209	3,168	866	$24.85	3.7	3.9%
Suburban Local	323	Sunday	$154,488	$2,097	2,999	1,189	$50.81	2.5	1.4%
Suburban Local	410	Sunday	$231,357	$1,055	1,549	715	$148.68	2.2	0.5%
Suburban Local	420	Sunday	$209,458	$478	581	551	$359.69	1.1	0.2%
Suburban Local	440	Sunday	$247,918	$1,139	1,236	791	$199.66	1.6	0.5%
Suburban Local	442	Sunday	$319,875	$2,615	3,116	1,269	$101.82	2.5	0.8%
Suburban Local	444	Sunday	$355,154	$19,287	12,432	1,387	$27.02	9.0	5.4%
Suburban Local	445	Sunday	$238,960	$10,314	3,286	807	$69.58	4.1	4.3%
Suburban Local	446	Sunday	$196,662	$7,651	1,396	405	$135.39	3.4	3.9%
Suburban Local	447	Sunday	$348,473	$1,948	2,003	1,379	$173.00	1.5	0.6%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburban Local	497	Sunday	$175,788	$1,058	948	345	$184.31	2.7	0.6%
Suburban Local	499	Sunday	$180,024	$541	693	353	$258.99	2.0	0.3%
Suburban Local	515	Sunday	$488,125	$31,183	33,077	1,615	$13.81	20.5	6.4%
Suburban Local	534	Sunday	$55,287	$1,126	1,535	518	$35.28	3.0	2.0%
Suburban Local	538	Sunday	$95,755	$6,646	7,470	999	$11.93	7.5	6.9%
Suburban Local	539	Sunday	$58,145	$3,913	4,506	462	$12.04	9.8	6.7%
Suburban Local	540	Sunday	$85,467	$6,449	5,619	661	$14.06	8.5	7.5%
Suburban Local	546	Sunday	$58,464	$4,118	2,999	594	$18.12	5.1	7.0%
Suburban Local	612	Sunday	$373,890	$12,633	15,609	1,298	$23.14	12.0	3.4%
Suburban Local	645	Sunday	$225,599	$7,738	7,269	1,016	$29.97	7.2	3.4%
Suburban Local	721	Sunday	$242,186	$5,532	11,553	941	$20.48	12.3	2.3%
Suburban Local	722	Sunday	$314,829	$5,828	12,389	1,198	$24.94	10.3	1.9%
Suburban Local	723	Sunday	$111,043	$2,643	5,638	437	$19.23	12.9	2.4%
Suburban Local	724	Sunday	$352,094	$12,582	28,052	1,187	$12.10	23.6	3.6%
Suburban Local	804	Sunday	$46,104	$885	945	390	$47.85	2.4	1.9%
BRT - Arterial	921	Weekday	$6,234,033	$1,074,315	797,396	22,276	$6.47	35.80	17.2%
BRT - Arterial	923	Weekday	$7,246,415	$695,626	1,280,455	28,354	$5.12	45.16	9.6%
BRT - Arterial	924	Weekday	$1,054,308	$118,305	151,018	4,504	$6.20	33.53	11.2%
BRT - Arterial	921	Saturday	$1,231,181	$187,732	152,528	4,299	$6.84	35.48	15.2%
BRT - Arterial	923	Saturday	$1,331,933	$79,411	192,904	5,003	$6.49	38.56	6.0%
BRT - Arterial	924	Saturday	$253,362	$15,318	30,499	1,085	$7.81	28.11	6.0%
BRT - Arterial	921	Sunday	$1,250,666	$137,997	131,938	4,379	$8.43	30.13	11.0%
BRT - Arterial	923	Sunday	$1,436,224	$67,614	188,545	5,332	$7.26	35.36	4.7%
BRT - Arterial	924	Sunday	$185,604	$8,309	18,456	790	$9.61	23.38	4.5%
BRT - Highway	903	Weekday	$1,770,773	$227,603	87,430	5,962	$ 17.65	14.7	12.9%
BRT - Highway	903	Weekday	$128,630	$0	7,313	481	$ 17.59	15.2	0.0%
BRT - Highway	904	Weekday	$5,120,653	$490,702	278,895	20,481	$ 16.60	13.6	9.6%
BRT - Highway	903	Saturday	$331,181	$10,364	17,467	1,093	$ 18.37	16.0	3.1%
BRT - Highway	903	Saturday	$38,051	$0	1,871	140	$ 20.34	13.4	0.0%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
BRT - Highway	904	Saturday	$499,669	$19,410	24,928	2,010	$ 19.27	12.4	3.9%
BRT - Highway	903	Sunday	$373,460	$8,754	17,380	1,232	$ 20.98	14.1	2.3%
BRT - Highway	903	Sunday	$25,368	$0	1,262	93	$ 20.10	13.5	0.0%
BRT - Highway	904	Sunday	$516,312	$15,425	22,256	2,073	$ 22.51	10.7	3.0%
Light Rail	Blue Line	Weekday	$28,785,515	$3,281,815	3,759,408	27,209	$ 6.78	138.2	11.4%
