2020 REGIONAL ROUTE PERFORMANCE ANALYSIS

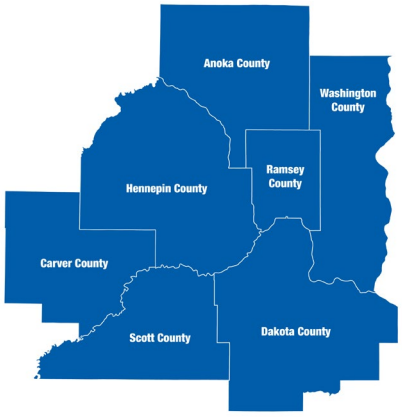
METROPOLITAN COUNCIL

March 2022

The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region

Metropolitan Council Members

Charlie Zelle	Chair	Raymond Zeran	District 9
Judy Johnson	District 1	Peter Lindstrom	District 10
Reva Chamblis	District 2	Susan Vento	District 11
Vacant	District 3	Francisco J. Gonzalez	District 12
Deb Barber	District 4	Chai Lee	District 13
Molly Cummings	District 5	Kris Fredson	District 14
John Pacheco Jr.	District 6	Phillip Sterner	District 15
Robert Lilligren	District 7	Wendy Wulff	District 16
Abdirahman Muse	District 8		



The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The 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 Council board is appointed by and serves at the pleasure of the governor.

On request, this publication will be made available in alternative formats to people with disabilities. Call Metropolitan Council information at 651-602-1140 or TTY 651-291-0904.

2020 REGIONAL ROUTE PERFORMANCE ANALYSIS

The Regional Route Performance Analysis evaluates how transit service in the Twin Cities region performed in 2020 relative to the *2040 Transportation Policy Plan* (2040 TPP) performance standards. This report provides a summary of the performance standards in the 2040 TPP, the results of the analysis, the cost allocation methodology of each provider, and a definition of the data collected from each provider. In addition, this year's edition of the Regional Route Performance Analysis also includes an acknowledgement of the impacts that the COVID-19 pandemic has had on transit performance and includes an analysis of the service design decisions that transit providers took in the face of the pandemic's impacts.

Transit performance standards

The Metropolitan Council adopted the transit performance standards within Appendix G of the 2040 TPP. Performance standards are used to evaluate the relative productivity and efficiency of the services provided throughout the region. To be responsible and dynamic, a transit system must consistently measure and adjust service on unproductive routes and address insufficient service in productive areas. These standards serve as indicators of route performance and call attention to routes that may need to be adjusted. The use of multiple performance standards provides better insight into the operational and financial performance of individual services and allows transit providers to balance the cost and ridership of each route with its role in the regional transit network. The primary performance standards to measure service are Subsidy per Passenger and Passengers per In-Service Hour.

Because different types of routes are expected to have different levels of performance, each route's performance is compared to its peers. Each peer group is identified in the 2040 TPP.

Regional transit service providers

This performance analysis includes the transit services provided by Metro Transit (a division of the Metropolitan Council), Metropolitan Transportation Services (a division of the Metropolitan Council), and the suburban transit providers (Maple Grove, Minnesota Valley Transit Authority, Plymouth, and SouthWest Transit).

Tables shown at the end of this report summarize by service type ridership, hours of service, and total cost of service for each of these providers.

Allocation methodology

The various regional providers deliver transit services either through direct operations (Metro Transit – all operations, Southwest Transit – maintenance only) or through a contract with a third-party vendor. Providers submitted data on their direct and indirect costs, fare revenue, passengers, and in-service hours. To verify accuracy of the data, the data submitted by the providers was reconciled with data submitted to the National Transit Database (NTD). The NTD is used because it is a report to the Federal Transit Administration.

The allocation of costs and revenues by provider are summarized in the table below. The greatest variance in allocation methodology is in the indirect cost allocation to each route by provider, summarized in the following table.

Table 1 - Allocation Methodology

Providers	Direct Costs	Indirect Costs	Fare Revenue
Metro Transit	Allocated by annual platform hour for each route.	Total indirect, less non-attributable costs, allocated by annual platform hour.	Fare earned by each route.
Metropolitan Transportation Services	Allocated to each route based on contract rates.	Allocated based on number of in-service hours for each route.	Fare earned by each route.
Maple Grove	Allocated to each route based on contract rates.	Allocated based on ridership.	Fare earned by each route. Some allocation of fares is done for connecting services.
MVTA	Allocated to each route based on contracted rates and fuel.	Allocated based on calculated percentage of route direct costs to total direct costs.	Fare earned by each route.
Plymouth	Allocated to each route based on contracted rates.	Divided equally among routes.	Fare earned by each route. Some allocation of fares is done for connecting services.
SouthWest Transit	Allocated by platform hour and total revenue hour.	Allocated based on total revenue hour for each route.	Fare earned by each route.

