2023 REGIONAL ROUTE PERFORMANCE ANALYSIS

METROPOLITAN COUNCIL

October 2024

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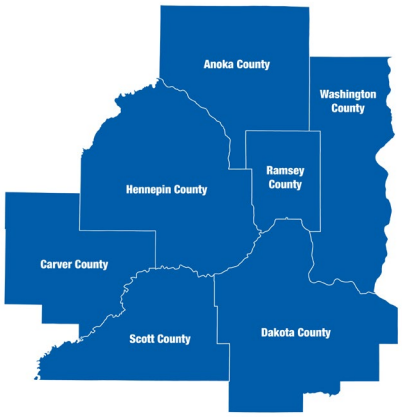

The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide 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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2023 REGIONAL ROUTE PERFORMANCE ANALYSIS

The Regional Route Performance Analysis evaluates how transit services in the Twin Cities perform each year relative to performance guidelines in region's Transportation Policy Plan (TPP). This report summarizes the TPP performance guidelines, analysis results, the cost allocation methodology of each provider, and definitions of the data collected from each provider.

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 provide detailed ridership, hours of service, and total cost of service data for each of these providers by service type. Individual route data is available online[1].

TRANSIT PERFORMANCE GUIDELINES ADOPTED IN REGIONAL PLAN

The region adopted two main measures to evaluate transit performance: Subsidy per Passenger and Passengers per In-Service Hour. These measures are widely used by transit agencies to evaluate cost effectiveness and productivity, respectively. Using both performance measures 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 Metropolitan Council adopted performance guidelines for these measures within the TPP's Transit Design and Performance Guidelines Appendix based on transit service type. Because different service types are expected to have different performance levels, each route is compared to its peers. These measures serve as indicators of route performance and call attention to routes that may need to be adjusted. Transit systems regularly measure and adjust service to respond to changes in rider demand to maintain productive and efficient services.

Subsidy per passenger compares operating costs, fare revenues, and ridership

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 operating costs minus passenger fare revenues. 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. Met Council evaluates subsidy per passenger for each individual route as well as for the average for each route type and system wide.

Passengers per in-service hour measures a transit route's productivity

The TPP establishes guidelines for passengers per in-service hour for all service types excluding Metro Mobility (ADA dial-a-ride). Passengers per in-service hour is the total individual boardings (called passenger trips) carried divided by the in-service time (time a vehicle is traveling on routes and available for passenger pickups).

COST AND REVENUE ASSIGNMENT METHODS

Providers submit data to Met Council on their direct and indirect costs, fare revenue, passenger trips, and in-service hours. The table below summarizes how each transit provider assigns costs and revenues to their routes. Each provider has slightly different ways of assigning their costs and revenues

[1] *Regional Route Performance Analysis - Metropolitan Council*
https://metrocouncil.org/Transportation/System/Transit/Studies/Regional-Route-Performance-Analysis.aspx

to each route based on how they operate their services, but each is responsible for consistently reporting these figures to the Met Council. Table 1 summarizes each agency's methods for assigning direct costs, indirect costs, and fare revenues to their routes.

Indirect costs have the most variation in assignment methods as transit providers incur different costs based on their operating model and, in Metro Transit's case, take on costs that support operations for other transit providers in the region. Met Council compares each transit provider's data submitted for this report against data they submit 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 hours for each route.	Total indirect costs, 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.

TRANSIT PERFORMANCE IN THE REGION IMPROVES FROM 2022 TO 2023

The region's transit providers continued to improve their services cost effectiveness and productivity compared to prior years since the COVID pandemic drastically changed travel patterns in 2020. The system-wide subsidy per passenger trip decreased by roughly 3% from $11.85 in 2022 to $11.47 in 2023. This figure includes the net subsidy and ridership for all route types included in this analysis. Similarly, the number of passenger trips taken per in-service hour across all services and providers in the region increased by about 16% from 13.8 in 2022 to 16.0 in 2023. This document's appendix provides the system-wide subsidy per passenger (passenger-level) for each transit provider and service type. An accompanying Excel file with data for individual routes can be found on the report webpage[2].