Light Rail	Green Line	Weekday	$30,590,045	$4,684,618	5,242,865	31,998	$ 4.94	163.8	15.3%
Light Rail	Blue Line	Saturday	$5,685,832	$694,835	795,952	5,395	$ 6.27	147.5	12.2%
Light Rail	Green Line	Saturday	$6,170,442	$799,004	894,218	6,429	$ 6.01	139.1	12.9%
Light Rail	Blue Line	Sunday	$6,246,060	$747,773	856,594	5,933	$ 6.42	144.4	12.0%
Light Rail	Green Line	Sunday	$6,778,481	$730,539	817,595	7,063	$ 7.40	115.8	10.8%
Commuter Rail	888	Weekday	$11,650,105	$258,109	77,077	444	$147.80	173.53	100%
General DAR	Connect	All Days	$2,649,965	$76,641	87,842	36,258	$29.29	2.4	2.9%
General DAR	MY RIDE	All Days	$1,385,737	$75,921	35,322	15,061	$37.08	2.3	5.5%
General DAR	Click & Ride	All Days	$1,170,136	$83,290	33,554	11,768	$32.39	2.9	7.1%
General DAR	Metro Transit micro	All Days	$8,657,877	$530,346	127,005	87,738	$63.99	1.4	6.1%
General DAR	Transit Link	All Days	$8,657,877	$530,346	127,005	87,738	$63.99	1.4	6.1%
General DAR	SW Prime	All Days	$1,887,608	$408,707	111,539	45,589	$13.26	2.4	21.7%

2023 Route Performance Detail

Performance Review Legend	
Subsidy per Passenger and Farebox Recovery	*Passengers per In-Service Hour*
Meets Standards	Meets Standards
Level 1 Review	Does not Meet Standards
Level 2 Review	
Level 3 Review	

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express	94	Weekdays	$2,547,468	$270,268	182,121	8,180	$12.50	22.3	10.6%
Commuter & Express	113	Weekdays	$550,571	$62,565	34,994	1,353	$13.95	25.9	11.4%
Commuter & Express	114	Weekdays	$616,240	$83,079	46,722	1,457	$11.41	32.1	13.5%
Commuter & Express	250	Weekdays	$1,368,908	$358,494	88,694	3,153	$11.39	28.1	26.2%
Commuter & Express	252	Weekdays	$249,128	$29,256	12,980	496	$16.94	26.2	11.7%
Commuter & Express	264	Weekdays	$237,331	$47,187	11,341	628	$16.77	18.0	19.9%
Commuter & Express	270	Weekdays	$536,540	$148,835	37,889	1,264	$10.23	30.0	27.7%
Commuter & Express	275	Weekdays	$292,348	$53,207	13,841	653	$17.28	21.2	18.2%
Commuter & Express	294	Weekdays	$198,099	$24,560	7,863	602	$22.07	13.1	12.4%
Commuter & Express	351	Weekdays	$21,545	$2,551	659	46	$28.81	14.5	11.8%
Commuter & Express	353	Weekdays	$745,911	$198,556	59,756	1,699	$9.16	35.2	26.6%
Commuter & Express	355	Weekdays	$245,379	$54,085	12,338	507	$15.50	24.3	22.0%
Commuter & Express	363	Weekdays	$589,228	$117,135	30,100	1,283	$15.68	23.5	19.9%
Commuter & Express	460	Weekdays	$1,726,693	$215,539	91,724	5,377	$16.48	23.7	12.5%
Commuter & Express	465	Weekdays	$2,301,696	$279,157	118,797	9,209	$17.03	22.5	12.1%
Commuter & Express	467	Weekdays	$661,062	$91,763	32,721	2,073	$17.40	23.2	13.9%
Commuter & Express	470	Weekdays	$670,389	$64,027	27,247	2,252	$22.25	14.1	9.6%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express	472	Weekdays	$435,461	$35,300	15,022	1,650	$26.64	16.8	8.1%
Commuter & Express	475	Weekdays	$1,216,976	$126,665	53,903	4,913	$20.23	14.2	10.4%
Commuter & Express	477	Weekdays	$1,852,027	$276,415	117,630	6,287	$13.39	14.8	14.9%
Commuter & Express	479	Weekdays	$147,777	$3,743	1,593	511	$90.42	23.3	2.5%
Commuter & Express	480	Weekdays	$781,898	$62,455	26,578	3,271	$27.07	12.3	8.0%
Commuter & Express	484	Weekdays	$181,296	$9,759	4,153	640	$41.30	34.2	5.4%
Commuter & Express	490	Weekdays	$1,128,260	$63,649	27,086	4,429	$39.30	20.0	5.6%
