

HIGH-SUBSIDY TRANSIT ROUTE ANALYSIS

February 2026

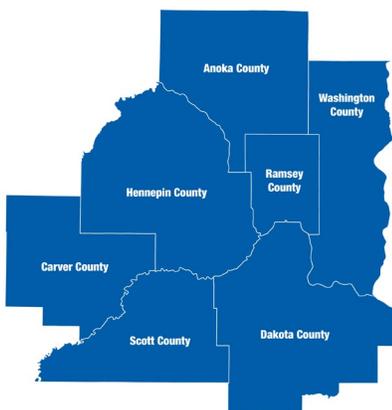


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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Met Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund 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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Legislative Background

During its 2025 session, the Minnesota State Legislature required the Metropolitan Council complete an analysis of “high-subsidy regular-route transit service” in the region. Minnesota Statutes section 174.22 defines regular-route transit service as “transportation of passengers for hire by a motor vehicle or other means of conveyance by any person operating on a regular and continuing basis as a common carrier on fixed routes and schedules”.

Laws of Minnesota 2025, [chapter 8, article 2, section 120](#) requires that the analysis at minimum must meet the following requirements:

1. Calculate per-passenger operating subsidies for each route operated, by route type, as identified in the transportation policy plan under Minnesota Statutes, section 473.146
2. Estimate the capital and operating savings from discontinuing each route in the highest tier of per-passenger subsidy, as defined by the transportation policy plan
3. Estimate and evaluate the cost of Metro Mobility rides provided near the highest tier routes identified under clause (2).

How was this analysis completed?

The Met Council prepared this report using data collected through the annual Regional Route Performance Analysis¹ report process for 2023 and 2024 along with trip and cost data for Metro Mobility from the same period. The Regional Route Performance Analysis evaluates how transit services in the Twin Cities perform each year relative to performance guidelines in the region’s Transportation Policy Plan (TPP). The Met Council analyzed performance of routes operated by Metro Transit and Metropolitan Transportation Services (Met Council divisions), the City of Maple Grove, Minnesota Valley Transit Authority (MVTA), the City of Plymouth, and SouthWest Transit. The University of Minnesota operates transit services but is not funded through state or regional sources and is not covered in this report.

Per Passenger Operating Subsidies for Each Route

Each year the Met Council evaluates the subsidy per passenger trip and passenger trips per in-service hour of each transit route in the region as part of completing the Regional Route Performance Analysis. Tables detailing subsidy per passenger trip in 2023 and 2024 for all regular-route transit operated in the region are in Appendix A of this report.

What is per passenger operating subsidy?

Subsidy per passenger compares operating costs, fare revenues, and ridership. It is widely used by transit agencies to evaluate service cost effectiveness. For each route, net subsidy is divided by the number of passenger trips provided. Net subsidy is the total operating costs minus passenger fare revenues. Transit providers may collect other revenues for items like advertising to reduce the total cost to taxpayers for the service. However, these other revenues do not reduce the net cost of service but are considered sources for funding the subsidy.

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)

Regional guidelines for per passenger operating subsidy

The Metropolitan Council adopted performance guidelines for this measure within the Transit Design and Performance Guidelines Appendix² in the TPP based on transit service type. Met Council evaluates each individual route subsidy per passenger in the Regional Route Performance Analysis for each service period that it operates (weekdays, Saturdays, and/or Sundays) as well as the average for each route type and system wide. The region recognizes the following types of regular-route transit service in the TPP:

- Core Local Bus
- Supporting Local Bus
- Suburban Local Bus
- Commuter Express Bus
- Arterial Bus Rapid Transit (BRT)
- Highway BRT
- Dedicated BRT
- Light Rail
- Commuter Rail

The Met Council also evaluates non-regular route transit service such microtransit. However, those services are not evaluated here as the legislative requirement specified regular-route transit service.

Because different service types are expected to have different performance levels, each route is compared to its peers. Table 1 shows the recommended review level and possible actions transit providers may take based on how a route is performing compared to its peer average.

Table 1 – 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

The Met Council compares 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.

Region-Wide Per Passenger Operating Subsidy

2023 high-subsidy routes

Transit providers in the Twin Cities region operated 135 regular-route transit routes on weekdays, 71 routes on Saturdays, and 60 routes on Sundays in 2023. Of those, 16 weekday routes, 7 Saturday routes, and 6 Sunday Routes met the criteria to be considered high subsidy. The service type with the greatest number of high-subsidy routes was Suburban Local Bus with 18 routes, followed by Commuter/Express Bus (4), Core Local Bus (4), and Supporting Local Bus (3). MVTA operated 20 of the routes, Met Council operated 9, and SouthWest Transit operated 1. Table 2 shows the count of routes by provider for each of the subsidy thresholds described in Table 1, and Table 3 shows this information by high-subsidy regular transit route in 2023.

