

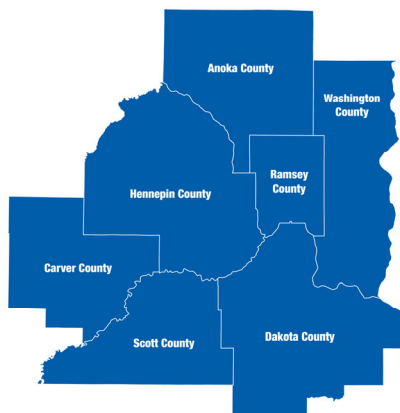
2024 REGIONAL ROUTE PERFORMANCE ANALYSIS



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2024 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 online¹.

TRANSIT PERFORMANCE GUIDELINES ADOPTED IN REGIONAL PLAN

The region has 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 Transit Design and Performance Guidelines Appendix in the TPP 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 provided. 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://metro council.org/Transportation/System/Transit/Studies/Regional-Route-Performance-Analysis.aspx)
<https://metro council.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 based on contract rates.	Allocated based on total in-service hours for each route.	Fare earned by each route.
Maple Grove	Allocated based on contract rates.	Allocated based on in-service hours.	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 based on annual platform hours.	Allocated based on annual platform hours.	Fare earned by each route.

Transit services directly generate revenues beyond fares

To accurately portray individual route performance, this analysis only considers fare revenue and operating costs when calculating cost effectiveness performance measures like subsidy per passenger. However, transit agencies and services generate other revenue through their operations such as from providing space for advertising on buses and at transit customer facilities. For example, the City of Maple Grove produced an additional \$47,000 in revenue through leasing use of parking at its Maple Grove Station facility to nearby businesses.



Transit agencies generate revenues beyond fares through methods like selling advertising space on vehicles or facilities this bus

TRANSIT SYSTEM RIDERSHIP AND PRODUCTIVITY IMPROVED SLIGHTLY FROM 2023 TO 2024, COST EFFECTIVENESS DECLINED SLIGHTLY

The region's transit providers continued to improve their services cost effectiveness and productivity compared to prior years since travel patterns changed drastically in 2020 due to the COVID pandemic. Total passenger trips increased roughly 7.0% from 50.3 million in 2023 to more than 53.8 million in 2024. This figure includes the net subsidy and ridership for all route types included in this analysis. At the same time, the number of passenger trips taken per in-service hour across all services and providers in the region increased by about 0.6% from 16.0 in 2023 to 16.1 in 2024. The system-wide subsidy per passenger trip increased by roughly 5.3% from \$11.47 in 2023 to \$12.08 in 2024. 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 webpage².

Cost effectiveness improved on some route types compared to 2023, most held steady

Subsidy per passenger improved for four out of the twelve route types in 2024 compared to 2023. The fixed-route service type with the lowest subsidy per passenger was light rail transit at \$5.63 per passenger trip, a 2.6% increase from \$5.49 in 2023. Light rail accounted for 29% of regional ridership in 2024. Light rail was followed closely by arterial bus rapid transit at \$6.14 per passenger trip and accounted for 14.6% of regional ridership. Vanpool had the lowest subsidy per passenger trip among all modes at \$2.41 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 bus routes divided by total number of passenger trips on commuter and express bus routes.

Service Type	Subsidy Per Passenger Trip						
	Average Route Performance ¹			System-Wide Performance ²			
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Total
Commuter/ Express Bus	\$18.24	\$12.51	-	\$13.94	\$12.51	-	\$13.93
Core Local Bus	\$13.29	\$15.87	\$15.73	\$12.19	\$14.26	\$14.46	\$12.49
Supporting Local Bus	\$13.52	\$26.59	\$32.69	\$14.26	\$17.57	\$20.24	\$15.09
Suburban Local Bus	\$37.05	\$31.74	\$44.12	\$18.88	\$20.55	\$25.10	\$19.53
Arterial BRT	\$6.50	\$7.09	\$7.77	\$5.89	\$6.59	\$7.22	\$6.14
Highway BRT	\$14.90	\$18.81	\$17.06	\$14.36	\$18.81	\$17.06	\$15.09

² [Regional Route Performance Analysis - Metropolitan Council](https://metro council.org/Transportation/System/Transit/Studies/Regional-Route-Performance-Analysis.aspx) <https://metro council.org/Transportation/System/Transit/Studies/Regional-Route-Performance-Analysis.aspx>

Service Type	Subsidy Per Passenger Trip						
	Average Route Performance ¹			System-Wide Performance ²			
	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday	Total
Light Rail Transit	\$5.66	\$6.10	\$6.59	\$5.39	\$5.96	\$6.59	\$5.63
Commuter Rail	-	-	-	-	-	-	\$119.04
Microtransit	\$36.26	\$26.62	\$31.96	\$42.13	\$28.35	\$34.86	\$40.20
General Dial-a-Ride	\$56.08	\$42.31	-	\$64.39	\$42.31	-	\$60.47
Metro Mobility (ADA Dial-a-Ride)	-	-	-	-	-	-	\$49.91
Vanpool	-	-	-	-	-	-	\$2.41

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.