Commuter & Express	493	Weekdays	$442,317	$35,004	14,896	1,538	$27.34	26.4	7.9%
Commuter & Express	578	Weekdays	$244,439	$50,384	12,876	544	$15.07	15.8	20.6%
Commuter & Express	600	Weekdays	$196,464	$12,715	4,942	597	$37.18	7.6	6.5%
Commuter & Express	667	Weekdays	$327,078	$58,666	16,981	754	$15.81	7.3	17.9%
Commuter & Express	673	Weekdays	$253,564	$65,440	16,009	691	$11.75	8.3	25.8%
Commuter & Express	695	Weekdays	$845,626	$98,355	34,515	2,569	$21.65	13.4	11.6%
Commuter & Express	698	Weekdays	$3,522,967	$432,890	157,600	10,702	$19.61	14.7	12.3%
Commuter & Express	747	Weekdays	$766,116	$59,604	25,962	3,979	$27.21	24.5	7.8%
Commuter & Express	755	Weekdays	$917,938	$63,467	36,870	2,624	$23.18	12.2	6.9%
Commuter & Express	760	Weekdays	$315,496	$47,655	14,262	848	$18.78	18.2	15.1%
Commuter & Express	761	Weekdays	$233,290	$22,398	8,360	587	$25.23	31.9	9.6%
Commuter & Express	763	Weekdays	$215,578	$29,586	8,978	607	$20.72	6.5	13.7%
Commuter & Express	764	Weekdays	$133,830	$30,454	8,661	372	$11.94	11.3	22.8%
Commuter & Express	766	Weekdays	$504,125	$53,445	16,074	1,311	$28.04	7.2	10.6%
Commuter & Express	768	Weekdays	$834,923	$227,603	57,404	1,680	$10.58	7.4	27.3%
Commuter & Express	774	Weekdays	$780,086	$112,690	49,137	4,332	$13.58	8.8	14.4%
Commuter & Express	776	Weekdays	$495,765	$42,781	18,579	2,591	$24.38	9.9	8.6%
Commuter & Express	777	Weekdays	$507,508	$43,959	19,166	2,588	$24.19	17.1	8.7%
Commuter & Express	781	Weekdays	$1,340,045	$313,003	106,555	4,347	$9.64	12.9	23.4%
Commuter & Express	784	Weekdays	$400,226	$55,169	18,781	1,537	$18.37	12.1	13.8%
Commuter & Express	785	Weekdays	$524,568	$97,013	33,026	1,817	$12.95	9.1	18.5%
Commuter & Express	789	Weekdays	$216,193	$56,538	19,247	603	$8.30	11.0	26.2%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Commuter & Express	790	Weekdays	$385,432	$41,171	17,980	2,050	$19.15	18.7	10.7%
Commuter & Express	795	Weekdays	$91,275	$11,195	4,918	498	$16.28	3.1	12.3%
Commuter & Express	824	Weekdays	$133,135	$21,437	7,434	372	$15.02	8.1	16.1%
Commuter & Express	850	Weekdays	$1,573,764	$361,498	91,361	3,460	$13.27	6.5	23.0%
Commuter & Express	852	Weekdays	$819,379	$92,288	60,045	7,876	$12.11	6.1	11.3%
Commuter & Express	852	Saturdays	$49,296	$3,852	3,637	499	$12.50	9.7	7.8%
Core Local	2	Weekdays	$7,510,517	$942,622	932,961	25,434	$7.04	36.7	12.6%
Core Local	2	Saturdays	$1,093,468	$91,734	111,699	3,580	$8.97	31.2	8.4%
Core Local	2	Sundays	$1,065,209	$82,648	96,243	3,427	$10.21	28.1	7.8%
Core Local	3	Weekdays	$12,098,584	$1,482,427	1,163,849	43,078	$9.12	27.0	12.3%
Core Local	3	Saturdays	$1,778,961	$104,545	109,370	6,418	$15.31	17.0	5.9%
Core Local	3	Sundays	$1,126,563	$76,081	76,233	3,976	$13.78	19.2	6.8%
Core Local	4	Weekdays	$9,479,698	$1,001,307	730,517	33,931	$11.61	21.5	10.6%
Core Local	4	Saturdays	$1,750,955	$106,969	105,912	6,388	$15.52	16.6	6.1%
Core Local	4	Sundays	$1,385,056	$79,744	74,702	4,752	$17.47	15.7	5.8%
Core Local	6	Weekdays	$10,784,956	$1,093,396	865,307	37,675	$11.20	23.0	10.1%
Core Local	6	Saturdays	$2,069,866	$123,016	128,825	7,268	$15.11	17.7	5.9%
Core Local	6	Sundays	$2,114,018	$109,849	113,675	7,032	$17.63	16.2	5.2%
Core Local	7	Weekdays	$3,777,971	$214,462	183,753	13,877	$19.39	13.2	5.7%