² Regional Transit Design and Performance Guidelines - Imagine 2050 - <https://imagine2050.metrocouncil.org/reference-materials/transportation/transit-investment-plan/regional-transit-design-and-performance-guidelines/>

Table 2 – 2023 Regular-Route Transit Routes by Subsidy Review Level

2023 Route Count (All service days)	Met Council	MVTA	SW Transit	Plymouth	Maple Grove	Total
Meets Guidelines	177	15	2	4	4	202
Level 1 (minor modifications)	7	9	0	2	0	18
Level 2 (major changes)	12	4	0	0	0	16
Level 3 (High Subsidy: restructure/eliminate)	8	20	1	0	0	29
Total	204	48	3	6	4	265

Table 3 – 2023 High-Subsidy Regular-Route Transit Routes

Type & Average Subsidy	Provider	Route	Service Period	Annual Net Subsidy	Subsidy Per Passenger	Compared to Peer Average
Commuter/ Express Bus Weekday Avg - \$20.28	MVTA	479	Weekdays	\$144,034	\$90.42	446%
	MVTA	484	Weekdays	\$171,537	\$41.30	204%
	MVTA	490	Weekdays	\$1,064,612	\$39.30	194%
	SW Transit	600	Weekdays	\$183,749	\$37.18	183%
Core Local Bus Weekday Avg - \$12.52 Saturday Avg - \$15.40 Sunday Avg - \$16.13	Met Council	25	Weekdays	\$1,041,486	\$23.07	184%
	Met Council	71	Weekdays	\$4,127,251	\$22.56	180%
	Met Council	71	Saturdays	\$636,995	\$30.28	197%
	Met Council	7	Sundays	\$481,314	\$28.80	178%
Supporting Local Bus Weekday Avg - \$13.25 Saturday Avg - \$17.84	Met Council	23	Weekdays	\$2,653,643	\$25.41	192%
	Met Council	46	Weekdays	\$2,982,085	\$24.16	182%
	Met Council	33	Saturdays	\$21,517	\$32.45	182%
Suburban Local Bus Weekday Avg - \$34.51 Saturday Avg - \$31.56 Sunday Avg - \$42.12	MVTA	498*	Weekdays	\$1,069,410	\$206.93	600%
	Met Council	501**	Weekdays	\$98,558	\$93.68	271%
	MVTA	425	Weekdays	\$1,464,568	\$91.86	266%
	MVTA	436	Weekdays	\$837,444	\$74.95	217%
	MVTA	420	Weekdays	\$568,622	\$68.99	200%
	MVTA	497	Weekdays	\$691,881	\$58.76	170%
	MVTA	499	Weekdays	\$605,547	\$57.37	166%
	MVTA	447	Weekdays	\$949,735	\$56.67	164%
	MVTA	420	Saturdays	\$71,636	\$101.04	320%
	MVTA	440	Saturdays	\$103,668	\$80.86	256%
	MVTA	447	Saturdays	\$201,404	\$74.73	237%
	MVTA	499	Saturdays	\$72,143	\$57.90	183%
	MVTA	497	Saturdays	\$67,447	\$51.60	164%
	MVTA	420	Sundays	\$78,017	\$124.23	295%
	MVTA	440	Sundays	\$113,135	\$103.22	245%
	MVTA	447	Sundays	\$218,141	\$89.11	212%
MVTA	499	Sundays	\$78,457	\$86.03	204%	
MVTA	497	Sundays	\$73,158	\$68.56	163%	

*Route 498 was eliminated in March, 2024 due to the end of grant funding for the route, according to data provided by MVTA for the 2024 Regional Route Performance Analysis. **Route 501 was eliminated in December, 2025.

2024 high-subsidy routes

Transit providers in the Twin Cities region operated 134 regular-route transit routes on weekdays, 70 routes on Saturdays, and 60 routes on Sundays in 2024. Of those, 18 weekday routes, 6 Saturday routes, and 5 Sunday Routes met the criteria to be considered high subsidy. The service type with the greatest number of high-subsidy routes was Suburban Local Bus with 18 routes, followed by Supporting Local Bus (4), Core Local Bus (3), and Commuter/Express Bus (3). MVTA operated 18 of the routes, Met Council operated 9, and Plymouth Metrolink operated 1. Table 4 shows the count of routes by category and provider in 2024 and Table 5 provides data for each regular-route transit service that met the criteria to be considered high-subsidy in 2024.

