2022 REGIONAL ROUTE PERFORMANCE ANALYSIS

METROPOLITAN COUNCIL

May 2024

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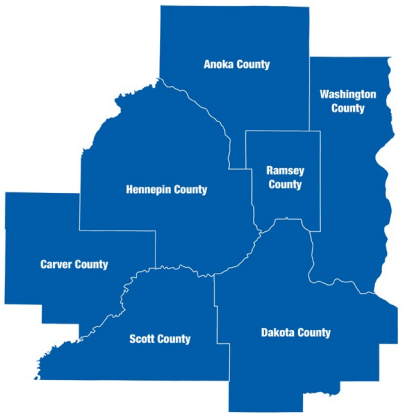

The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide 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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2022 REGIONAL ROUTE PERFORMANCE ANALYSIS

The Regional Route Performance Analysis evaluates how transit service in the Twin Cities region performed in 2022 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.

TRANSIT PERFORMANCE STANDARDS

The Metropolitan Council adopted the transit performance standards within Appendix G of the 2040 TPP. The region uses these standards to evaluate the relative productivity and efficiency of transit services. To be responsible and dynamic, a transit system must regularly measure and adjust service to respond to changes in rider demand. These measures 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 region's primary measures to evaluate service performance are Subsidy per Passenger and Passengers per In-Service Hour. Because different service types are expected to have different performance levels, each route is compared to its peers. Each peer group is identified in the 2040 TPP.

REGIONAL TRANSIT SERVICE PROVIDERS

The Met Council analyzed performance of routes operated by Metro Transit (a division of the Met Council), Metropolitan Transportation Services (a division of the Metropolitan Council), the City of Maple Grove, Minnesota Valley Transit Authority (MVTA), the City of Plymouth, and SouthWest Transit. The tables at the end of this report summarize ridership, hours of service, and total cost of service for each of these providers by service type.

COST AND REVENUE ALLOCATION METHODOLOGY

The various regional providers either direct operate transit services (Metro Transit – all operations, Southwest Transit – maintenance only) or contract with a third-party vendor to provide the service. Providers submitted data on their direct and indirect costs, fare revenue, passengers, and in-service hours. The table below summarizes cost and revenue allocations by provider. Each provider has slightly different ways of allocating their costs based on how their services are operated but each is responsible for consistently reporting costs to the Met Council year to year. Indirect cost allocation have the most variation in allocation methods as transit providers incur different costs based on their operating model but also as some agencies, particularly Metro Transit, take on costs that support operations for other regional providers.

Met Council staff reconciled the data submitted by the providers against data they submitted to the National Transit Database (NTD) to verify accuracy. The NTD is used by the Federal Transit Administration to track transit performance and conduct oversight.

Table 1 - Allocation Methodology

Provider	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 region measures a route's cost effectiveness by the subsidy required to operate the route per passenger trip taken. Subsidy per passenger for each route is calculated by dividing the net subsidy by the number of passenger trips delivered. Net subsidy is equal to total costs minus passenger fares. 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.

Subsidy per passenger, while still above 2019 performance levels, improved across the region's transit system and for almost all route types in 2022 compared to 2021. The system-wide subsidy per passenger decreased roughly 4% from $42.59 in 2021 to $40.95 in 2022. The route type with the lowest subsidy per passenger was light rail transit at $.5.93 of subsidy per passenger trip, although arterial bus rapid transit followed closely at $6.06.

Table 4 below shows both route average subsidy per passenger by route type (left half of table) 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 subsidy per passenger is calculated by taking the average of each route's subsidy per passenger within a given route type, such as core local bus. The system-wide 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.