Core Local	7	Saturdays	$456,382	$18,290	19,052	1,573	$22.99	12.1	4.0%
Core Local	7	Sundays	$497,922	$16,608	16,714	1,643	$28.80	10.2	3.3%
Core Local	9	Weekdays	$4,914,439	$310,095	255,212	16,754	$18.04	15.2	6.3%
Core Local	9	Saturdays	$811,399	$30,067	33,541	2,725	$23.29	12.3	3.7%
Core Local	9	Sundays	$673,855	$25,245	27,331	2,179	$23.73	12.5	3.7%
Core Local	10	Weekdays	$10,542,540	$963,981	999,920	37,376	$9.58	26.8	9.1%
Core Local	10	Saturdays	$1,742,458	$122,361	156,321	5,940	$10.36	26.3	7.0%
Core Local	10	Sundays	$1,481,424	$106,372	133,019	4,823	$10.34	27.6	7.2%
Core Local	11	Weekdays	$9,164,293	$824,011	711,845	32,161	$11.72	22.1	9.0%
Core Local	11	Saturdays	$1,506,678	$82,774	95,026	5,297	$14.98	17.9	5.5%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Core Local	11	Sundays	$1,027,541	$60,931	66,754	3,602	$14.48	18.5	*5.9%*
Core Local	14	Weekdays	$9,018,300	$750,458	675,185	32,845	$12.25	20.6	8.3%
Core Local	14	Saturdays	$1,349,755	$74,063	87,206	4,610	$14.63	18.9	5.5%
Core Local	14	Sundays	$1,485,258	$72,631	79,449	5,142	$17.78	15.5	*4.9%*
Core Local	17	Weekdays	$9,629,776	$871,082	817,858	33,603	$10.71	24.3	9.0%
Core Local	17	Saturdays	$1,411,905	$92,960	114,022	4,957	$11.57	23.0	6.6%
Core Local	17	Sundays	$1,241,364	$77,839	87,230	4,329	$13.34	20.1	*6.3%*
Core Local	18	Weekdays	$11,282,416	$1,229,252	1,242,658	40,074	$8.09	31.0	10.9%
Core Local	18	Saturdays	$1,960,548	$152,378	191,674	6,873	$9.43	27.9	7.8%
Core Local	18	Sundays	$2,055,398	$150,730	184,788	7,234	$10.31	25.5	*7.3%*
Core Local	21	Weekdays	$15,800,159	$1,793,111	1,841,977	56,758	$7.60	32.5	11.3%
Core Local	21	Saturdays	$2,679,768	$208,941	283,941	9,819	$8.70	28.9	7.8%
Core Local	21	Sundays	$2,425,432	$194,389	257,383	8,634	$8.67	29.8	*8.0%*
Core Local	22	Weekdays	$10,109,268	$801,499	655,361	37,045	$14.20	17.7	7.9%
Core Local	22	Saturdays	$1,231,952	$65,944	76,449	4,674	$15.25	16.4	5.4%
Core Local	22	Sundays	$1,394,632	$64,282	70,868	5,159	$18.77	13.7	*4.6%*
Core Local	25	Weekdays	$1,137,092	$95,605	45,142	3,451	$23.07	13.1	8.4%
Core Local	54	Weekdays	$9,458,902	$916,534	865,800	33,513	$9.87	25.8	9.7%
Core Local	54	Saturdays	$1,678,504	$132,566	142,142	6,001	$10.88	23.7	7.9%
Core Local	54	Sundays	$1,120,588	$97,517	99,614	3,845	$10.27	25.9	*8.7%*
Core Local	61	Weekdays	$5,461,456	$502,373	359,426	19,473	$13.80	18.5	9.2%
Core Local	61	Saturdays	$442,753	$21,503	23,643	1,496	$17.82	15.8	4.9%
Core Local	62	Weekdays	$5,267,892	$188,054	406,182	18,302	$12.51	22.2	3.6%
Core Local	62	Saturdays	$853,846	$19,020	59,725	3,202	$13.98	18.7	2.2%
Core Local	62	Sundays	$607,491	$15,223	49,823	2,064	$11.89	24.1	*2.5%*
Core Local	63	Weekdays	$8,811,395	$822,438	736,734	31,357	$10.84	23.5	9.3%
Core Local	63	Saturdays	$1,529,970	$87,901	106,166	5,470	$13.58	19.4	5.7%
Core Local	63	Sundays	$1,365,613	$76,808	84,237	4,642	$15.30	18.1	*5.6%*
Core Local	64	Weekdays	$8,151,625	$655,100	644,714	28,030	$11.63	23.0	8.0%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Core Local	64	Saturdays	$1,425,048	$71,488	89,278	4,997	$15.16	17.9	5.0%
Core Local	64	Sundays	$1,135,010	$83,339	100,456	4,080	$10.47	24.6	*7.3%*
Core Local	67	Weekdays	$997,829	$93,728	81,918	9,294	$11.04	8.8	*9.4%*