Table 4 – 2024 Regular-Route Transit Routes by Subsidy Review Level

2024 Route Count (All service days)	Met Council	MVTA	SW Transit	Plymouth	Maple Grove	Total
Meets Guidelines	180	17	2	3	4	206
Level 1 (minor modifications)	8	6	0	2	0	16
Level 2 (major changes)	11	2	1	0	0	14
Level 3 (High Subsidy: restructure/eliminate)	9	18	0	1	0	28
Total	208	43	3	6	4	264

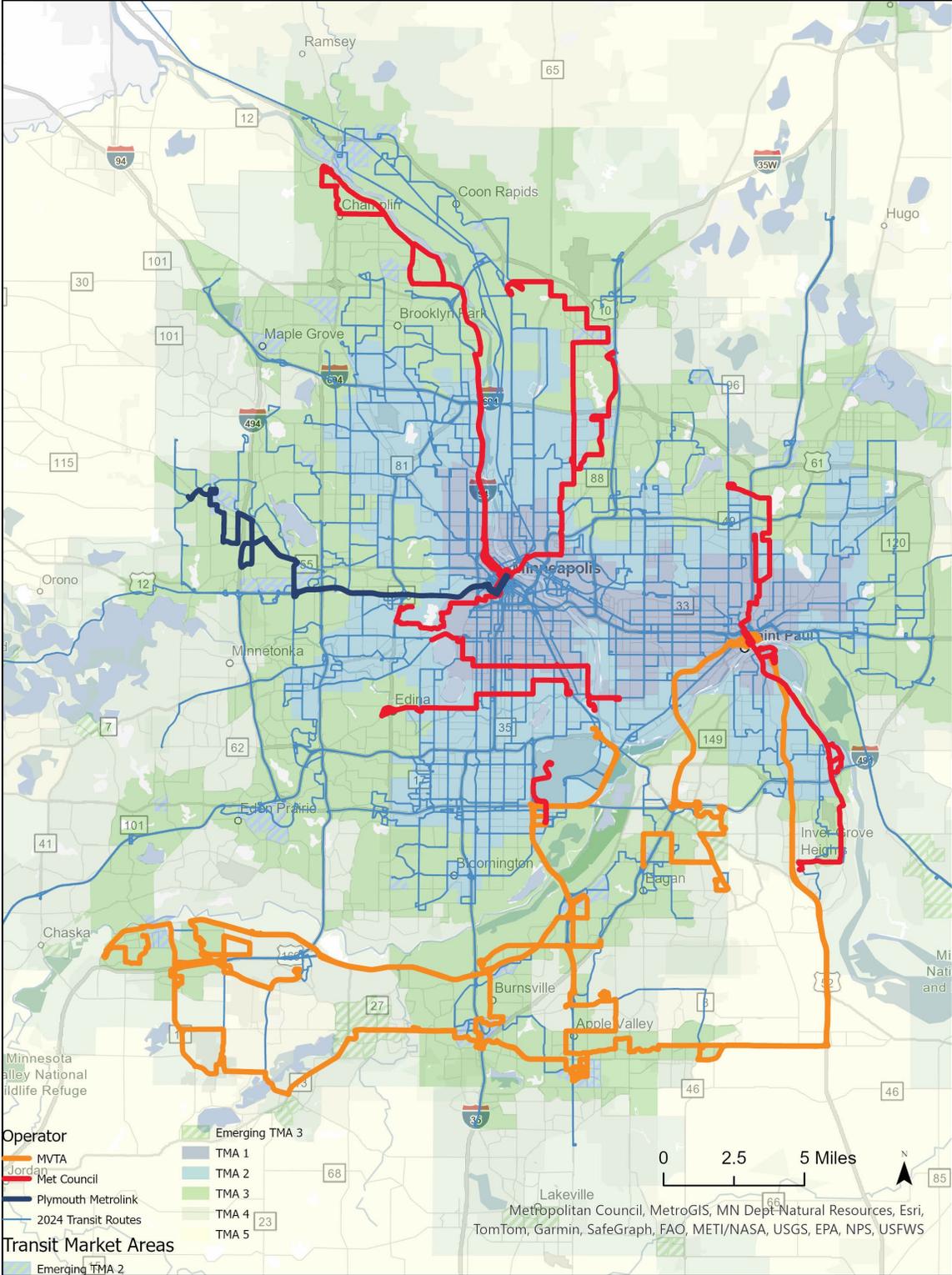
Table 5 – 2024 High-Subsidy Regular-Route Transit Routes