COVID-19 and civil unrest impacts

The year 2020 saw multiple events that affected transit service in the Twin Cities region, which had a significant impact on the performance measures included in this report. With the spread of the COVID-19 pandemic beginning in March 2020, transit providers introduced service changes in response to the need to social distance and in the face of overall reduced travel demand. Most routes had a reduction in service (i.e., trip frequencies) while many routes had their service suspended altogether. The nature of the service changes depended on the route type, with the majority of local bus service continuing to run, albeit at lower service levels, and Commuter and Express bus services seeing more severe reductions in service levels due to the lack of downtown office-based travel demand. Some services, such as certain Core Local routes, had increased service levels in order to maintain social distancing. For services that were not suspended in 2020, an emphasis was placed on “essential trips only” for the majority of the year. This message was intended to discourage travel that was not considered essential in order to reduce the spread of the COVID-19 virus.

In addition to service reductions due to the COVID-19 pandemic, transit service also saw further reductions as a result of the civil unrest following the murder of George Floyd. These reductions or

detours were usually temporary and specific to locations and routes, but the majority of the region's transit service was suspended for five days in late May and early June.

Table 2 – 2020 Transit Service Disruptions

Route Type	No Impact	Reduced Service	Suspended Service	Total Routes
Commuter and Express Bus	6	86	24	**116**
Core Local Bus	4	30	0	**34**
Supporting Local Bus	0	13	0	**13**
Suburban Local Bus	4	30	8	**42**
Arterial BRT	0	2	0	**2**
Highway BRT	1	0	0	**0**
Light Rail Transit	0	2	0	**2**
Commuter Rail	0	1	0	**1**
General Public DAR	2	1	0	**3**
Metro Mobility/ADA	1	0	0	**0**
Total	**17**	**165**	**32**	**214**

Due to impacts of the COVID-19 pandemic on travel behavior in general, and the resulting reductions in transit service, there were significant ridership declines throughout the transit system. The severity of ridership declines was not the same for all route types, reflecting the different trip purposes that each route type serves. Some route types such as arterial BRT, Core Local Bus, Suburban Local Bus and Metro Mobility had lower ridership declines than other route types since they served essential trip-making that continued despite the pandemic. Other route types, especially those that support traditional office commute trips, saw deep declines in accordance with a shift to remote work. These patterns of ridership impacts of the pandemic highlight the resiliency of route types that serve populations that require their service. Metro Mobility took additional roles during the COVID-19 pandemic to advantage of excess service capacity including delivering groceries for Metro Mobility customers and providing free rides to and from work for essential health care workers[1].

[1] Metro Mobility and Metropolitan Council Transitlink also provided food delivery services in 2020 but data in this reports excludes data associated with those efforts

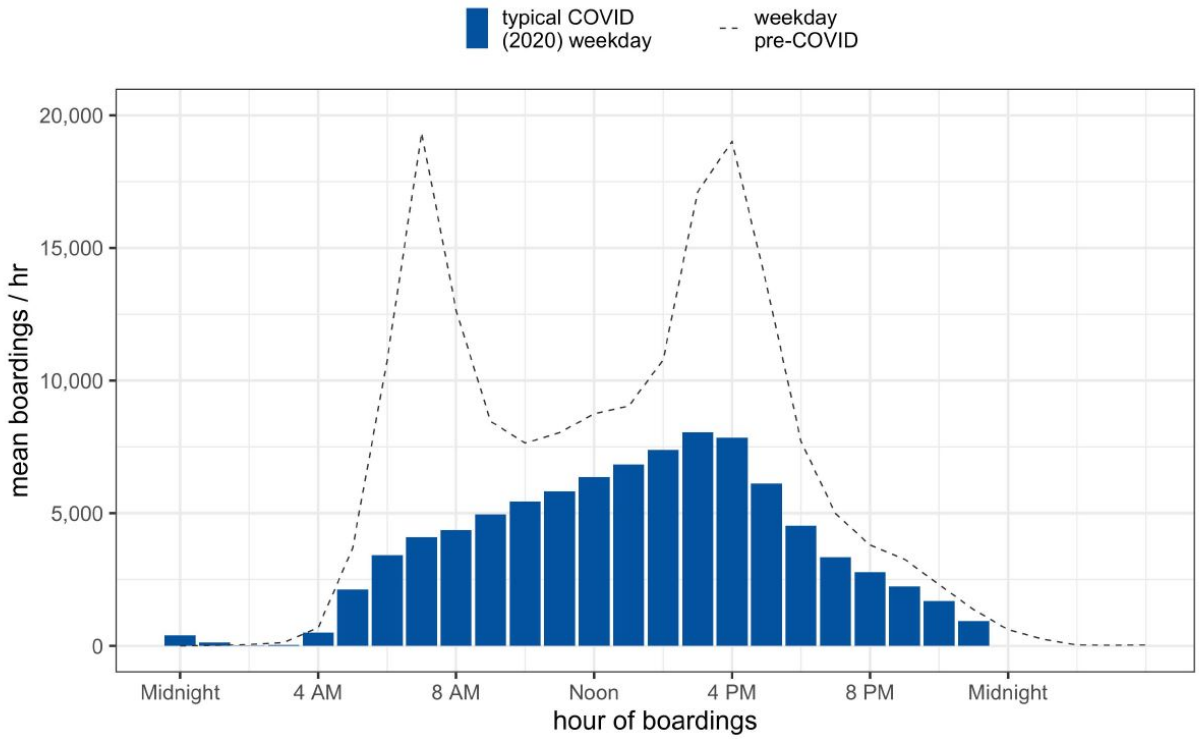
Table 3 - COVID Impacts on Ridership and Service Provided, 2019-2020 Ridership and Revenue Hours