Core Local	67	Saturdays	$164,767	$8,182	8,905	1,402	$17.58	6.4	*5.0%*
Core Local	67	Sundays	$157,791	$5,454	6,472	1,345	$23.54	4.8	*3.5%*
Core Local	68	Weekdays	$7,393,110	$463,249	487,225	26,464	$14.22	18.4	6.3%
Core Local	68	Saturdays	$1,294,074	$61,685	80,072	4,801	$15.39	16.7	4.8%
Core Local	68	Sundays	$1,187,719	$58,155	72,818	4,130	$15.51	17.6	*4.9%*
Core Local	70	Weekdays	$392,155	$30,402	28,432	3,446	$12.72	8.3	*7.8%*
Core Local	70	Saturdays	$47,960	$2,329	2,413	418	$18.91	5.8	*4.9%*
Core Local	70	Sundays	$51,178	$1,737	2,026	444	$24.40	4.6	*3.4%*
Core Local	71	Weekdays	$4,317,075	$189,824	182,980	13,926	$22.56	13.1	4.4%
Core Local	71	Saturdays	$652,610	$15,615	21,037	2,028	$30.28	10.4	2.4%
Core Local	71	Sundays	$197,765	$8,709	9,225	676	$20.49	13.7	*4.4%*
Core Local	74	Weekdays	$7,865,220	$695,311	584,358	28,134	$12.27	20.8	8.8%
Core Local	74	Saturdays	$1,038,528	$60,283	67,956	3,618	$14.40	18.8	5.8%
Core Local	74	Sundays	$1,182,281	$56,710	63,347	4,025	$17.77	15.7	*4.8%*
Core Local	75	Weekdays	$604,590	$63,868	67,894	5,520	$7.96	12.3	*10.6%*
Supporting Local	5	Weekdays	$3,447,021	$212,119	193,230	11,504	$16.74	16.8	6.2%
Supporting Local	5	Saturdays	$674,939	$22,462	27,473	2,240	$23.75	12.3	3.3%
Supporting Local	5	Sundays	$744,569	$21,508	25,470	2,436	$28.39	10.5	2.9%
Supporting Local	23	Weekdays	$3,126,045	$143,960	123,410	9,793	$24.16	12.6	4.6%
Supporting Local	23	Saturdays	$399,988	$14,450	17,125	1,120	$22.51	15.3	3.6%
Supporting Local	23	Sundays	$437,298	$12,699	13,371	1,223	$31.76	10.9	2.9%
Supporting Local	30	Weekdays	$1,134,979	$70,262	68,891	8,183	$15.46	8.4	6.2%
Supporting Local	30	Saturdays	$188,649	$8,004	8,839	1,383	$20.44	6.4	4.2%
Supporting Local	30	Sundays	$209,632	$6,535	6,868	1,537	$29.57	4.5	3.1%
Supporting Local	32	Weekdays	$2,899,632	$119,857	261,498	9,189	$10.63	28.5	4.1%
Supporting Local	32	Saturdays	$480,154	$12,715	43,006	1,669	$10.87	25.8	2.6%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Supporting Local	32	Sundays	$497,535	$10,393	35,613	1,651	$13.68	21.6	2.1%
Supporting Local	33	Weekdays	$113,622	$17,657	11,997	898	$8.00	13.4	15.5%
Supporting Local	33	Saturdays	$22,409	$892	663	154	$32.45	4.3	4.0%
Supporting Local	46	Weekdays	$2,800,259	$146,616	104,438	9,008	$25.41	11.6	5.2%
Supporting Local	65	Weekdays	$682,853	$92,324	81,448	6,090	$7.25	13.4	13.5%
Supporting Local	65	Saturdays	$127,065	$11,774	11,621	1,172	$9.92	9.9	9.3%
Supporting Local	65	Sundays	$109,157	$8,509	8,336	988	$12.07	8.4	7.8%
Supporting Local	80	Weekdays	$409,513	$50,106	45,966	3,524	$7.82	13.0	12.2%
Supporting Local	80	Saturdays	$84,244	$6,564	7,303	719	$10.64	10.2	7.8%
Supporting Local	80	Sundays	$50,751	$5,851	5,302	432	$8.47	12.3	11.5%
Supporting Local	83	Weekdays	$673,626	$79,326	60,333	6,307	$9.85	9.6	11.8%
Supporting Local	83	Saturdays	$112,967	$6,483	5,833	992	$18.26	5.9	5.7%
Supporting Local	83	Sundays	$125,340	$4,884	4,952	1,090	$24.32	4.5	3.9%
Supporting Local	87	Weekdays	$1,026,950	$176,044	118,950	9,653	$7.15	12.3	17.1%
Supporting Local	87	Saturdays	$187,362	$17,500	14,454	1,759	$11.75	8.2	9.3%
Supporting Local	87	Sundays	$147,311	$10,918	8,939	1,379	$15.26	6.5	7.4%
Suburban Local	219	Weekdays	$919,839	$65,973	57,178	7,413	$14.93	7.7	7.2%