Type & Average Subsidy	Provider	Route	Service Period	Annual Net Subsidy	Subsidy Per Passenger	Compared to Peer Average
Commuter/ Express Bus Weekday Avg - \$18.24	MVTA	484	Weekdays	\$483,897	\$52.34	275%
	Plymouth	747	Weekdays	\$1,266,878	\$43.14	229%
	Met Council	766	Weekdays	\$188,490	\$33.23	177%
Core Local Bus Weekday Avg - \$13.29	Met Council	25	Weekdays	\$4,406,051	\$29.26	220%
	Met Council	71	Weekdays	\$1,688,368	\$24.49	184.2%
	Met Council	71	Saturdays	\$673,873	\$35.78	225.5%
Supporting Local Bus Weekday Avg - \$13.52 Saturday Avg - \$26.59 Sunday Avg - \$32.69	Met Council	46	Weekdays	\$2,936,249	\$28.55	211%
	Met Council	23	Weekdays	\$3,390,941	\$23.83	176%
	Met Council	46*	Saturdays	\$27,506	\$91.29	343%
	Met Council	46*	Sundays	\$34,545	\$142.58	436%
Suburban Local Bus Weekday Avg - \$37.05 Saturday Avg - \$31.74 Sunday Avg - \$44.12	MVTA	498**	Weekdays	\$265,058	\$201.11	542.8%
	MVTA	499	Weekdays	\$761,830	\$105.05	283.6%
	MVTA	489	Weekdays	\$310,190	\$102.20	275.9%
	MVTA	420	Weekdays	\$580,625	\$91.54	247.1%
	MVTA	497	Weekdays	\$705,959	\$81.33	219.5%
	MVTA	410	Weekdays	\$428,835	\$75.35	203.4%
	MVTA	425	Weekdays	\$1,479,554	\$74.96	202.3%
	MVTA	447	Weekdays	\$723,094	\$68.81	185.7%
	MVTA	440	Weekdays	\$923,432	\$64.15	173.1%
	Met Council	501***	Weekdays	\$108,926	\$60.60	163.6%
	MVTA	447	Saturdays	\$157,512	\$84.01	289.5%
	MVTA	499	Saturdays	\$75,017	\$75.85	261.4%
	MVTA	497	Saturdays	\$61,055	\$65.72	226.5%
	MVTA	410	Saturdays	\$192,649	\$50.25	173.1%

	MVTA	499	Sundays	\$75,777	\$110.30	279.5%
	MVTA	447	Sundays	\$161,002	\$98.96	250.8%
	MVTA	497	Sundays	\$63,162	\$80.16	203.1%
	MVTA	410	Sundays	\$207,862	\$66.56	168.7%

Notes: *Route 46 began Saturday and Sunday service in the month of December in 2024. The TPP allows a 12-month window for new routes to establish ridership before recommending agencies use the regional guidelines to evaluate performance. **Route 498 was eliminated in March 2024 due to the end of grant funding for the route, according to data provided by MVTA for the 2024 Regional Route Performance Analysis. ***Route 501 was eliminated in December 2025.

Map 2 – 2024 High-Subsidy Routes



Estimated Capital and Operating Savings

Operating Expenditures in 2023 and 2024

The region spent \$567.1 million in 2024 and \$508.4 million in 2023 on regular-route transit operations, according to the Regional Route Performance Analysis reports for those years. Routes meeting the criteria to be considered high subsidy accounted for 4.1% of operating expenses in 2024 or about \$23.3 million. Similarly, high-subsidy routes accounted for 4.3% of operating expenses in 2023 or about \$21.8 million. Table 6 below provides operating expenditure details for the region and by transit provider.

Table 6 Regular-Route Transit* Operating Costs in Millions of Dollars by Provider for 2023 and 2024

Transit Provider	2023 Operating Costs in Millions			2024 Operating Costs in Millions		
	Total	High-Subsidy Routes	High-Subsidy Percent	Total	High-Subsidy Routes	High-Subsidy Percent
Maple Grove	\$2.5	\$0	0.0%	\$2.6	\$0.0	0.0%
Met Council	\$467.8	\$12.7	2.7%	\$528.7	\$14.4	2.7%
MVTA	\$30.4	\$8.9	29.4%	\$28.8	\$7.6	26.3%
Plymouth MetroLink	\$3.0	\$0	0.0%	\$3.8	\$1.3	35.3%
SW Transit	\$4.6	\$0.2	4.3%	\$3.3	\$0.0	0.0%
Region Total	\$508.4	\$21.8	4.3%	\$567.1	\$23.3	4.1%

Notes: *Please note, regular-route transit only includes transit with standardized schedules and routes. It does not include non-regular route services like paratransit, dial-a-ride, microtransit, vanpool, and special event.

Potential Operating Expenditure Savings

As shown above, the total cost of high-subsidy routes was \$21.8 million in 2023 and \$23.3 million in 2024. While the figures above could be interpreted as potential savings from eliminating current high-subsidy routes in the region, if funds remained available transit operators could reinvest savings into revised service (at lower subsidy) or in other services or areas.