Route Type	2019 Ridership	2020 Ridership	2019 – 2020 Ridership Change %	2019 Revenue Hours	2020 Revenue Hours	2019 – 2020 Hours Change %
Commuter and Express Bus	11,958,108	3,196,351	***-73.3%***	409,734	185,325	**-54.8%**
Core Local Bus	36,344,239	19,017,558	***-47.7%***	1,157,785	1,029,573	**-11.1%**
Supporting Local Bus	2,482,128	1,157,124	***-53.4%***	143,345	127,038	**-11.4%**
Suburban Local Bus	3,748,877	1,907,767	***-49.1%***	239,303	193,369	**-19.2%**
Arterial BRT[2]	2,895,752	2,258,926	***-22.0%***	60,299	72,236	**+19.8%**
Highway BRT	242,372	118,526	***-51.1%***	11,977	11,715	**-2.2%**
Light Rail Transit	25,299,441	10,255,520	***-59.5%***	118,452	90,693	**-23.4%**
Commuter Rail	767,767	152,456	***-80.1%***	3,181	1,425	**-55.5%**
General Public DAR	416,396	67,338	***-83.8%***	164,234	42,432	**-74.2%**
Metro Mobility/ADA	2,337,293	1,414,660	***-39.5%***	1,342,414	1,120,132	**-16.6%**
Total	**86,492,373**	**39,577,487**	**-54.2%**	**3,650,723**	**2,874,474**	**-21.3%**

Impacts of the COVID-19 pandemic not only had impacts on overall ridership levels, but it also impacted when peak ridership occurred. Metro Transit, who provides the vast majority of all-day transit service, saw temporal shifts in their ridership patterns; ridership no longer had the two distinct a.m. and p.m. peaks in ridership that characterized pre-COVID-19 travel patterns. This shift in the time of day in ridership shows that the travel patterns of those that continued to use transit throughout the pandemic had generally different travel needs than the average pre-pandemic transit rider.