[2] *Regional Route Performance Analysis - Metropolitan Council* *https://metrocouncil.org/Transportation/System/Transit/Studies/Regional-Route-Performance-Analysis.aspx*

Cost effectiveness improved for most route types compared to 2022

Subsidy per passenger improved across the region's transit system and for seven out of the twelve route types in 2023 compared to 2022. The fixed-route service type with the lowest subsidy per passenger was light rail transit at $5.49 per passenger trip, a 7.4% drop from $5.93 in 2022, and accounted for nearly 30% of regional ridership. Light rail was followed closely by arterial bus rapid transit at $6.15. Vanpool had the lowest subsidy per passenger trip among all modes at $2.96 but only accounted for 0.2% of total ridership in the region.

Table 2 below shows both route-averaged subsidy per passenger (left half of table) and system-wide subsidy per passenger (right half of table below) by route type. The route-level average subsidy is used to compare route performance, 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 net subsidy for all routes in a route type by the total number of passenger trips taken on that route type, e.g., total net subsidy of all commuter and express routes divided by total number of passenger trips 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/ Express Bus	$20.28	$12.50	-	$16.07	$12.50	-	**$16.06**
Core Local Bus	$12.52	$15.40	$16.13	$10.85	$12.87	$13.24	**$11.19**
Supporting Local Bus	$13.25	$17.84	$20.44	$14.21	$15.97	$20.58	**$14.92**
Suburban Local Bus	$34.51	$31.56	$42.12	$19.11	$19.63	$23.11	**$19.49**
Arterial BRT	$6.20	$6.96	$7.99	$5.85	$6.68	$7.50	**$6.15**
Highway BRT	$15.63	$16.24	$17.04	$14.25	$16.42	$16.66	**$14.72**
Light Rail Transit	$5.37	$5.75	$6.83	$5.20	$5.72	$6.83	**$5.49**
Commuter Rail	$116.60	-	-	$116.60	-	-	**$116.60**
Microtransit	$32.17	$32.08	$28.98	$34.46	$33.68	$51.40	**$34.12**
Transit Link (General Dial-a-Ride)	-	-	-	-	-	-	**$66.59**
Metro Mobility (ADA Dial-a-Ride)	-	-	-	-	-	-	**$45.93**
Vanpool	-	-	-	-	-	-	**$2.96**

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.

THREE QUARTERS OF ROUTES MEET REGIONAL GUIDELINES FOR SUBSIDY PER PASSENGER COMPARED TO ROUTE TYPE AVERAGE

Met Council staff compare each individual route's subsidy per passenger to the average for its route type in each service period it operates (Weekdays, Saturdays, and Sundays), per the TPP cost effectiveness guidelines. Table 3 shows the level of review recommended and possible actions transit providers may take for a route based on how its performance compares to their peer average.

Table 3 - Subsidy Performance and Review Guidelines

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**

Of the 134 transit routes the region's operators ran on weekdays, 76.1% were within regional guidelines for subsidy per passenger when compared to their peer route average. For the 76 routes transit agencies operated on Saturdays and the 63 routes on Sundays, 77.6% and 73.0% met the regional subsidy per passenger guideline, respectively. This is similar to performance seen in 2022, with the most notable difference being 5.6 percentage points fewer weekday routes met regional guidelines in 2023 than in 2022. However, 13 fewer routes in 2023 were in review category three than in 2022. Table 4 details route performance by service type, service period and routes at each threshold.

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/ Express Bus	Weekdays	$20.28	Meets	< 20% over		$24.33	40
			1	20% to 35% over	$24.34	$27.37	5
			2	35% to 60% over	$27.38	$32.45	2
			3	60 % over	$32.46		4
	Saturdays	$12.50	Meets	< 20% over		$14.98	1
			1	20% to 35% over	$14.99	$16.86	0
			2	35% to 60% over	$16.87	$19.98	0
			3	60 % over	$19.99		0
Core Local	Weekdays	$12.52	Meets	< 20% over		$15.02	21
			1	20% to 35% over	$15.03	$16.89	0
			2	35% to 60% over	$16.90	$20.02	2
			3	60 % over	$20.03		2
	Saturdays	$15.40	Meets	< 20% over		$18.47	19
			1	20% to 35% over	$18.48	$20.77	1
			2	35% to 60%	$20.78	$24.62	2
			3	60 % over	$24.63		1