Regional guidelines call for routes in this category to be restructured or eliminated. Providers that revise routes may consider various options to decrease subsidy, or combinations:

- **Increase ridership** – Several high-subsidy routes have very low ridership, especially when first introduced. While overall cost and subsidy may remain unchanged, increased ridership spreads this cost across more passengers, decreasing the subsidy per passenger. As an example, Metro Transit Route 46 weekend service was included as a high-subsidy route in 2024, reflecting just one month of service. Weekend ridership increased on this route in 2025 as it became reestablished, lowering the subsidy per passenger on weekend days.
- **Change providers** – Contracting transit operations may decrease cost while preserving service levels. The Met Council contracts some routes to private transit operators, mainly coverage services like suburban local routes, at lower cost than direct operation. This allows these services to continue when they would otherwise result in too high of subsidy. The region’s Transportation Policy Plan sets a target to contract 20 percent of regional regular route hours. As an example, weekday Metro Transit Route 25 (a 2024 high-subsidy route) changed to contracted service in December 2025, lowering its cost and decreasing subsidies.

- Reduce internal cost drivers – Other strategies to reduce cost such as decreased overhead, efficient scheduling, or other efficiencies may allow providers to preserve service levels while lowering subsidies. Providers have less control over some cost drivers, like fuel, than others.
- Reduce service levels – Less frequent service or fewer daily hours of service (span) can continue service to a low-demand area while decreasing total subsidy. However, if ridership declines this approach can result in per passenger subsidy remaining high or even increasing. As an example, MVTA has proposed removing some low ridership trips on Routes 497 and 499 in spring 2026 and implementing other changes that may decrease per-passenger subsidies on these routes.
- Change service type – High-subsidy fixed route service may not best match travel patterns, particularly in Market Areas 3 and 4, and a demand-response service such as dial-a-ride or micro transit may more appropriately match transit market demand. As an example, with the launch of METRO Gold Line BRT in 2025 Metro Transit did not establish significant feeder bus routes in Oakdale and Woodbury to avoid high-subsidy suburban local services. Customers instead connect using microtransit that launched in 2025. In Shakopee, MVTA proposes in spring 2026 to eliminate high-subsidy weekend services on Routes 497 and 499, with ongoing weekend coverage for these areas provided by MVTA Connect microtransit services.
- Eliminate routes – This results in greater “savings” than options above. Providers may re-allocate available funds to provide more service on productive transit routes or in areas with higher transit demand. However, communities along eliminated routes may lose transit access if there is no other coverage-oriented service in the area. In March 2024 MVTA discontinued Route 498 at the conclusion of state funding. Metro Transit eliminated Route 501 in 2025.

Transit Coverage Provides Access

Some transit routes operate at higher subsidies to serve regional goals to provide transit access to jobs or other basic transit access. In transit service planning this is known as “coverage”, providing service for residents that are more likely to rely on transit as their primary source of transportation even when they are in communities with lower overall transit demand. Several coverage-oriented transit services exist in the region:

- Fixed route bus services in supporting local and suburban local contexts
- Dial-a-ride services such as Transit Link that provide pre-scheduled trips
- On-demand microtransit services that leverage technology for transit services

Potential Capital Savings

Regular-route transit capital costs are largely based how many vehicles it takes to operate that route at its peak service levels. This is referred to as Vehicles Operating at Maximum Service (VOMS), in the National Transit Database. Met Council staff used regional system planning data the agency collects to identify the VOMS for each route in 2024 that qualified as high-subsidy for this analysis.

Staff used the highest VOMS between all service periods a route operated (typically weekdays) and average cost per a 30' bus for suburban local bus (\$830,322) and a 40' bus for all other bus service types (\$821,974) to estimate capital costs and do not account for spare buses, garages, or other capital costs. These figures are high-level estimates; transit schedules are developed using multiple factors across routes and each route's total may not represent the aggregated system where peak buses may be used across lines. Thus, totals below only approximate total potential savings.

Table 7 – Estimated 2024 High-Subsidy Route Capital Costs* by Provider

Transit Provider	Systemwide VOMS (MB)	High-Subsidy VOMS**	Estimated Capital Cost of High-Subsidy buses
Met Council	560	51	\$41,954,066
MVTA	80	28	\$23,215,624
Plymouth MetroLink	15	8	\$6,575,792
Region Total	670	87	\$71,745,482

Notes: *Capital costs were estimated using a route's highest number of Vehicles Operated at Maximum Service (VOMS) across all service periods multiplied by the average cost of a 30' (suburban local bus) or 40' (all other bus service types) vehicle. ** VOMS = Vehicles Operated at Maximum Service. Systemwide VOMS reflects NTD reporting of May 2024 and does not include University of Minnesota service.

