# 2021 REGIONAL ROUTE PERFORMANCE ANALYSIS


METROPOLITAN COUNCIL

October 2022

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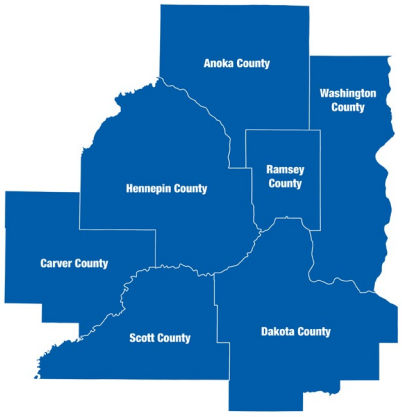


The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide 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.

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# 2021 REGIONAL ROUTE PERFORMANCE ANALYSIS

The Regional Route Performance Analysis evaluates how transit service in the Twin Cities region performed in 2021 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. |

## *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 continue to be significantly impacted by the COVID-19 pandemic's impact on travel behavior. Demand for public transportation travel have yet to return to pre-pandemic levels, which is reflected cost-effectiveness measures such as subsidy per passenger.

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 2 - 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** | $91.43 | $27.13 | $29.13 | N/A | $31.41 | $26.81 | $27.99 | **$31.26** |
| **Core Local Bus** | $15.90 | $16.67 | $17.33 | N/A | $12.42 | $13.38 | $13.52 | **$12.63** |
| **Supporting Local Bus** | $17.72 | $20.90 | $23.10 | N/A | $16.21 | $20.37 | $23.67 | **$17.44** |
| **Suburban Local Bus** | $39.50 | $38.48 | $54.78 | N/A | $18.58 | $18.93 | $24.48 | **$19.06** |
| **Arterial BRT** | $7.73 | $8.22 | $9.75 | N/A | $7.65 | $8.21 | $9.73 | **$7.96** |
| **Highway BRT** | $31.41 | $21.05 | $32.72 | N/A | $27.46 | $20.82 | $25.32 | **$26.31** |
| **Light Rail Transit** | $7.42 | $7.09 | $8.28 | N/A | $7.22 | $7.04 | $8.28 | **$7.34** |
| **Commuter Rail** | $174.34 | NA | NA | N/A | $174.34 | NA | NA | **$174.34** |
| **General Public Dial-A-Ride** | $36.70 | $14.71 | Na | N/A | $42.92 | $14.71 | N/A | **$42.50** |
| **Metro Mobility/ADA** | N/A | N/A | N/A | $42.59 | N/A | N/A | N/A | **$42.59** |

### *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 3 - 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 4 - 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 | $91.43 | Meets | Less than 20% over peer average | | $109.71 | 61 |
| | | | 1 | 20% to 35% over peer average | $109.72 | $123.43 | 1 |
| | | | 2 | 35% to 60% over peer average | $123.44 | $146.28 | 1 |
| | | | 3 | 60 % over peer average | $146.29 | | 1 |
| Commuter and Express Bus | Saturday | $27.93 | Meets | Less than 20% over peer average | | $33.51 | 3 |
| | | | 1 | 20% to 35% over peer average | $33.52 | $37.70 | 0 |
| | | | 2 | 35% to 60% over peer average | $37.71 | $44.68 | 0 |
| | | | 3 | 60 % over peer average | $44.69 | | 0 |
| Commuter and Express Bus | Sunday | $27.93 | Meets | Less than 20% over peer average | | $33.51 | 2 |
| | | | 1 | 20% to 35% over peer average | $33.52 | $37.70 | 0 |
| | | | 2 | 35% to 60% over peer average | $37.71 | $44.68 | 0 |
| | | | 3 | 60 % over peer average | $44.69 | | 0 |
| Core Local | Weekday | $15.53 | Meets | Less than 20% over peer average | | $18.62 | 21 |
| | | | 1 | 20% to 35% over peer average | $18.63 | $20.95 | 4 |
| | | | 2 | 35% to 60% over peer average | $20.96 | $24.84 | 3 |
| | | | 3 | 60 % over peer average | $24.85 | | 1 |
| Core Local | Saturday | $17.08 | Meets | Less than 20% over peer average | | $20.49 | 22 |
| | | | 1 | 20% to 35% over peer average | $20.50 | $23.05 | 1 |
| | | | 2 | 35% to 60% over peer average | $23.06 | $27.33 | 1 |
| | | | 3 | 60 % over peer average | $27.34 | | 2 |
| Core Local | Sunday | $16.54 | Meets | Less than 20% over peer average | | $19.84 | 18 |
| | | | 1 | 20% to 35% over peer average | $19.85 | $22.32 | 2 |