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Core Local	Sundays	$16.13	Meets	< 20% over		$19.35	17
			1	20% to 35% over	$19.36	$20.77	1
			2	35% to 60% over	$20.78	$24.62	3
			3	60 % over	$24.63		1
Supporting Local	Weekdays	$13.25	Meets	<20% over		$15.89	7
			1	20% to 35% over	$15.90	$17.87	1
			2	35% to 60% over	$17.88	$21.19	0
			3	60 % over	$21.20		2
	Saturdays	$17.84	Meets	< 20% over		$21.40	7
			1	20% to 35% over	$21.41	$24.08	2
			2	35% to 60% over	$24.09	$28.54	0
			3	60 % over	$28.55		1
	Sundays	$20.44	Meets	< 20% over		$24.52	5
			1	20% to 35% over	$24.53	$27.58	0
			2	35% to 60% over	$27.59	$32.69	3
			3	60 % over	$32.70		0
Suburban Local	Weekdays	$34.51	Meets	< 20% over		$41.40	22
			1	20% to 35% over	$41.41	$46.58	2
			2	35% to 60% over	$46.59	$55.20	2
			3	60 % over	$55.21		8
	Saturdays	$31.56	Meets	< 20% over		$37.86	21
			1	20% to 35% over	$37.87	$42.60	3
			2	35% to 60% over	$42.61	$50.49	1
			3	60 % over	$50.50		5
	Sundays	$42.12	Meets	< 20% over		$50.53	15
			1	20% to 35% over	$50.54	$56.85	2
			2	35% to 60% over	$56.86	$67.37	1
			3	60 % over	$67.38		5
Arterial BRT	Weekdays	$6.20	Meets	< 20% over		$7.43	3
			1	20% to 35% over	$7.44	$8.36	0
			2	35% to 60% over	$8.37	$9.91	0
			3	60 % over	$9.92		0
	Saturdays	$6.96	Meets	< 20% over		$8.34	3
			1	20% to 35% over	$8.35	$9.38	0
			2	35% to 60% over	$9.39	$11.12	0
			3	60 % over	$11.13		0

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Arterial BRT	Sundays	$7.99	Meets	< 20% over		$9.58	3
			1	20% to 35% over	$9.59	$10.78	0
			2	35% to 60% over	$10.79	$12.78	0
			3	60 % over	$12.79		0
Highway BRT	Weekdays	$15.63	Meets	< 20% over		$18.74	2
			1	20% to 35% over	$18.75	$21.09	0
			2	35% to 60% over	$21.10	$25.00	0
			3	60 % over	$25.01		0
	Saturdays	$16.24	Meets	< 20% over		$19.48	2
			1	20% to 35% over	$19.49	$21.91	0
			2	35% to 60% over	$21.92	$25.97	0
			3	60 % over	$25.98		0
	Sundays	$17.04	Meets	< 20% over		$20.44	2
			1	20% to 35% over	$20.44	$23.00	0
			2	35% to 60% over	$23.00	$27.26	0
			3	60 % over	$27.26		0
Light Rail	Weekdays	$5.37	Meets	< 20% over		$6.44	2
			1	20% to 35% over	$6.45	$7.24	0
			2	35% to 60% over	$7.25	$8.58	0
			3	60 % over	$8.59		0
	Saturdays	$5.75	Meets	< 20% over		$6.89	2
			1	20% to 35% over	$6.90	$7.76	0
			2	35% to 60% over	$7.77	$9.19	0
			3	60 % over	$9.20		0
	Sundays	$6.83	Meets	< 20% over		$8.19	2
			1	20% to 35% over	$8.20	$9.21	0
			2	35% to 60% over	$9.22	$10.92	0
			3	60 % over	$10.93		0
Commuter Rail	Weekdays	$116.60	Meets	< 20% over		$139.91	1
			1	20% to 35% over	$139.92	$157.40	0
			2	35% to 60% over	$157.41	$186.55	0
			3	60 % over	$186.56		0
Microtransit	Weekdays	$32.17	Meets	< 20% over		$38.59	3
			1	20% to 35% over	$38.60	$43.42	1
			2	35% to 60% over	$43.43	$51.46	1
			3	60 % over	$51.47		0