Table 8 Estimated High-Subsidy Route Capital Costs* by Route

Service Type	Provider	Route	Service Period	VOMS**	Estimated Capital Cost
Commuter/ Express Bus	MVTA	484	Weekdays	4	\$3,287,896
	Plymouth	747	Weekdays	8	\$6,575,792
	Met Council	766	Weekdays	2	\$1,643,948
Core Local Bus	Met Council	25	Weekdays	11	\$9,041,714
	Met Council	71	Weekdays	13	\$10,685,662
Supporting Local Bus	Met Council	46	Weekdays	10	\$8,219,740
	Met Council	23	Weekdays	11	\$9,041,714
Suburban Local Bus	MVTA	498**	Weekdays	2	\$1,660,644
	MVTA	499	Weekdays	3	\$2,490,966
	MVTA	489	Weekdays	2	\$1,660,644
	MVTA	420	Weekdays	2	\$1,660,644
	MVTA	497	Weekdays	4	\$3,321,288
	MVTA	410	Weekdays	3	\$2,490,966
	MVTA	425	Weekdays	3	\$2,490,966
	MVTA	447	Weekdays	2	\$1,660,644
	MVTA	440	Weekdays	3	\$2,490,966
	Met Council	501***	Weekdays	4	\$3,321,288

Notes: *Capital costs were estimated using a route's highest number of Vehicles Operated at Maximum Service (VOMS) across all service periods multiplied by the average cost of a 30' (suburban local bus) or 40' (all other bus service types) vehicle. ** VOMS = Vehicles Operated at Maximum Service.

Estimated Cost of Metro Mobility Near High-Subsidy Routes

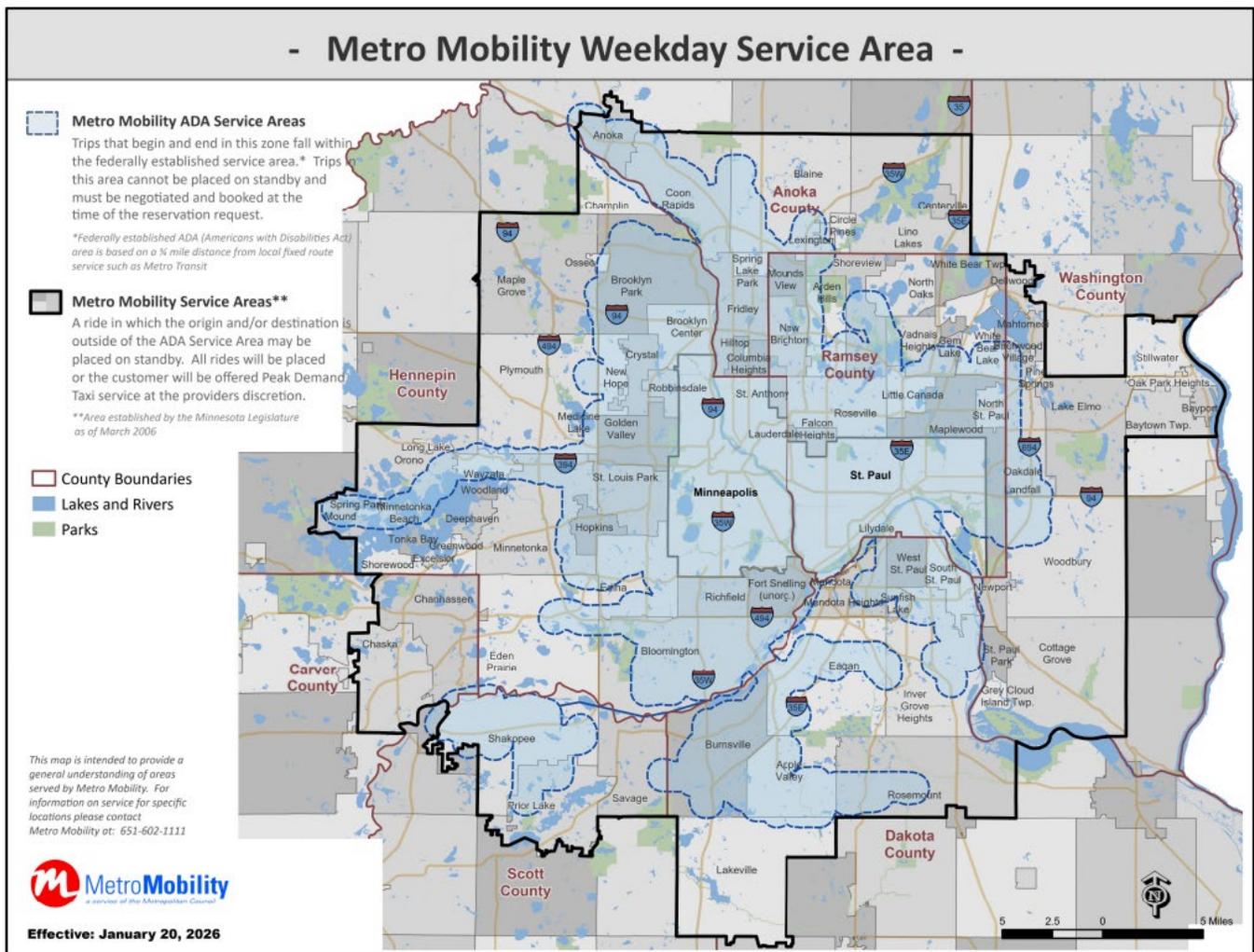
What is Metro Mobility?