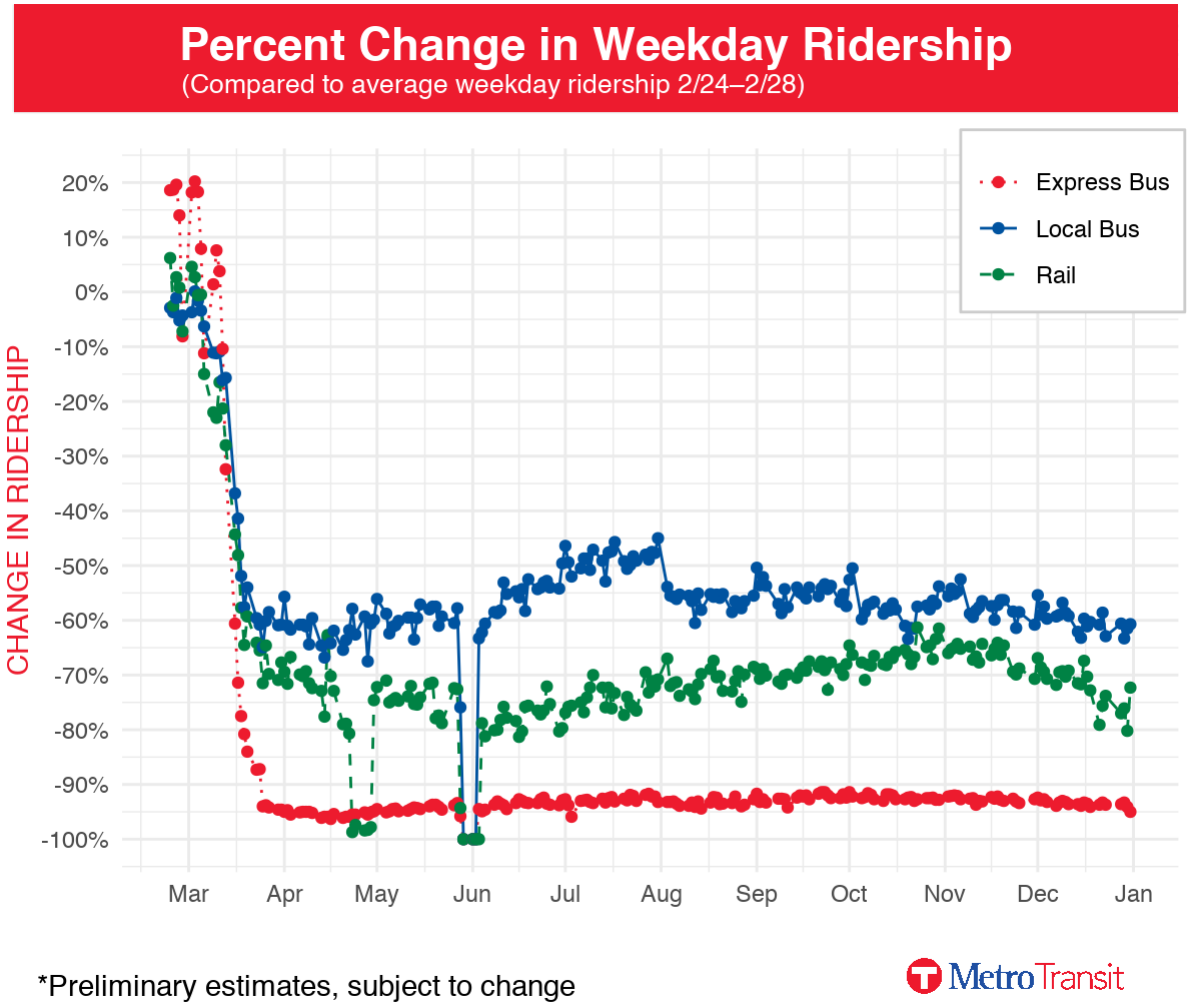
[2] METRO C Line began operations in June 2019

Figure 1 - Metro Transit Ridership by Time of Day



Though the general trend for transit ridership in 2020 was defined as a sharp decline starting in March 2020, there were some significant trends within the year. Civil unrest in late May-early June saw a complete disruption in transit service impacting ridership. Ridership was also impacted by temporary fare policies and Metro Transit provided rides without collecting fares until August 2020, when they reintroduced fare enforcement and there was an immediate decline in bus ridership.

Figure 2 - Percent Change in Metro Transit Weekday Ridership March – December 2020



Overall, the COVID-19 pandemic and the service changes that transit providers made in response to it had a significant impact on how transit performance is measured in this report. As ridership declined, subsidy per passenger increased while productivity decreased. Since subsidies per passenger standards are relative to route type average, there was less of an impact on the number of routes meeting subsidy standards; since productivity standards are fixed for each route type, there was a significant impact on the number of routes meeting productivity standards.

Regional system performance

Cost Effectiveness

The cost effectiveness of a route is measured by the subsidy required to operate the route per passenger trip delivered. Subsidy per passenger for each route is calculated by dividing the net subsidy by the number of passenger trips delivered, with net subsidy being equal to total cost minus passenger fares. Certain other revenue may be collected by a provider for items such as advertising and shared use rentals to reduce the taxpayer burden for the service. Those revenues do not reduce the net cost of service but are considered sources for funding the subsidy.

Subsidies per passenger was significantly impacted by multiple factors in 2020. In addition to a decrease in fares due to an overall decline in travel demand, fares were not collected from April to August following the spread of the COVID-19 pandemic. Subsidies per passenger for Metro Mobility were also impacted by fares being waived for health care workers throughout 2020.