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Microtransit	Saturdays	$32.08	Meets	< 20% over		$38.49	4
			1	20% to 35% over	$38.50	$43.30	0
			2	35% to 60% over	$43.31	$51.32	1
			3	60 % over	$51.33		0
	Sundays	$28.98	Meets	< 20% over		$34.76	2
			1	20% to 35% over	$34.77	$39.11	1
			2	35% to 60% over	$39.12	$46.35	0
			3	60 % over	$46.36		0
Transit Link (General Public Dial-a-Ride)	Weekdays	$66.59	Meets	< 20% over		$79.90	1
			1	20% to 35% over	$79.91	$89.88	0
			2	35% to 60% over	$89.89	$106.53	0
			3	60 % over	$106.54		0

TRANSIT PRODUCTIVITY IMPROVED SIGNIFICANTLY IN 2023 COMPARED TO 2022

As with cost-effectiveness, the number of passenger rides taken per in-service hour was significantly impacted by the COVID-19 pandemic but has generally been improving across all service types and periods. For example, 50 of the 132 fixed-route transit routes operated on weekdays in 2023 met the region's productivity guidelines or about 38%. This is a significant increase from 2022 when 23% weekday routes met productivity guidelines.

The service types with the highest level of meeting productivity guidelines in 2023 were Light Rail, Arterial Bus Rapid Transit, and Commuter Rail. All routes within these types met productivity guidelines across all service periods that they operated in. Productivity guidelines for each service are in Table 5.

Table 5 - Productivity (Passengers per In Service Hour) Performance Standards

Type of Service	Average Passengers per In-Service Hour Guideline
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

Productivity performance improved in 2023 across all service periods (Weekdays, Saturdays, and Sundays) compared to 2022. This is in part because of ridership generally increasing across the region and also due to transit agencies proactively restructuring service to improve productivity performance

on specific routes. For example, 9 core local bus routes operated on weekdays met productivity guidelines in 2022, or about 32%, and in 2023 that number increased to 15 core local bus routes or about 60%. In addition to increases in ridership, prior to this year, this report counted Metro Transit routes that were partially operated by MTS Contracted Services separately. Data for these routes are now combined to more accurately reflect route performance but also affected these summary figures.

Table 6 summarizes the number of routes meeting or below the guideline by route type and service period. 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 6 - Number of Routes, by Route Type, Meeting Productivity Standards

Route Type	Weekdays		Saturdays		Sundays	
	Meets Guideline	Below Guideline	Meets Guideline	Below Guideline	Meets Guideline	Below Guideline
Commuter/Express Bus	18	30	0	1	-	-
Core Local Bus	15	10	6	17	8	14
Supporting Local Bus	2	8	2	7	1	7
Suburban Local Bus	9	32	9	21	6	17
Arterial BRT	3	0	3	0	3	0
Highway BRT	0	2	0	2	0	2
Light Rail	2	0	2	0	2	0
Commuter Rail	1	0	-	-	-	-

Table references

The following tables with performance data at the route and region level are available in the Supporting Data for Regional Route Performance Analysis for 2023 attachment on the report webpage[3]:

- Table 1 – Commuter & Express Bus
- Table 2 – Core Local Bus
- Table 3 – Supporting Local Bus
- Table 4 – Suburban Local Bus
- Table 5 – Arterial BRT
- Table 6 – Highway BRT.
- Table 7 – Light Rail Transit (LRT)
- Table 8 – Commuter Rail
- Table 9 – Microtransit
- Table 10 – Dial-a-Ride (includes Transit Link general public dial-a-ride and Metro Mobility ADA dial-a-ride)
- Table 11 – Vanpool
- Report Summary Tables
- All Routes