The federal Americans with Disabilities Act (ADA) requires transit agencies provide door-to-door paratransit service for people with disabilities or health conditions that prevent their use of regular-route transit. Paratransit complements regular-route services and meets federal and state directives:

- Federally mandated (ADA) service is within at least three-quarters of a mile of routes that meet specific criteria, referred to as the ADA service area, generally all-day local bus service operating at least hourly. In this area trips effectively may not be denied, must be scheduled at the requested time, and cannot be prioritized by trip purpose.
- State-mandated service is provided to communities defined in law to receive Metro Mobility service. Trips outside of the federally mandated area have similar on-time performance but can be scheduled flexibly to help manage overall demand and supply. Trip providers may work to meet both customer needs and available service supply which enables quality service across the day at lower cost. This flexibility is not available for trips in the federally mandated area.

The Met Council's Metro Mobility service provides all the region's ADA paratransit service and is administered by its Metropolitan Transportation Services division. When all-day regular-route service is expanded into new areas, Metro Mobility's federal ADA service area must also be expanded to provide guaranteed rides within that new coverage area.

Map 3 – Metro Mobility Weekday Service Areas



Metro Mobility Trips in High-Subsidy Regular-Route Service Areas

Met Council staff analyzed the number of Metro Mobility trips in the region’s federally mandated ADA service that were only served by high-subsidy regular-route services (see map 4 on the next page). This means if part the three-quarter mile buffer around a high-subsidy route overlapped with the buffer of a route that was not high-subsidy, that area was not included in the analysis. Table 9 shows the routes that operated at levels of service requiring federally mandated ADA paratransit that were not covered by other (non-high) subsidy routes in each year.

Table 9 - High-Subsidy Routes included in Metro Mobility Cost Analysis

Operator	Route	2023	2024	Notes
Metropolitan Council	46	X	X	2023 Weekdays, 2024 Weekday/Saturday
	7	X		2023 Sundays
	71		X	2024 Weekday/Saturday
MVTA	425	X	X	
	420		X	Service increased 2024 to ADA threshold
	497		X	Service increased 2024 to ADA threshold
	499		X	Service increased 2024 to ADA threshold

Other routes that met high-subsidy criteria but were not included in this analysis either 1) did not trigger federal ADA service requirements due to the service levels or type (e.g. express bus) or 2) their ADA service buffer overlapped entirely with routes that were not high-subsidy.

2023 Trip Information

Metro Mobility provided 7,770 rides in parts of the region’s federally mandated ADA service that were only served by high-subsidy regular-route service area in 2023. This is about 0.4% of the 2,024,929 paratransit trips Metro Mobility provided in 2023. Together, these rides resulted in 83,605 revenue miles of service and cost an estimated \$368,700 based on an average cost per revenue mile of \$4.41. Similar to the number of trips, this was about 0.4% of Metro Mobility revenue miles and operating expenses in 2023. Miles are included instead of total trips to better capture trip distances, which comprise a primary cost driver for the time and fuel costs of paratransit service.

Table 10 – 2023 Paratransit Service in High-Subsidy Regular Route Service Areas by Provider

Provider	ADA paratransit service miles near high-subsidy routes	ADA paratransit costs near high-subsidy services	Associated High-Subsidy Routes’ Total Subsidy
Metropolitan Council	65,506	\$288,723	\$6,698,466
MVTA	18,100	\$79,776	\$1,464,568
Total	83,605	\$368,500	\$8,163,034

Note: Only providers with high-subsidy routes that prompt federally required ADA services shown in table above. Associated routes show total cost of routes, not just the portion of each route applicable to ADA paratransit service analysis shown in Map 4.