The table below shows both route-level average peer subsidy per passenger (left half of table below) and system subsidy per passenger (right half of table below). The route-level subsidy standard is used for performance comparison, as described later in this document.

The route-level average is determined by calculating the subsidy per passenger per route then creating an average of those values and is used for route performance purposes. The system subsidy per passenger is calculated by dividing the total subsidy for a route type by the total number of passengers on that route type, e.g., total subsidy of all commuter and express routes divided by total number of passengers for the route type. The following table shows a comparison of the peer average subsidy per passenger and the system subsidy per passenger by type of service.

Table 4 - Subsidy per Passenger by Type of Service

	Route Performance Average Peer Subsidy Per Passenger (Route-Level)				System Subsidy Per Passenger (Passenger-Level)			
Route Type	**Weekday**	**Saturday**	**Sunday**	**Total**	**Weekday**	**Saturday**	**Sunday**	**Total**
Commuter and Express Bus	$28.12	$30.96*	$30.96*	N/A	$14.58	$31.13*	$31.13*	**$14.83**
Core Local Bus	$13.04	$17.33	$17.53	N/A	$11.03	$13.37	$13.29	**$11.49**
Supporting Local Bus	$16.33	$21.19	$24.95	N/A	$15.74	$21.09	$24.76	**$17.15**
Suburban Local Bus	$24.69	$40.28	$57.80	N/A	$16.10	$16.63	$19.58	**$16.41**
Arterial BRT	$7.32	$8.48	$10.06	N/A	$7.13	$8.34	$9.81	**$7.59**
Highway BRT	$21.90	$17.60	$21.13	N/A	$21.90	$17.60	$21.13	**$21.23**
Light Rail Transit	$6.38	$7.79	$8.90	N/A	$6.18	$7.64	$8.76	**$6.67**
Commuter Rail	$99.12	$99.12	$99.12	N/A	$99.12	$99.12	$99.12	**$99.12**
General Public Dial-A-Ride	$40.24	$47.58	$64.80	N/A	N/A	N/A	N/A	**$44.43**
Metro Mobility/ADA	N/A	N/A	N/A	$53.93	N/A	N/A	N/A	**$53.93**

*Based on weekend total

System subsidy per passenger by provider

The table at the end of this document shows the system subsidy per passenger (passenger-level) for each provider and service type. The accompanying Excel file provides the route-level detail to this table.

Subsidy per passenger – route-level

For the cost effectiveness standard in the 2040 TPP, each route and day of service was compared against the route-level subsidy per passenger for its peer group. The 2040 TPP specifies a monitoring goal and possible corrective action for routes that fall within certain levels compared to the peer average, which are shown in the table below.

Table 5 - Subsidy Performance Standards

Threshold No.	Level of Subsidy per Passenger Performance	Monitoring Goal	Possible Action
1	> 20% to 35% over peer average	For Quick Review	Minor Modifications
2	> 35% to 60% over peer average	For Intense Review	Major Changes
3	> 60% over peer average	For Significant Change	Restructure/Eliminate

The following table shows a summary of the routes by service type and day of service and the number of routes in each threshold.

Table 6 - Number of Routes, by Route Type, Meeting Subsidy Performance Standards

Service Type	Day of Service	Peer Group Subsidy Average	Threshold Information				
			Level Number	Description	Min	Max	Routes
Commuter and Express Bus	Weekday	$28.12	Meets	Less than 20% over peer average		$33.74	104
			1	20% to 35% over peer average	$33.75	$37.95	4
			2	35% to 60% over peer average	$37.96	$44.99	0
			3	60 % over peer average	$45.00		9
Commuter and Express Bus	Saturday	$30.96	Meets	Less than 20% over peer average		$37.14	3
			1	20% to 35% over peer average	$37.15	$41.78	0
			2	35% to 60% over peer average	$41.79	$49.52	0
			3	60 % over peer average	$49.53		0
Commuter and Express Bus	Sunday	$30.96	Meets	Less than 20% over peer average		$37.14	2
			1	20% to 35% over peer average	$37.15	$41.78	0
			2	35% to 60% over peer average	$41.79	$49.52	0
			3	60 % over peer average	$49.53		0
Core Local	Weekday	$13.04	Meets	Less than 20% over peer average		$15.63	24
			1	20% to 35% over peer average	$15.64	$17.59	5
			2	35% to 60% over peer average	$17.60	$20.85	3
			3	60 % over peer average	$20.86		2
		$17.33	Meets	Less than 20% over peer average		$20.79	21