More than three quarters of routes met regional guidelines for cost effectiveness in 2024

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. This means a route that operates on weekdays and Saturdays will have its weekday service only compared to other weekday service and its Saturday service counted as a separate "route" and only compared to other Saturday services. 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

Overall, 77.5% of routes across all service periods met regional guidelines for subsidy per passenger when compared to their peer route average, a 1.7 percentage point improvement from 2023. Of the 140 transit routes the region's operators ran on weekdays, 72.9% 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, 83.8% and 80.6% met the regional subsidy per passenger guideline, respectively. This is generally similar to performance seen in 2023. Some notable trends are that 3.2 percentage points fewer weekday routes met regional guidelines in 2024 than in 2023 but a greater proportion of Saturday and Sunday route met guidelines (+6.2 and +7.6 percentage points, respectively). However, the number of routes in review category three only increased by one from 2023 to 2024, so most change was into lower levels of review. 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	\$18.24	Meets	< 20% over		\$21.89	35
			1	20% to 35% over	\$21.90	\$24.62	3
			2	35% to 60% over	\$24.63	\$29.18	7
			3	60 % over	\$29.19		4
	Saturdays	\$12.51	Meets	< 20% over		\$15.01	1
			1	20% to 35% over	\$15.02	\$16.89	0
			2	35% to 60% over	\$16.90	\$20.02	0
			3	60 % over	\$20.03		0
Core Local Bus	Weekdays	\$13.29	Meets	< 20% over		\$15.95	21
			1	20% to 35% over	\$15.96	\$17.94	1
			2	35% to 60% over	\$17.95	\$21.26	1
			3	60 % over	\$21.27		2
	Saturdays	\$15.87	Meets	< 20% over		\$19.04	20
			1	20% to 35% over	\$19.05	\$21.42	0
			2	35% to 60%	\$21.43	\$25.39	2
			3	60 % over	\$25.40		1
	Sundays	\$15.73	Meets	< 20% over		\$18.88	17
			1	20% to 35% over	\$18.89	\$21.24	3
			2	35% to 60% over	\$21.25	\$25.17	2
			3	60 % over	\$25.18		0
Supporting Local Bus	Weekdays	\$13.52	Meets	<20% over		\$16.22	7
			1	20% to 35% over	\$16.23	\$18.25	0
			2	35% to 60% over	\$18.26	\$21.63	1
			3	60 % over	\$21.64		2
	Saturdays	\$26.59	Meets	< 20% over		\$31.91	8
			1	20% to 35% over	\$31.92	\$35.90	1
			2	35% to 60% over	\$35.91	\$42.54	0
			3	60 % over	\$42.55		1
	Sundays	\$32.69	Meets	< 20% over		\$39.23	8
			1	20% to 35% over	\$39.24	\$44.13	0
			2	35% to 60% over	\$44.14	\$52.30	0
			3	60 % over	\$52.31		1
Suburban Local Bus	Weekdays	\$37.05	Meets	< 20% over		\$44.46	29
			1	20% to 35% over	\$44.47	\$50.02	2
			2	35% to 60% over	\$50.03	\$59.28	1
			3	60 % over	\$59.29		10