Suburban Local	219	Saturdays	$105,972	$6,302	6,160	1,079	$16.18	5.7	5.9%
Suburban Local	225	Weekdays	$180,774	$9,012	8,620	1,590	$19.93	5.4	5.0%
Suburban Local	225	Saturdays	$28,965	$817	975	254	$28.87	3.8	2.8%
Suburban Local	227	Weekdays	$164,296	$8,248	6,481	1,439	$24.08	4.5	5.0%
Suburban Local	227	Saturdays	$29,725	$1,048	949	263	$30.22	3.6	3.5%
Suburban Local	323	Weekdays	$656,057	$40,654	41,038	4,994	$15.00	8.2	6.2%
Suburban Local	323	Saturdays	$116,631	$3,925	4,468	893	$25.23	5.0	3.4%
Suburban Local	323	Sundays	$124,587	$3,027	3,569	928	$34.06	3.8	2.4%
Suburban Local	410	Weekdays	$186,269	$7,778.06	3,310	1,122	$53.92	3.0	4.2%
Suburban Local	410	Saturdays	$119,329	$5,785.37	2,462	709	$46.12	3.5	4.8%
Suburban Local	410	Sundays	$134,462	$4,937.07	2,101	796	$61.65	2.6	3.7%
Suburban Local	420	Weekdays	$587,990	$19,367.61	8,242	2,935	$68.99	2.8	3.3%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburban Local	420	Saturdays	$73,302	$1,666.06	709	399	$101.04	1.8	2.3%
Suburban Local	420	Sundays	$79,492	$1,475.72	628	433	$124.23	1.5	1.9%
Suburban Local	425	Weekdays	$1,502,034	$37,466.29	15,944	6,915	$91.86	2.3	2.5%
Suburban Local	436	Weekdays	$863,702	$26,257.42	11,174	3,526	$74.95	3.2	3.0%
Suburban Local	440	Weekdays	$899,704	$42,581.95	18,121	4,685	$47.30	3.9	4.7%
Suburban Local	440	Saturdays	$106,680	$3,012.53	1,282	517	$80.86	2.5	2.8%
Suburban Local	440	Sundays	$115,710	$2,575.45	1,096	560	$103.22	2.0	2.2%
Suburban Local	442	Weekdays	$1,557,327	$77,524.48	32,991	7,912	$44.85	4.2	5.0%
Suburban Local	442	Saturdays	$228,989	$12,148.81	5,170	1,239	$41.94	4.2	5.3%
Suburban Local	442	Sundays	$245,948	$10,854.04	4,619	1,331	$50.90	3.5	4.4%
Suburban Local	444	Weekdays	$2,479,252	$303,560.57	129,182	13,664	$16.84	9.5	12.2%
Suburban Local	444	Saturdays	$468,900	$55,271.23	23,521	2,537	$17.59	9.3	11.8%
Suburban Local	444	Sundays	$503,626	$46,362.88	19,730	2,725	$23.18	7.2	9.2%
Suburban Local	445	Weekdays	$1,047,278	$75,583.49	32,165	5,426	$30.21	5.9	7.2%
Suburban Local	445	Saturdays	$158,055	$11,199.47	4,766	754	$30.81	6.3	7.1%
Suburban Local	445	Sundays	$168,580	$9,211.48	3,920	809	$40.66	4.8	5.5%
Suburban Local	446	Weekdays	$1,294,129	$83,664.68	35,604	6,634	$34.00	5.4	6.5%
Suburban Local	446	Saturdays	$139,544	$7,695.82	3,275	644	$40.26	5.1	5.5%
Suburban Local	446	Sundays	$149,884	$6,657.17	2,833	691	$50.56	4.1	4.4%
Suburban Local	447	Weekdays	$989,116	$39,381.43	16,759	5,327	$56.67	3.1	4.0%
Suburban Local	447	Saturdays	$207,737	$6,332.89	2,695	1,128	$74.73	2.4	3.0%
Suburban Local	447	Sundays	$223,894	$5,752.48	2,448	1,216	$89.11	2.0	2.6%
Suburban Local	489	Weekdays	$241,909	$12,393.20	5,274	1,269	$43.52	4.2	5.1%
Suburb-to-Suburb	495	Weekdays	$1,405,413	$157,659.66	67,093	7,367	$18.60	9.1	11.2%
Suburb-to-Suburb	495	Saturdays	$314,351	$29,848.02	12,702	1,566	$22.40	8.1	9.5%
Suburb-to-Suburb	495	Sundays	$337,692	$27,599.19	11,745	1,684	$26.40	7.0	8.2%
Suburban Local	497	Weekdays	$719,551	$27,669.69	11,775	3,162	$58.76	3.7	3.8%
Suburban Local	497	Saturdays	$70,519	$3,071.28	1,307	367	$51.60	3.6	4.4%
Suburban Local	497	Sundays	$75,665	$2,507.31	1,067	394	$68.56	2.7	3.3%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburb-to-Suburb	498	Weekdays	$1,081,554	$12,144.11	5,168	5,402	$206.93	1.0	1.1%