Table 2 - Subsidy per Passenger by Type of Service

	Subsidy Per Passenger						
	Average Route Performance[1]			System-Wide Performance[2]			
Service Type	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	**Total**
Commuter and Express Bus	$69.04	$30.65	$40.00	$19.75	$33.94	$40.00	**$20.00**
Core Local Bus	$12.57	$18.68	$20.35	$10.32	$12.79	$12.96	**$10.82**
Supporting Local Bus	$14.15	$19.24	$19.56	$10.38	$12.71	$14.28	**$10.98**
Suburban Local Bus	$33.22	$56.91	$83.00	$18.74	$24.66	$30.05	**$20.15**
Arterial BRT	$5.93	$7.05	$8.43	$5.67	$6.74	$7.84	**$6.06**
Highway BRT	$17.28	$19.32	$21.20	$16.87	$18.96	$21.78	**$17.51**
Light Rail Transit	$5.86	$6.14	$6.91	$5.71	$6.13	$6.90	**$5.93**
Commuter Rail	$147.80	-	-	$147.80	-	-	**$147.80**
General Public Dial-A-Ride[3]	$39.82	$39.56	$55.49	$40.35[4]	$18.71	$42.70	**$36.88**
Metro Mobility/ADA	-	-	-	-	-	-	**$40.95**

Notes: 1 Average route performance is the unweighted average of the subsidy per passenger for each individual route by service type. **2** System-wide performance combines the ridership, fare revenue, and operation costs of all routes within a service type to create a subsidy per passenger for each service type by service period. **3** General Public Dial-A-Ride includes traditional DAR services like Transit Link as well as microtransit services like MVTA Connect or SW Prime. **4** Weekday includes Saturday service for MVTA Connect and Maple Grove MY RIDE and Sunday service for MVTA Connect due to how the transit agencies submitted their data.

System Subsidy per Passenger by Provider

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

Subsidy per Passenger – Route-Level

Met Council staff compared each route's subsidy per passenger against the average for its peer group, per the 2040 TPP cost effectiveness standard. Table 5 shows how much review is warranted and possible corrective actions transit providers may take for routes based on how its passenger subsidy compares to their peer average. Table 6 summarizes route performance by service type and service periods (weekdays, Saturdays, and Sundays) and the number of routes in each threshold.

Table 3 - Subsidy Performance Standards

Threshold	Level of Subsidy per Passenger Performance	Level of Review	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**

Table 4 - Number of Routes, by Route Type, Meeting Subsidy Performance Standards

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Commuter and Express Bus	Weekdays	$69.04	Meets	< 20% over		$82.84	52
			1	20% to 35% over	$82.85	$93.19	0
			2	35% to 60% over	$93.20	$110.45	0
			3	60 % over	$110.46		5
	Saturdays	$27.93	Meets	< 20% over		$33.51	3
			1	20% to 35% over	$33.52	$37.70	0
			2	35% to 60% over	$37.71	$44.68	0
			3	60 % over	$44.69		0
	Sundays	$27.93	Meets	< 20% over		$33.51	1
			1	20% to 35% over	$33.52	$37.70	0
			2	35% to 60% over	$37.71	$44.68	0
			3	60 % over	$44.69		0
Core Local	Weekday	$12.57	Meets	< 20% over		$15.08	20
			1	20% to 35% over	$15.09	$16.96	4
			2	35% to 60% over	$16.97	$20.11	1
			3	60 % over	$20.12		3
	Saturday	$18.68	Meets	< 20% over		$22.40	19
			1	20% to 35% over	$22.41	$25.20	1
			2	35% to 60%	$25.21	$29.87	2
			3	60 % over	$29.88		4
	Sunday	$20.35	Meets	< 20% over		$24.42	19
			1	20% to 35% over	$24.43	$27.47	3
			2	35% to 60% over	$27.48	$32.56	0
			3	60 % over	$32.57		2
Supporting Local	Weekday	$14.15	Meets	<20% over		$16.97	7
			1	20% to 35% over	$16.98	$19.09	3
			2	35% to 60% over	$19.10	$22.63	0
			3	60 % over	$22.64		2
	Saturday	$19.24	Meets	< 20% over		$23.07	7
			1	20% to 35% over	$23.08	$25.96	0
			2	35% to 60% over	$25.97	$30.77	2
			3	60 % over	$30.78		1
	Sunday	$19.56	Meets	< 20% over		$23.47	6
			1	20% to 35% over	$23.48	$26.40	1
			2	35% to 60% over	$26.41	$31.29	0
			3	60 % over	$31.30		2