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Suburban Local Bus	Saturdays	\$31.75	Meets	< 20% over		\$38.10	23
			1	20% to 35% over	\$38.11	\$42.86	0
			2	35% to 60% over	\$42.87	\$50.80	0
			3	60 % over	\$50.81		5
	Sundays	\$44.12	Meets	< 20% over		\$52.94	16
			1	20% to 35% over	\$52.95	\$59.56	0
			2	35% to 60% over	\$59.57	\$70.59	1
			3	60 % over	\$70.60		4
Arterial BRT	Weekdays	\$6.50	Meets	< 20% over		\$7.80	2
			1	20% to 35% over	\$7.81	\$8.78	1
			2	35% to 60% over	\$8.79	\$10.40	0
			3	60 % over	\$10.41		0
	Saturdays	\$7.09	Meets	< 20% over		\$8.51	3
			1	20% to 35% over	\$8.52	\$9.57	0
			2	35% to 60% over	\$9.58	\$11.34	0
			3	60 % over	\$11.35		0
	Sundays	\$7.77	Meets	< 20% over		\$9.32	3
			1	20% to 35% over	\$9.33	\$10.49	0
			2	35% to 60% over	\$10.50	\$12.43	0
			3	60 % over	\$12.44		0
Highway BRT	Weekdays	\$14.90	Meets	< 20% over		\$17.88	2
			1	20% to 35% over	\$17.89	\$20.12	0
			2	35% to 60% over	\$20.13	\$23.84	0
			3	60 % over	\$23.85		0
	Saturdays	\$18.25	Meets	< 20% over		\$21.90	2
			1	20% to 35% over	\$21.91	\$24.64	0
			2	35% to 60% over	\$24.65	\$29.20	0
			3	60 % over	\$29.21		0
	Sundays	\$17.35	Meets	< 20% over		\$20.82	2
			1	20% to 35% over	\$20.83	\$23.42	0
			2	35% to 60% over	\$23.43	\$27.76	0
			3	60 % over	\$27.77		0
Light Rail	Weekdays	\$5.66	Meets	< 20% over		\$6.79	1
			1	20% to 35% over	\$6.80	\$7.64	1
			2	35% to 60% over	\$7.65	\$9.06	0
			3	60 % over	\$9.07		0
	Saturdays	\$6.10	Meets	< 20% over		\$7.32	2

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Light Rail			1	20% to 35% over	\$7.33	\$8.23	0
			2	35% to 60% over	\$8.24	\$9.76	0
			3	60 % over	\$9.77		0
			Meets	< 20% over		\$7.91	2
			1	20% to 35% over	\$7.92	\$8.90	0
			2	35% to 60% over	\$8.91	\$10.54	0
			3	60 % over	\$10.55		0
Commuter Rail	All days	\$119.04	Meets	< 20% over		\$142.85	1
			1	20% to 35% over	\$142.86	\$160.70	0
			2	35% to 60% over	\$160.71	\$190.46	0
			3	60 % over	\$190.47		0
Microtransit	Weekdays	\$36.26	Meets	< 20% over		\$43.51	3
			1	20% to 35% over	\$43.52	\$48.95	0
			2	35% to 60% over	\$48.96	\$58.01	0
			3	60 % over	\$58.02		1
	Saturdays	\$29.76	Meets	< 20% over		\$35.71	3
			1	20% to 35% over	\$35.72	\$40.18	0
			2	35% to 60% over	\$40.19	\$47.62	1
			3	60 % over	\$47.63		0
	Sundays	\$31.96	Meets	< 20% over		\$38.35	2
			1	20% to 35% over	\$38.36	\$43.15	1
			2	35% to 60% over	\$43.16	\$51.14	0
			3	60 % over	\$51.15		0
General Public Dial-a-Ride	Weekdays	\$56.08	Meets	< 20% over		\$67.29	2
			1	20% to 35% over	\$67.30	\$75.71	0
			2	35% to 60% over	\$75.72	\$89.73	0
			3	60 % over	\$89.73		0

Productivity improved slightly in 2024 compared to 2023

Productivity performance improved slightly in 2024 across all service periods (Weekdays, Saturdays, and Sundays) compared to 2023. 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, 56 of the 134 transit routes operated on weekdays met productivity guidelines for their service type in 2023, or about 38%, and in 2024 that number increased to 56 bus routes or about 42%. The proportion of transit routes meeting regional productivity guidelines that operated on Saturdays and Sundays in 2024 similarly improved slightly from 2023 increasing from 31% to 34% and 33% to 35%, respectively. 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. 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

Some routes serve regional goals besides productivity

The Transportation Policy Plan (TPP) identifies multiple goals for transit service to support in addition to productivity like access to jobs and equity. The Transit Design and Performance Guidelines define two types of Coverage Routes: Job Access and Geographic Coverage. Coverage routes may not achieve performance guidelines but are still important to serving the region. Due to how fixed-route transit is classified, by the communities a route serves and the role it plays in the regional system, route categories like Suburban Local Bus have more coverage-oriented routes. Factors such as lower residential and job densities in the communities these routes serve as well as circuitous roadway systems affect a route's productivity.