Suburban Local	499	Weekdays	$630,350	$24,802.85	10,555	2,850	$57.37	3.7	3.9%
Suburban Local	499	Saturdays	$75,071	$2,927.93	1,246	363	$57.90	3.4	3.9%
Suburban Local	499	Sundays	$80,600	$2,143.08	912	390	$86.03	2.3	2.7%
Suburban Local	501	Weekdays	$99,962	$1,404	1,052	178	$93.68	5.9	1.4%
Suburban Local	515	Weekdays	$3,425,737	$254,843	258,034	10,230	$12.29	25.2	7.4%
Suburban Local	515	Saturdays	$564,725	$38,207	43,269	1,537	$12.17	28.1	6.8%
Suburban Local	515	Sundays	$555,117	$34,144	36,996	1,543	$14.08	24.0	6.2%
Suburban Local	534	Weekdays	$181,597	$13,999	11,211	1,682	$14.95	6.7	7.7%
Suburban Local	537	Weekdays	$95,349	$9,446	5,306	777	$16.19	6.8	9.9%
Suburban Local	538	Weekdays	$728,123	$65,560	60,358	6,970	$10.98	8.7	9.0%
Suburban Local	538	Saturdays	$117,881	$8,725	8,837	1,157	$12.35	7.6	7.4%
Suburban Local	538	Sundays	$104,695	$6,048	6,226	1,034	$15.84	6.0	5.8%
Suburban Local	539	Weekdays	$682,984	$118,952	92,119	6,047	$6.12	15.2	17.4%
Suburban Local	539	Saturdays	$70,728	$8,373	7,748	530	$8.05	14.6	11.8%
Suburban Local	539	Sundays	$63,574	$4,842	4,557	478	$12.89	9.5	7.6%
Suburban Local	540	Weekdays	$1,196,284	$115,932	101,197	8,373	$10.68	12.1	9.7%
Suburban Local	540	Saturdays	$178,195	$14,098	12,406	1,224	$13.23	10.1	7.9%
Suburban Local	540	Sundays	$101,377	$7,090	5,688	684	$16.58	8.3	7.0%
Suburban Local	542	Weekdays	$355,745	$19,199	16,673	2,262	$20.19	7.4	5.4%
Suburban Local	546	Weekdays	$412,603	$36,640	30,752	3,180	$12.23	9.7	8.9%
Suburban Local	546	Saturdays	$70,909	$5,580	4,108	649	$15.90	6.3	7.9%
Suburban Local	546	Sundays	$63,776	$3,130	2,380	585	$25.48	4.1	4.9%
Suburban Local	612	Weekdays	$3,632,728	$166,411	166,990	11,498	$20.76	14.5	4.6%
Suburban Local	612	Saturdays	$603,345	$16,621	20,916	1,950	$28.05	10.7	2.8%
Suburban Local	612	Sundays	$435,272	$13,314	16,730	1,315	$25.22	12.7	3.1%
Suburban Local	615	Weekdays	$402,513	$19,893	15,909	4,216	$24.05	3.8	4.9%
Suburban Local	615	Saturdays	$78,906	$2,506	2,477	823	$30.84	3.0	3.2%
Suburban Local	645	Weekdays	$2,897,022	$184,567	138,010	10,082	$19.65	13.7	6.4%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
Suburban Local	645	Saturdays	$271,091	$10,759	11,876	1,031	$21.92	11.5	4.0%
Suburban Local	645	Sundays	$226,039	$7,300	8,182	846	$26.73	9.7	3.2%
Suburban Local	705	Weekdays	$666,383	$23,675	23,749	4,541	$27.06	5.2	3.6%
Suburban Local	716	Weekdays	$318,489	$23,226	21,523	3,010	$13.72	7.2	7.3%
Suburban Local	716	Saturdays	$58,806	$3,745	3,569	570	$15.43	6.3	6.4%
Suburban Local	717	Weekdays	$339,565	$20,727	27,526	3,219	$11.58	8.6	6.1%
Suburban Local	721	Weekdays	$1,760,182	$94,321	98,364	5,890	$16.94	16.7	5.4%
Suburban Local	721	Saturdays	$251,867	$10,491	13,005	858	$18.56	15.2	4.2%
Suburban Local	721	Sundays	$297,071	$11,626	13,338	957	$21.40	13.9	3.9%
Suburban Local	722	Weekdays	$1,811,845	$109,936	114,930	5,975	$14.81	19.2	6.1%
Suburban Local	722	Saturdays	$372,255	$15,255	18,373	1,169	$19.43	15.7	4.1%
Suburban Local	722	Sundays	$381,839	$15,978	18,682	1,219	$19.58	15.3	4.2%
Suburban Local	723	Weekdays	$1,653,214	$75,003	78,113	5,267	$20.20	14.8	4.5%
Suburban Local	723	Saturdays	$132,197	$6,666	7,931	438	$15.83	18.1	5.0%