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Suburban Local	Weekday	$33.22	Meets	< 20% over		$39.85	29
			1	20% to 35% over	$39.86	$44.83	1
			2	35% to 60% over	$44.84	$53.14	0
			3	60 % over	$53.15		7
	Saturday	$56.91	Meets	< 20% over		$68.29	22
			1	20% to 35% over	$68.30	$76.82	1
			2	35% to 60% over	$76.83	$91.05	0
			3	60 % over	$91.06		7
	Sunday	$83.00	Meets	< 20% over		$99.59	16
			1	20% to 35% over	$99.60	112.04	1
			2	35% to 60% over	$112.05	$132.79	0
			3	60 % over	$132.80		7
Arterial BRT	Weekday	$5.93	Meets	< 20% over		$7.10	3
			1	20% to 35% over	$7.11	$7.99	0
			2	35% to 60% over	$8.00	$9.48	0
			3	60 % over	$9.49		0
	Saturday	$7.05	Meets	< 20% over		$8.45	3
			1	20% to 35% over	$8.46	$9.50	0
			2	35% to 60% over	$9.51	$11.26	0
			3	60 % over	$11.27		0
	Sunday	$8.43	Meets	< 20% over		$10.11	3
			1	20% to 35% over	$10.12	$11.37	0
			2	35% to 60% over	$11.38	$13.48	0
			3	60 % over	$13.49		0
Highway BRT	Weekday	$17.28	Meets	< 20% over		$20.73	3
			1	20% to 35% over	$20.74	$23.32	0
			2	35% to 60% over	$23.33	$27.64	0
			3	60 % over	$27.65		0
	Saturday	$19.32	Meets	< 20% over		$25.44	3
			1	20% to 35% over	$25.44	$28.61	0
			2	35% to 60% over	$28.62	$33.91	0
			3	60 % over	$33.92		0
	Sunday	$21.20	Meets	< 20% over		$25.43	3
			1	20% to 35% over	$25.44	$28.61	0
			2	35% to 60% over	$28.62	$33.91	0
			3	60 % over	$33.92		0

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Light Rail	Weekday	$5.86	Meets	< 20% over		$7.03	2
			1	20% to 35% over	$7.04	$7.90	0
			2	35% to 60% over	$7.91	$9.37	0
			3	60 % over	$9.38		0
	Saturday	$6.14	Meets	< 20% over		$7.36	2
			1	20% to 35% over	$7.37	$8.28	0
			2	35% to 60% over	$8.29	$9.81	0
			3	60 % over	$9.82		0
	Sunday	$6.91	Meets	< 20% over		$8.28	2
			1	20% to 35% over	$8.29	$9.32	0
			2	35% to 60% over	$9.33	$11.04	0
			3	60 % over	$11.05		0
Commuter Rail	Weekday	$147.80	Meets	< 20% over		$177.35	1
			1	20% to 35% over	$177.36	$199.52	0
			2	35% to 60% over	$199.53	$236.47	0
			3	60 % over	$236.48		0
General Public Dial-a-Ride	Weekday	$39.82	Meets	< 20% over		$47.77	4
			1	20% to 35% over	$47.78	$53.74	0
			2	35% to 60% over	$53.75	$63.69	0
			3	60 % over	$63.70		1
	Saturday	$39.56	Meets	< 20% over		$47.46	2
			1	20% to 35% over	$47.47	$53.39	0
			2	35% to 60% over	$53.40	$63.28	0
			3	60 % over	$63.29		1
	Sunday	$55.49	Meets	< 20% over		$66.58	1
			1	20% to 35% over	$66.59	$74.90	1
			2	35% to 60% over	$74.91	$88.77	0
			3	60 % over	$88.78		0

Passengers per In-Service Hour

The TPP establishes average and minimum passenger per in-service hour standards for all fixed-route service types as well as general public dial-a-ride. Passengers per in-service hour is 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 Table 7 below and Table 8 summarizes the number of routes meeting or below the standard by route type and service period.

As with cost-effectiveness, productivity was significantly impacted by the COVID-19 pandemic but has generally been improving across all service types and periods. For example, 37 weekday routes met productivity guidelines in 2022 compared to 20 in 2021. The Met Council and its partners will continue to monitor productivity and evaluate if guidelines need to be updated for a post-COVID reality.