Service Type	Day of Service	Peer Group Subsidy Average	Threshold Information				
			Level Number	Description	Min	Max	Routes
Core Local	Saturday		1	20% to 35% over peer average	$20.80	$23.39	1
			2	35% to 60% over peer average	$23.40	$27.72	3
			3	60 % over peer average	$27.73		2
Core Local	Sunday	$17.53	Meets	Less than 20% over peer average		$21.03	19
			1	20% to 35% over peer average	$21.04	$23.66	2
			2	35% to 60% over peer average	$23.67	$28.04	0
			3	60 % over peer average	$28.05		4
Supporting Local	Weekday	$16.33	Meets	Less than 20% over peer average		$19.59	10
			1	20% to 35% over peer average	$19.60	$22.04	1
			2	35% to 60% over peer average	$22.05	$26.12	1
			3	60 % over peer average	$26.13		1
Supporting Local	Saturday	$21.19	Meets	Less than 20% over peer average		$25.42	7
			1	20% to 35% over peer average	$25.43	$26.60	1
			2	35% to 60% over peer average	$28.61	$33.89	2
			3	60 % over peer average	$33.90		0
Supporting Local	Sunday	$24.95	Meets	Less than 20% over peer average		$29.93	6
			1	20% to 35% over peer average	$29.94	$33.67	3
			2	35% to 60% over peer average	$33.68	$39.90	1
			3	60 % over peer average	$39.91		0
Suburban Local	Weekday	$24.69	Meets	Less than 20% over peer average		$29.61	29
			1	20% to 35% over peer average	$29.62	$33.32	4
			2	35% to 60% over peer average	$33.33	$39.49	3
			3	60 % over peer average	$39.50		6
Suburban Local	Saturday	$40.28	Meets	Less than 20% over peer average		$48.33	16
			1	20% to 35% over peer average	$48.34	$54.37	1
			2	35% to 60% over peer average	$54.38	$64.44	0
			3	60 % over peer average	$64.45		5
Suburban Local	Sunday	$57.80	Meets	Less than 20% over peer average		$69.35	11
			1	20% to 35% over peer average	$69.36	$78.02	0
			2	35% to 60% over peer average	$78.03	$92.47	2
			3	60 % over peer average	$92.48		3
Arterial BRT	Weekday	$7.32	Meets	Less than 20% over peer average		$8.78	2
			1	20% to 35% over peer average	$8.79	$9.87	0
			2	35% to 60% over peer average	$9.88	$11.71	0
			3	60 % over peer average	$11.72		0
	Saturday	$8.48	Meets	Less than 20% over peer average		$10.17	2
			1	20% to 35% over peer average	$10.18	$11.44	0

Service Type	Day of Service	Peer Group Subsidy Average	Threshold Information				
			Level Number	Description	Min	Max	Routes
Arterial BRT			2	35% to 60% over peer average	$11.45	$13.56	0
			3	60 % over peer average	$13.57		0
Arterial BRT	Sunday	$10.06	Meets	Less than 20% over peer average		$12.06	2
			1	20% to 35% over peer average	$12.07	$13.57	0
			2	35% to 60% over peer average	$13.58	$16.09	0
			3	60 % over peer average	$16.10		0
Highway BRT	Weekday	$21.90	Meets	Less than 20% over peer average		$26.27	1
			1	20% to 35% over peer average	$26.28	$29.56	0
			2	35% to 60% over peer average	$29.57	$35.03	0
			3	60 % over peer average	$35.04		0
Highway BRT	Saturday	$17.60	Meets	Less than 20% over peer average		$21.11	1
			1	20% to 35% over peer average	$21.12	$23.75	0
			2	35% to 60% over peer average	$23.76	$28.15	0
			3	60 % over peer average	$28.16		0
Highway BRT	Sunday	$21.13	Meets	Less than 20% over peer average		$25.35	1
			1	20% to 35% over peer average	$25.36	$28.52	0
			2	35% to 60% over peer average	$28.53	$33.80	0
			3	60 % over peer average	$33.81		0
Light Rail	Weekday	$6.38	Meets	Less than 20% over peer average		$7.65	2
			1	20% to 35% over peer average	$7.66	$8.60	0
			2	35% to 60% over peer average	$8.61	$10.20	0
			3	60 % over peer average	$10.21		0
Light Rail	Saturday	$7.79	Meets	Less than 20% over peer average		$9.33	2
			1	20% to 35% over peer average	$9.34	$10.50	0
			2	35% to 60% over peer average	$10.51	$12.45	0
			3	60 % over peer average	$12.46		0
Light Rail	Sunday	$8.90	Meets	Less than 20% over peer average		$10.67	2
			1	20% to 35% over peer average	$10.68	$12.00	0
			2	35% to 60% over peer average	$12.01	$14.23	0
			3	60 % over peer average	$14.24		0
Commuter Rail	Weekday	$99.12	Meets	Less than 20% over peer average		$118.93	1
			1	20% to 35% over peer average	$118.94	$133.80	0
			2	35% to 60% over peer average	$133.81	$158.58	0
			3	60 % over peer average	$158.59		0
Commuter Rail	Saturday	$99.12	Meets	Less than 20% over peer average		$118.93	1
			1	20% to 35% over peer average	$118.94	$133.80	0
			2	35% to 60% over peer average	$133.81	$158.58	0