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

Appendix: Additional Summary 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	Microtransit	ADA DAR	General DAR	Vanpool	Grand Total	%
Maple Grove							*177,609*		*38,514*				**216,123**	**0.4%**
Met Council - Metro Transit	*19,255,932*	*844,633*	*1,352,930*	*6,957,590*	*459,687*	*14,755,893*	*834,569*	*94,806*					**44,556,040**	**88.6%**
Met Council - MTS	*198,060*	*470,695*	*682,544*		*144,647*		*96,403*		*63,738*	*2,024,929*	*122,781*	*94,739*	**3,898,536**	**7.8%**
MVTA			*513,591*				*498,629*		*109,925*				**1,122,145**	**2.2%**
Plymouth MetroLink							*135,742*		*45,132*				**180,874**	**0.4%**
SW Transit							*197,057*		*142,614*				**339,671**	**0.7%**
Grand Total	*19,453,992*	*1,315,328*	*2,549,065*	*6,957,590*	*604,334*	*14,755,893*	*1,940,009*	*94,806*	*399,923*	*2,024,929*	*122,781*	*94,739*	**50,313,389**	**100%**
%	**38.7%**	**2.6%**	**5.1%**	**13.8%**	**1.2%**	**29.3%**	**3.9%**	**0.2%**	**0.8%**	**4.0%**	**0.2%**	**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	Microtransit	ADA DAR	General DAR	Vanpool	Grand Total	%
Maple Grove							*8,304*		*17,494*				**25,798**	**0.8%**
Met Council - Metro Transit	*830,392*	*49,833*	*73,334*	*153,447*	*22,811*	*78,226*	*35,169*	*1,092*					**1,244,304**	**39.6%**
Met Council - MTS	*21,868*	*46,260*	*85,541*		*9,199*		*10,448*		*13,414*	*1,295,227*	*88,450*	*21,744*	**1,592,152**	**50.7%**
MVTA			*99,447*				*40,076*		*39,250*				**178,773**	**5.7%**
Plymouth MetroLink							*16,037*		*15,655*				**31,692**	**1.0%**
SW Transit							*13,868*		*56,841*				**70,709**	**2.3%**
Grand Total	**852,259**	**96,094**	**258,322**	**153,447**	**32,010**	**78,226**	**123,903**	**1,092**	**142,654**	**1,295,227**	**88,450**	**21,744**	**3,143,428**	**100%**
%	**27.1%**	**3.1%**	**8.2%**	**4.9%**	**1.0%**	**2.5%**	**3.9%**	**>0.1%**	**4.5%**	**41.2%**	**2.8%**	**0.7%**	**100%**	

Table 9 - Operating Costs

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Light Rail	Commuter/ Express	Commuter Rail	Microtransit	ADA DAR	General DAR	Vanpool	Grand Total	%
Maple Grove	0	0	0	0	0	0	2,481,032	0	1,572,385	0	0	0	**4,053,417**	**0.6%**
Met Council - Metro Transit	235,506,248	15,507,440	23,258,298	45,291,470	6,729,339	94,100,263	13,885,858	11,369,678	0	0	0	0	**445,648,594**	**70.5%**
Met Council - MTS	2,416,270	5,406,429	10,179,058	0	2,657,598	0	1,529,737	0	1,066,667	99,868,824	8,708,762	775,479	**132,608,825**	**21.0%**
MVTA	0	0	19,563,608	0	0	0	10,884,791	0	3,657,440	0	0	0	**34,105,838**	**5.4%**
Plymouth MetroLink	0	0	0	0	0	0	3,026,182	0	1,531,293	0	0	0	**4,557,475**	**0.7%**
SW Transit	0	0	0	0	0	0	4,565,056	0	6,866,920	0	0	0	**11,431,976**	**1.8%**
Grand Total	**237,922,518**	**20,913,869**	**53,000,964**	**45,291,470**	**9,386,936**	**94,100,263**	**36,372,656**	**11,369,678**	**14,694,705**	**99,868,824**	**8,708,762**	**775,479**	**632,406,126**	**100%**
%	**37.6%**	**3.3%**	**8.4%**	**7.2%**	**1.5%**	**14.9%**	**5.8%**	**1.8%**	**2.3%**	**15.8%**	**1.4%**	**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	Microtransit	ADA DAR	General DAR	Vanpool	Grand Total
Maple Grove							*$11.03*		*$38.90*				**$16.00**
Met Council - Metro Transit	*$11.19*	*$17.51*	*$16.20*	*$6.15*	*$13.79*	*$5.49*	*$13.66*	*$116.60*					**$ 9.08**
Met Council - MTS	*$11.16*	*$10.27*	*$13.78*		*$17.69*		*$13.92*		*$15.63*	*$45.93*	*$66.59*	*$2.96*	**$31.50**
MVTA			*$35.74*				*$19.48*		*$31.16*				**$28.07**
Plymouth MetroLink							*$20.00*		*$32.34*				**$23.08**
SW Transit							*$20.41*		*$43.95*				**$30.29**
Grand Total	**$11.19**	**$14.92**	**$19.49**	**$6.15**	**$14.72**	**$5.49**	**$16.06**	**$116.60**	**$34.12**	**$45.93**	**$66.59**	**$2.96**	**$11.47**

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