Suburban Local	723	Sundays	$137,862	$5,740	6,794	441	$19.45	15.4	4.2%
Suburban Local	724	Weekdays	$2,855,457	$204,474	211,173	8,342	$12.55	25.3	7.2%
Suburban Local	724	Saturdays	$429,587	$31,184	36,276	1,256	$10.98	28.9	7.3%
Suburban Local	724	Sundays	$463,883	$28,696	33,898	1,313	$12.84	25.8	6.2%
Suburban Local	801	Weekdays	$523,633	$44,136	40,152	4,616	$11.94	8.7	8.4%
Suburban Local	804	Weekdays	$457,037	$17,160	13,939	4,463	$31.56	3.1	3.8%
Suburban Local	804	Saturdays	$72,719	$1,847	1,745	730	$40.61	2.4	2.5%
Suburban Local	805	Weekdays	$462,784	$36,592	30,408	4,404	$14.02	6.9	7.9%
Suburban Local	805	Saturdays	$47,558	$2,487	2,543	464	$17.72	5.5	5.2%
BRT - Arterial	921	Weekdays	$6,904,528	$570,507.62	893,248	21,133	$7.09	42.27	8.3%
BRT - Arterial	921	Saturdays	$1,292,183	$98,875	169,109	3,905	$7.06	43.30	7.7%
BRT - Arterial	921	Sundays	$1,383,641	$75,699	153,792	4,063	$8.50	37.85	5.5%
BRT - Arterial	923	Weekdays	$8,938,745	$573,556	1,350,230	29,062	$6.20	46.46	6.4%
BRT - Arterial	923	Saturdays	$1,620,673	$63,325	203,833	5,180	$7.64	39.35	3.9%
BRT - Arterial	923	Sundays	$1,789,305	$58,945	196,670	5,632	$8.80	34.92	3.3%

Route Type	Route	Day of Service	Total Cost	Fare Revenues	Total Passenger Trips	In-Service Hours	Subsidy per Pass	Passengers per Hour	Farebox Recovery
BRT - Arterial	924	Weekdays	$16,743,148	$826,258	2,993,012	60,497	$5.32	49.47	4.9%
BRT - Arterial	924	Saturdays	$3,253,925	$111,881	508,666	11,784	$6.18	43.17	3.4%
BRT - Arterial	924	Sundays	$3,365,322	$103,902	489,031	12,190	$6.67	40.12	3.1%
BRT - HIghway	903	Weekdays	$1,878,568	$69,081	100,523	6,583	$ 18.00	15.3	71.0%
BRT - HIghway	903	Saturdays	$368,648	$15,511	22,571	1,241	$ 15.65	18.2	131.3%
BRT - HIghway	903	Sundays	$410,381	$14,812	21,553	1,375	$ 18.35	15.7	120.2%
BRT - HIghway	904	Weekdays	$5,385,436	$359,929	379,119	18,239	$ 13.26	20.8	129.0%
BRT - HIghway	904	Saturdays	$721,388	$15,896	41,909	2,463	$ 16.83	17.0	68.7%
BRT - HIghway	904	Sundays	$622,514	$14,913	38,659	2,109	$ 15.72	18.3	79.8%
Light Rail	Blue Line	Weekdays	$33,565,624	$3,743,341	4,590,178	26,010	$ 6.50	176.5	11.2%
Light Rail	Blue Line	Saturdays	$6,851,578	$779,834	956,252	5,287	$ 6.35	180.9	11.4%
Light Rail	Blue Line	Sundays	$7,644,614	$805,873	988,182	5,902	$ 6.92	167.4	10.5%
Light Rail	Green Line	Weekdays	$32,193,438	$5,873,115	6,199,200	28,728	$ 4.25	215.8	18.2%
Light Rail	Green Line	Saturdays	$6,542,156	$1,015,646	1,072,036	5,810	$ 5.16	184.5	15.5%
Light Rail	Green Line	Sundays	$7,302,853	$900,072	950,045	6,489	$ 6.74	146.4	12.3%
Commuter Rail	888	Weekdays	$11,369,678	$315,411	94,806	1,092	$116.60	86.78	100%
General Dial-a-Ride	Metro micro	All Days	$1,066,667	$70,588	63,738	13,414	$15.63	4.8	6.6%
General Dial-a-Ride	SW Prime	All Days	$6,866,920	$599,017	142,614	56,841	$43.95	2.5	8.7%
General Dial-a-Ride	MY RIDE	All Days	$1,572,385	$74,099	38,514	17,494	$38.90	2.2	4.7%
General Dial-a-Ride	Click-and-Ride	All Days	$1,531,293	$71,732	45,132	15,655	$32.34	2.9	4.7%
General Dial-a-Ride	Connect	All Days	$3,657,440	$232,119	109,925	39,250	$31.16	2.8	6.3%
General Dial-a-Ride	TransitLink	Weekdays	$8,708,762	$532,995	122,781	88,450	$66.59	1.4	6.1%

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