| Service Type | Day of Service | Peer Group Subsidy Average | Threshold Information | | | | |
|---|---|---|---|---|---|---|---|
| | | | Level Number | Description | Min | Max | Routes |
| | | | 2 | 35% to 60% over peer average | $22.33 | $26.45 | 1 |
| | | | 3 | 60 % over peer average | $26.46 | | 2 |
| Supporting Local | Weekday | $17.72 | Meets | Less than 20% over peer average | | $21.26 | 9 |
| | | | 1 | 20% to 35% over peer average | $21.27 | $23.92 | 1 |
| | | | 2 | 35% to 60% over peer average | $23.93 | $28.35 | 1 |
| | | | 3 | 60 % over peer average | $28.36 | | 1 |
| Supporting Local | Saturday | $20.90 | Meets | Less than 20% over peer average | | $25.07 | 8 |
| | | | 1 | 20% to 35% over peer average | $25.08 | $28.20 | 0 |
| | | | 2 | 35% to 60% over peer average | $28.21 | $33.43 | 3 |
| | | | 3 | 60 % over peer average | $33.44 | | 0 |
| Supporting Local | Sunday | $21.81 | Meets | Less than 20% over peer average | | $26.16 | 9 |
| | | | 1 | 20% to 35% over peer average | $26.17 | $29.43 | 0 |
| | | | 2 | 35% to 60% over peer average | $29.44 | $34.88 | 0 |
| | | | 3 | 60 % over peer average | $34.89 | | 0 |
| Suburban Local | Weekday | $39.50 | Meets | Less than 20% over peer average | | $47.39 | 32 |
| | | | 1 | 20% to 35% over peer average | $47.40 | $53.31 | 1 |
| | | | 2 | 35% to 60% over peer average | $53.32 | $63.19 | 2 |
| | | | 3 | 60 % over peer average | $63.20 | | 6 |
| Suburban Local | Saturday | $42.45 | Meets | Less than 20% over peer average | | $50.93 | 20 |
| | | | 1 | 20% to 35% over peer average | $50.94 | $57.30 | 1 |
| | | | 2 | 35% to 60% over peer average | $57.31 | $67.91 | 1 |
| | | | 3 | 60 % over peer average | $67.92 | | 5 |
| Suburban Local | Sunday | $68.50 | Meets | Less than 20% over peer average | | $82.19 | 16 |
| | | | 1 | 20% to 35% over peer average | $82.20 | $92.46 | 2 |
| | | | 2 | 35% to 60% over peer average | $92.47 | $109.59 | 0 |
| | | | 3 | 60 % over peer average | $109.60 | | 3 |
| Arterial BRT | Weekday | $7.73 | Meets | Less than 20% over peer average | | $9.27 | 2 |
| | | | 1 | 20% to 35% over peer average | $9.28 | $10.43 | 0 |
| | | | 2 | 35% to 60% over peer average | $10.44 | $12.36 | 0 |
| | | | 3 | 60 % over peer average | $12.37 | | 0 |
| Arterial BRT | Saturday | $8.22 | Meets | Less than 20% over peer average | | $9.85 | 2 |
| | | | 1 | 20% to 35% over peer average | $9.86 | $11.08 | 0 |
| | | | 2 | 35% to 60% over peer average | $11.09 | $13.14 | 0 |
| | | | 3 | 60 % over peer average | $13.15 | | 0 |
| | Sunday | $9.75 | Meets | Less than 20% over peer average | | $11.69 | 2 |
| | | | 1 | 20% to 35% over peer average | $11.70 | $13.16 | 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 | $13.17 | $15.59 | 0 |
| | | | 3 | 60 % over peer average | $16.60 | | 0 |
| Highway BRT | Weekday | $31.41 | Meets | Less than 20% over peer average | | $37.68 | 2 |
| | | | 1 | 20% to 35% over peer average | $37.69 | $42.40 | 0 |
| | | | 2 | 35% to 60% over peer average | $42.41 | $50.25 | 0 |
| | | | 3 | 60 % over peer average | $50.26 | | 0 |
| Highway BRT | Saturday | $21.05 | Meets | Less than 20% over peer average | | $25.25 | 2 |
| | | | 1 | 20% to 35% over peer average | $25.26 | $28.40 | 0 |
| | | | 2 | 35% to 60% over peer average | $28.41 | $33.67 | 0 |
| | | | 3 | 60 % over peer average | $33.68 | | 0 |
| Highway BRT | Sunday | $32.72 | Meets | Less than 20% over peer average | | $39.25 | 1 |
| | | | 1 | 20% to 35% over peer average | $39.26 | $44.16 | 1 |
| | | | 2 | 35% to 60% over peer average | $44.17 | $52.34 | 0 |
| | | | 3 | 60 % over peer average | $52.35 | | 0 |
| Light Rail | Weekday | $7.42 | Meets | Less than 20% over peer average | | $8.90 | 2 |
| | | | 1 | 20% to 35% over peer average | $8.91 | $10.01 | 0 |
| | | | 2 | 35% to 60% over peer average | $10.02 | $11.87 | 0 |
| | | | 3 | 60 % over peer average | $11.88 | | 0 |
| Light Rail | Saturday | $7.09 | Meets | Less than 20% over peer average | | $8.50 | 2 |
| | | | 1 | 20% to 35% over peer average | $8.51 | $9.57 | 0 |
| | | | 2 | 35% to 60% over peer average | $9.58 | $11.34 | 0 |
| | | | 3 | 60 % over peer average | $11.35 | | 0 |
| Light Rail | Sunday | $8.28 | Meets | Less than 20% over peer average | | $9.92 | 2 |
| | | | 1 | 20% to 35% over peer average | $9.93 | $11.17 | 0 |
| | | | 2 | 35% to 60% over peer average | $11.18 | $13.24 | 0 |
| | | | 3 | 60 % over peer average | $13.25 | | 0 |
| Commuter Rail | Weekday | $174.34 | Meets | Less than 20% over peer average | | $209.20 | 1 |
| | | | 1 | 20% to 35% over peer average | $209.21 | $235.35 | 0 |
| | | | 2 | 35% to 60% over peer average | $235.36 | $278.93 | 0 |
| | | | 3 | 60 % over peer average | $278.94 | | 0 |
| General Public Dial-a-Ride | Weekday | $23.91 | Meets | Less than 20% over peer average | | $28.69 | 4 |
| | | | 1 | 20% to 35% over peer average | $28.70 | $32.27 | 1 |
| | | | 2 | 35% to 60% over peer average | $32.28 | $38.25 | 0 |
| | | | 3 | 60 % over peer average | $38.26 | | 0 |
| | Saturday | $14.71 | Meets | Less than 20% over peer average | | $17.64 | 1 |
| | | | 1 | 20% to 35% over peer average | $17.65 | $19.85 | 0 |