Service Type	Day of Service	Peer Group Subsidy Average	Threshold Information				
			Level Number	Description	Min	Max	Routes
			3	60 % over peer average	$158.59		0
Commuter Rail	Sunday	$99.12	Meets	Less than 20% over peer average		$118.93	1
			1	20% to 35% over peer average	$118.94	$133.80	0
			2	35% to 60% over peer average	$133.81	$158.58	0
			3	60 % over peer average	$158.59		0
General Public Dial-a-Ride	Weekday	$40.24	Meets	Less than 20% over peer average		$48.28	2
			1	20% to 35% over peer average	$48.29	$54.31	1
			2	35% to 60% over peer average	$54.32	$64.37	0
			3	60 % over peer average	$64.38		0
General Public Dial-a-Ride	Saturday	$47.58	Meets	Less than 20% over peer average		$57.08	1
			1	20% to 35% over peer average	$57.09	$64.22	0
			2	35% to 60% over peer average	$64.23	$76.11	0
			3	60 % over peer average	$76.12		1
General Public Dial-a-Ride	Sunday	$64.80	Meets	Less than 20% over peer average		$77.75	1
			1	20% to 35% over peer average	$77.76	$87.47	0
			2	35% to 60% over peer average	$87.48	$103.67	0
			3	60 % over peer average	$103.68		0

Passengers per in-service hour

The 2040 TPP establishes average and minimum passenger per in-service hour standards for light rail transit, big bus fixed-route service, small bus fixed-route service, and paratransit operations. Passengers per in-service hour represents the total passengers carried divided by the in-service time (time a vehicle is traveling on routes and available for passenger pickups). The standard for each type of service is shown in the table below.

For this analysis, the measure is analyzed at the route/day of service level.

Table 7 - Productivity (Passengers per In Service Hour) Performance Standards

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

Table 8 - Number of Routes, by Route Type, Meeting Productivity Standards

Route Type	Weekday		Saturday		Sunday	
	Meets Standard	Below Standard	Meets Standard	Below Standard	Meets Standard	Below Standard
Arterial BRT	2	0	1	1	1	1
Highway BRT	0	1	0	1	0	1
Commuter & Express Bus	57	60	0	3	0	2
Commuter Rail	1	0	0	1	0	1
Core Local Bus	10	24	3	24	4	21
General Demand Response	3	0	1	1	0	1
Light Rail	2	0	2	0	2	0
Suburban Local Bus	9	33	6	16	5	11
Supporting Local Bus	3	10	1	9	0	10

Table references

The following tables with route-level subsidy per passenger information are attached:

- Table 1 – Commuter & Express – Subsidy per passenger and passengers per hour for commuter and express bus service, sorted by day of service and route number.
- Table 2 – Core Local – Subsidy per passenger and passengers per hour for core local bus service, sorted by day of service and route number.
- Table 3 – Supporting Local – Subsidy per passenger and passengers per hour for supporting local bus service, sorted by day of service and route number.
- Table 4 – Suburban Local – Subsidy per passenger and passengers per hour for suburban local bus service, sorted by day of service and route number.
- Table 5 – Arterial BRT – Subsidy per passenger and passengers per hour for Arterial BRT, sorted by day of service.
- Table 6 – Highway BRT – Subsidy per passenger and passengers per hour for Highway BRT, sorted by day of service and route number.
- Table 7 – Light Rail Transit – Subsidy per passenger and passengers per hour for light rail transit, sorted by day of service and route number.
- Table 8 – Commuter Rail – Subsidy per passenger and passengers per hour for commuter rail, sorted by day of service and route number.
- Table 9 – General Public Dial-a-Ride – Subsidy per passenger and passengers per hour for dial-a-rides.