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	3	0	3	0	2	1
Highway BRT	0	3	0	3	0	3
Commuter & Express Bus	8	49	0	2	0	2
Commuter Rail	1	0				
Core Local Bus	9	19	5	20	6	18
General Demand Response	3	1	1	0		
Light Rail	2	0	2	0	2	0
Suburban Local Bus	8	32	8	22	6	18
Supporting Local Bus	3	9	2	8	1	8

Table references

The following tables with route-level subsidy per passenger information are available in the Supporting Data for Regional Route Performance Analysis for 2022 attachment on the report webpage[1]:

- 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.

[1] *Regional Route Performance Analysis - Metropolitan Council (metrocouncil.org)*

Appendix: Additional Tables

Table 7 - Passenger Trips by Service Type and Transit Service Provider

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							144,885		35,322			98,797	0.4%
Metro Transit	17,769,977	2,715,284	1,262,195	2,943,738	448,356	12,366,632	885,572	77,077				32,709,500	88.7%
MTS	106,087	397,003	708,108		10,446		5,685		127,005	1,942,535	81,073	3,061,281	7.8%
MVTA			340,338				476,081		87,842			547,224	2.1%
Plymouth							99,712		33,554			85,483	0.3%
SW Transit							170,737		111,539			148,196	0.7%
Grand Total	17,876,064	3,112,287	2,310,641	2,943,738	458,802	12,366,632	1,782,672	77,077	395,262	1,942,535	81,073	36,650,481	100%
Percent	41.2%	7.2%	5.3%	6.8%	1.1%	28.5%	4.1%	0.2%	0.9%	4.5%	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							7,316		15,061			17,505	0.7%
Metro Transit	887,869	133,653	77,730	76,021	32,851	84,027	52,755	444				1,474,117	42.9%
MTS	17,244	46,325	103,307		714		1,403		87,738	1,239,107	19,328	1,563,145	48.3%
MVTA			81,618				47,037		36,258			119,480	5.3%
Plymouth							16,697		11,768			24,942	0.9%
SW Transit							16,918		45,589			38,348	2.0%
Grand Total	905,113	179,978	262,655	76,021	33,564	84,027	142,126	444	196,414	1,239,107	19,328	3,237,536	100%
Percent	28.8%	5.7%	8.4%	2.4%	1.1%	2.7%	4.5%	0.0%	6.3%	39.5%	0.6%	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							$2,013,768		$1,385,737			$2,858,302	0.6%
Metro Transit	$215,883,764	$32,703,514	$20,656,861	$20,223,727	$8,612,049	$84,256,376	$16,225,113	$11,650,105				$403,448,459	71.4%
MTS	$1,851,850	$5,028,744	$11,296,936		$192,049		$286,810		$8,657,877	$86,217,242	$784,761	$107,7535,012	19.9%
MVTA			$17,230,523				$12,152,321		$2,649,965			$21,102,985	5.6%
Plymouth							$3,189,084		$1,170,136			$4,122,014	0.8%
SW Transit							$8,319,517		$1,887,608			$8,055,772	1.8%
Grand Total	$217,735,614	$37,732,258	$49,184,320	$20,223,727	$8,804,098	$84,256,376	$42,186,613	$11,650,105	$15,751,323	$86,217,242	$784,761	$547,322,544	100%
Percent	37.9%	6.6%	8.6%	3.5%	1.5%	14.7%	7.3%	2.0%	2.7%	15.0%	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							$11.06		$37.08			$16.16
Metro Transit	$10.78	$10.90	$15.31	$6.06	$17.49	$5.93	$13.61	$147.80				$9.44
MTS	$16.46	$11.56	$14.88		$18.38		$48.66		$63.99	$40.95	$4.21	$31.19
MVTA			$49.02				$23.06		$29.29			$30.31
Plymouth							$29.82		$32.39			$30.47
SW Transit							$45.52		$13.26			$27.68
Grand Total	$10.82	$10.98	$20.15	$6.06	$17.51	$5.93	$20.00	$147.80	$36.88	$40.95	$4.21	$11.85

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