| Service Type | Day of Service | Peer Group Subsidy Average | Threshold Information | | | | |
|---|---|---|---|---|---|---|---|
| | | | Level Number | Description | Min | Max | Routes |
| General Public Dial-a-Ride | | | 2 | 35% to 60% over peer average | $19.86 | $23.53 | 0 |
| | | | 3 | 60 % over peer average | $23.54 | | 1 |

### *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.

As with cost-effectiveness measures, productivity measures have been significantly impacted by the COVID-19 pandemic's impact on travel demand. The following analysis shows that demand for transit services has yet to return to the levels seen before the pandemic.

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

**Table 5 - 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 6 - 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 | 2 | 0 | 1 | 1 |
| **Highway BRT** | 0 | 2 | 0 | 2 | 0 | 2 |
| **Commuter & Express Bus** | 3 | 61 | 0 | 3 | 0 | 2 |
| **Commuter Rail** | 0 | 1 | | | | |
| **Core Local Bus** | 4 | 25 | 1 | 25 | 3 | 20 |
| **General Demand Response** | 3 | 1 | 1 | 0 | | |
| **Light Rail** | 2 | 0 | 2 | 0 | 2 | 0 |
| **Suburban Local Bus** | 5 | 36 | 8 | 27 | 4 | 17 |
| **Supporting Local Bus** | 1 | 11 | 1 | 10 | 0 | 11 |