Appendix: Additional Tables

Table 9 - Passenger Trips

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Light Rail	Commuter & Express	Commuter Rail	General DR	ADA DAR	Vanpool	Grand Total	%
Maple Grove			1,218				191,610		19,850			212,678	**0.5%**
Metro Transit	18,982,512	783,671	1,109,790	2,258,926	3,512	10,255,520	2,166,969	152,456				35,713,356	**89.9%**
MTS	35,046	373,453	506,511		115,014		27,525		110,259	1,414,660	57,908	2,640,376	**6.6%**
MVTA			279,295				502,808					782,103	**2.0%**
Plymouth			5,407				116,568		25,860			147,835	**0.4%**
SW Transit			5,546				190,871		51,628			248,045	**0.6%**
Grand Total	**19,017,558**	**1,157,124**	**1,907,767**	**2,258,926**	**118,526**	**10,255,520**	**3,196,351**	**152,456**	**207,597**	**1,414,660**	**57,908**	**39,744,393**	**100%**
Percent	**47.8%**	**2.9%**	**4.8%**	**5.7%**	**0.3%**	**25.8%**	**8.0%**	**0.4%**	**0.5%**	**3.6%**	**0.1%**	**100%**	

Table 10 - In Service Hours

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Light Rail	Commuter & Express	Commuter Rail	General DR	ADA DAR	Vanpool	Grand Total	%
Maple Grove			112				8,528		7,930			16,570	0.6%
Metro Transit	1,021,597	61,399	62,550	72,736	833	90,693	108,631	1,425				1,4319,864	47.7%
MTS	7,976	65,639	81,257		10,882		3,949		80,563	1,120,132	20,983	1,391,381	46.8%
MVTA			47,694				39,905					87,599	2.9%
Plymouth			896				12,597		10,113			23,606	0.8%
SW Transit			860				11,715		24,389			36,964	1.2%
Grand Total	1,029,573	127,038	193,369	72,736	11,715	90,693	185,325	1,425	122,995	1,120,132	20,983	2,975,984	100%
Percent	34.6%	4.3%	6.5%	2.4%	0.4%	3.0%	6.2%	0.0%	4.1%	37.6%	0.7%	100%	

Table 11 - Operating Costs

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Light Rail	Commuter & Express	Commuter Rail	General DR	ADA DAR	Vanpool	Grand Total	%
Maple Grove			$21,098				$2,265,674		$834,712			$3,121,484	0.6%
Metro Transit	$234,061,718	$14,801,580	$15,870,907	$19,543,017	$228,994	$79,959,253	$31,119,117	$15,618,205				$411,202,761	74.4%
MTS	$776,399	$6,008,829	$7,267,493		$2,375,863		$1,111,843		$6,733,700	$80,276,020	$748,152	$105,298,299	19.1%
MVTA			$9,680,173				$11,422,812					$21,102,985	3.8%
Plymouth			$110,975				$1,858,100		$1,239,547			$3,208,622	0.6%
SW Transit			$423,626				$7,259,188		$987,356			$8,670,170	1.6%
Grand Total	$234,838,117	$20,810,409	$33,374,272	$19,543,017	$2,604,857	$79,959,253	$55,036,734	$15,618,205	$9,795,315	$80,276,020	$748,152	$552,604,351	100%
Percent	42.5%	3.8%	6.0%	3.5%	0.5%	14.5%	10.0%	2.8%	1.8%	14.5%	0.1%	100%	

Table 12 - System Subsidy per Passenger

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Light Rail	Commuter & Express	Commuter Rail	General DR	ADA DAR	Vanpool	Grand Total
Maple Grove			$17.32				$8.57		$40.99			**$11.65**
Metro Transit	$11.47	$18.10	$13.17	$7.59	$65.20	$6.67	$12.02	$99.12				**$10.46**
MTS	$21.25	$15.17	$13.25		$19.89		$37.89		$57.65	$53.93	$6.56	**$37.68**
MVTA			$33.80				$20.56					**$25.28**
Plymouth			$20.52				$13.73		$46.09			**$19.64**
SW Transit			$74.02				$35.26		$16.72			**$32.12**
Grand Total	**$11.49**	**$17.15**	**$16.41**	**$7.59**	**$21.23**	**$6.67**	**$14.83**	**$99.12**	**$44.44**	**$53.93**	**$6.56**	**$12.73**

390 Robert Street North
Saint Paul, MN 55101-1805

651.602.1000
TTY 651.291.0904
public.info@metc.state.mn.us
metrocouncil.org

Follow us on:
twitter.com/metcouncilnews
facebook.com/MetropolitanCouncil
youtube.com/MetropolitanCouncil