The service types with the highest level of meeting productivity guidelines in 2024 were Light Rail and Arterial Bus Rapid Transit. All routes for these service types met productivity guidelines across all service periods. 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	21	28	0	1	-	-
Core Local Bus	15	10	8	15	8	14
Supporting Local Bus	1	9	1	9	1	8
Suburban Local Bus	14	28	9	19	6	15
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	0	1	1	0	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 2024 attachment on the report webpage³:

- 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
- All Routes

³ [Regional Route Performance Analysis - Metropolitan Council \(metrocouncil.org\)](https://metrocity.org/transportation/Regional-Route-Performance-Analysis-2024)

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	Special/ Event	Grand Total	%
Maple Grove							201,050				39,563			240,613	0.4%
Met Council	20,105,108	1,518,422	2,402,757	7,777,489	728,796	15,489,194	969,388	127,369	67,287	2,021,642	131,112	77,806		51,416,370	95.5%
MVTA			485,366				564,726		158,446				217,779	1,426,317	2.6%
Plymouth MetroLink							159,430		53,425					212,855	0.4%
SW Transit							224,694		147,922				165,261	537,877	1.0%
Grand Total	20,105,108	1,518,422	2,888,123	7,777,489	728,796	15,489,194	2,119,288	127,369	427,080	2,021,642	170,675	77,806	383,040	53,834,032	100.0%
%	37.3%	2.8%	5.4%	14.4%	1.4%	28.8%	3.9%	0.2%	0.8%	3.8%	0.3%	0.1%	0.7%	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	Special/ Event	Grand Total	%
Maple Grove	0	0	0	0	0	0	8,734	0	0	0	19,731	0	0	28,465	0.8%
Met Council	912,614	94,965	210,023	206,744	46,531	101,120	49,102	1,792	13,495	1,357,077	97,237	20,641	0	3,111,340	91.8%
MVTA	0	0	51,234	0	0	0	33,278	0	52,107	0	0	0	4,025	140,644	4.1%
Plymouth MetroLink	0	0	0	0	0	0	16,849	0	17,326	0	0	0	0	34,175	1.0%
SW Transit	0	0	0	0	0	0	14,012	0	57,390	0	0	0	3,463	74,865	2.2%
Grand Total	912,614	94,965	261,257	206,744	46,531	101,120	121,975	1,792	140,318	1,357,077	116,968	20,641	7,488	3,389,490	100.0%
%	26.9%	2.8%	7.7%	6.1%	1.4%	3.0%	3.6%	0.1%	4.1%	40.0%	3.5%	0.6%	0.0%	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 I	Special/ Event	Grand Total	%
Maple Grove	0	0	0	0	0	0	2,591,137	0	0	0	1,964,433	0	0	4,555,570	0.6%
Met Council	269,698,999	24,223,554	39,430,064	50,149,155	11,480,037	100,365,376	17,779,313	15,554,884	1,439,527	109,579,463	8,940,762	787,676	0	649,428,810	91.7%
MVTA	0	0	20,581,310	0	0	0	8,184,521	0	6,171,075	0	0	0	906,121	35,843,027	5.1%
Plymouth MetroLink	0	0	0	0	0	0	3,771,703	0	1,734,576	0	0	0	0	5,506,279	0.8%
SW Transit	0	0	0	0	0	0	3,322,672	0	8,694,467	0	0	0	667,370	12,684,509	1.8%
Grand Total	269,698,999	24,223,554	60,011,373	50,149,155	11,480,037	100,365,376	35,649,345	15,554,884	18,039,645	109,579,463	10,905,195	787,676	1,573,492	708,018,195	100.0%
%	38.1%	3.4%	8.5%	7.1%	1.6%	14.2%	5.0%	2.2%	2.5%	15.5%	1.5%	0.1%	2.9%	100.0%	

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	Special/ Event	Regular Route Service Total	Total w/ Special Event Service
Maple Grove							\$9.91				\$47.49			\$16.09	\$16.09
Met Council	\$12.49	\$15.09	\$15.35	\$6.14	\$15.09	\$5.63	\$15.42	\$119.45	\$21.10		\$64.39			\$11.63	\$11.63
MVTA			\$40.20				\$12.29		\$36.23				\$2.34	\$25.98	\$22.93
Plymouth MetroLink							\$21.44		\$29.91					\$23.57	\$23.57
SW Transit							\$12.07		\$54.91				\$1.32	\$26.67	\$20.55
Grand Total	\$12.49	\$15.09	\$19.53	\$6.14	\$15.09	\$5.63	\$14.16	\$119.45	\$40.20	\$49.91	\$60.47	\$2.41	\$1.90	\$12.13	\$12.09

390 Robert Street North
Saint Paul, MN 55101-1805

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

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