## 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 7 - 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** | | | | | | | 74,494 | | 24,303 | | | 98,797 | **0.3%** |
| **Metro Transit** | 17,206,314 | 687,429 | 961,907 | 2,215,273 | 124,479 | 10,673,555 | 790,110 | 50,433 | | | | 32,709,500 | **89.2%** |
| **MTS** | 81,167 | 425.062 | 578,591 | | | | 4.293 | | 115.684 | 1,799,809 | 56,594 | 3,061,281 | **8.4%** |
| **MVTA** | | | 287.414 | | | | 259,810 | | | | | 547,224 | **1.5%** |
| **Plymouth** | | | | | | | 52,685 | | 32.798 | | | 85,483 | **0.2%** |
| **SW Transit** | | | | | | | 85,529 | | 62,667 | | | 148,196 | **0.4%** |
| **Grand Total** | **17.287.481** | **1.112.491** | **1,827,912** | **2,215,273** | **124,479** | **10,673,555** | **1,266,921** | **50,433** | **235,452** | **1,799,890** | **56,594** | **36,650,481** | **100%** |
| **Percent** | **47.2%** | **3.0%** | **5.0%** | **6.0%** | **0.3%** | **29.1%** | **3.5%** | **0.1%** | **0.6%** | **4.9%** | **0.2%** | **100%** | |

Table 8 - 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 | | | | | | | 6,851 | | 10,654 | | | 17,505 | 0.5% |
| Metro Transit | 1,071,657 | 61,303 | 62,943 | 76,205 | 13,058 | 101,798 | 86,264 | 888 | | | | 1,474,117 | 45.5% |
| MTS | 13,803 | 67,793 | 94,125 | | | | 987 | | 82,836 | 1,287,167 | 16,434 | 1,563,145 | 48.3% |
| MVTA | | | 81,298 | | | | 38,181 | | | | | 119,480 | 3.7% |
| Plymouth | | | | | | | 13,381 | | 11,561 | | | 24,942 | 0.8% |
| SW Transit | | | | | | | 11,743 | | 26,605 | | | 38,348 | 1.2% |
| Grand Total | 1,085,460 | 129,096 | 238,366 | 76,205 | 13,058 | 101,798 | 157,407 | 888 | 131,656 | 1,287,167 | 16,434 | 3,237,536 | 100% |
| Percent | 33.5% | 4.0% | 7.4% | 2.4% | 0.4% | 3.1% | 4.9% | 0.0% | 4.1% | 39.8% | 0.5% | 100% | |

Table 9 - 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 | | | | | | | $1,900,344 | | $957,958 | | | $2,858,302 | 0.5% |
| Metro Transit | $234,977,270 | $14,157,102 | $15,263,666 | $19,190,999 | $3,359,606 | $85,108,480 | $22,451,371 | $8,939,965 | | | | $403,448,459 | 73.7% |
| MTS | $1,251,394 | $6,461,278 | $8,737,585 | | | | $303,392 | | $7,562,863 | $82,783,426 | $632,074 | $107,7535,012 | 19.7% |
| MVTA | | | $12,660,502 | | | | $8,442,483 | | | | | $21,102,985 | 3.9% |
| Plymouth | | | | | | | $2,970,842 | | $1,151,172 | | | $4,122,014 | 0.8% |
| SW Transit | | | | | | | $6,931,480 | | $1,124,292 | | | $8,055,772 | 1.5% |
| **Grand Total** | **$236,231,664** | **$20,618,380** | **$36,661,753** | **$19,190,999** | **$3,359,606** | **$85,108,480** | **$42,999,912** | **$8,939,965** | **$10,796,285** | **$82,783,426** | **$632,074** | **$547,322,544** | **100%** |
| Percent | 43.2% | 3.8% | 6.7% | 3.5% | 0.6% | 15.5% | 7.9% | 1.6% | 2.0% | 15.1% | 0.1% | 100% | |

Table 10 - 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 | | | | | | | $22.76 | | $37.82 | | | **$26.46** |
| Metro Transit | $12.62 | $19.41 | $14.98 | $7.96 | $26.31 | $7.34 | $25.50 | $174.34 | | | | **$11.41** |
| MTS | $14.46 | $14.25 | $13.99 | | | | $68.38 | | $61.15 | $42.59 | $5.19 | **$32.55** |
| MVTA | | | $42.88 | | | | $30.31 | | | | | **$36.91** |
| Plymouth | | | | | | | $55.07 | | $32.88 | | | **$46.56** |
| SW Transit | | | | | | | $78.29 | | $14.94 | | | **$51.10** |
| Grand Total | **$12.63** | **$17.44** | **$19.06** | **$7.96** | **$26.31** | **$7.34** | **$31.26** | **$174.34** | **$42.50** | **$42.59** | **$5.19** | **$13.84** |


390 Robert Street North
Saint Paul, MN 55101-1805

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

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