2024 Trip Information

Metro Mobility provided 84,178 rides in parts of the region’s federally mandated ADA service that were only served by high-subsidy regular-route service area in 2024. This is about 4.3% of the 2,021,642 paratransit trips Metro Mobility provided in 2024. Together, these rides resulted in 1,322,194 revenue miles of service and cost an estimated of \$6,121,760 based on an average cost per revenue mile of \$4.63. Similar to the number of trips, this was about 5.9% of Metro Mobility revenue miles and operating expenses in 2024. Growth from 2023 largely reflects the number and locations of routes considered high subsidy, and not year-over-year changes across a common area.

Map 4 High-Subsidy Service Area

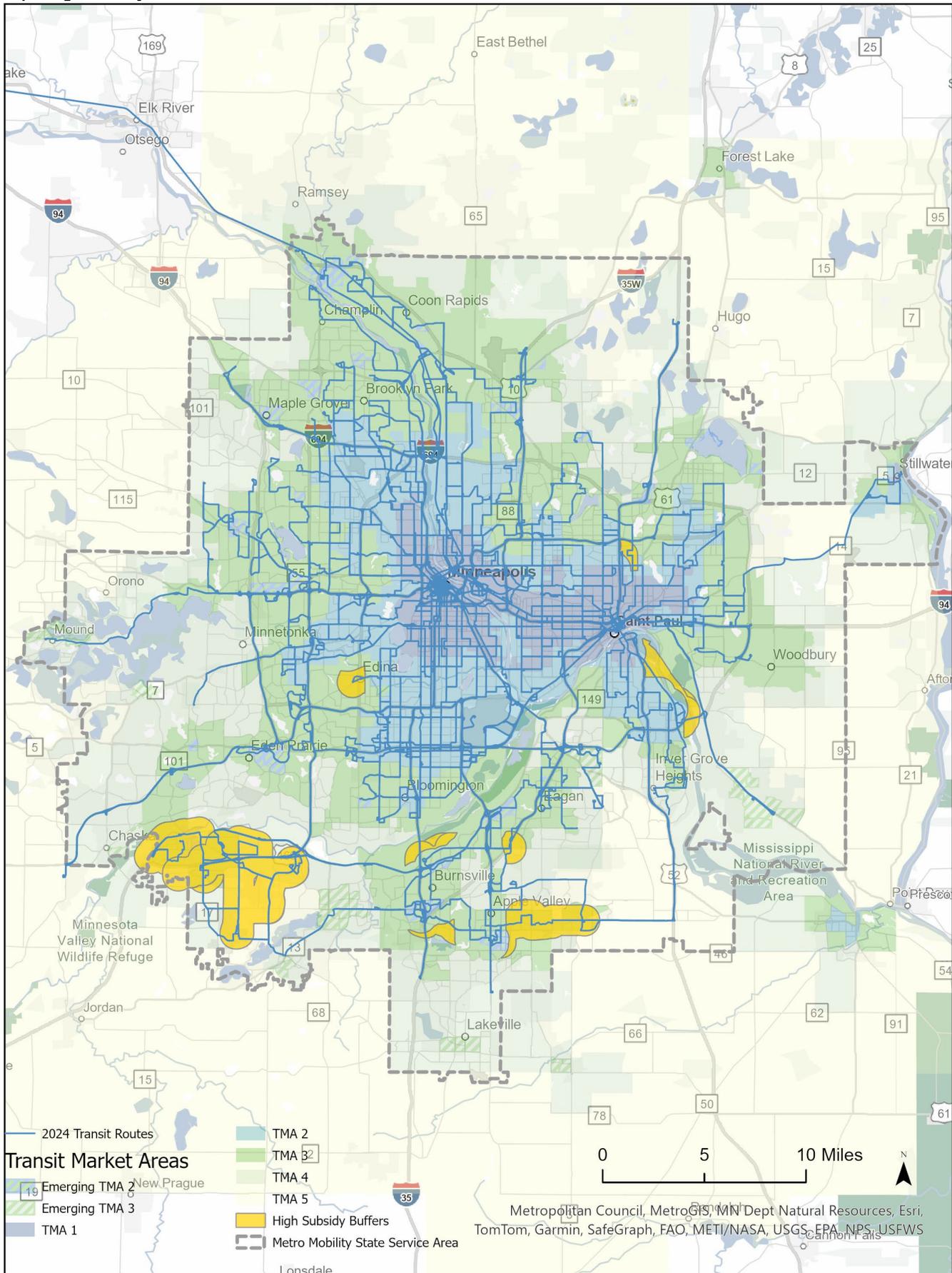


Table 11 – 2024 Paratransit Service in High-Subsidy Regular Route Service Areas by Provider

Provider Area	ADA paratransit service miles near high-subsidy routes	ADA paratransit costs near high-subsidy services	Associated High-Subsidy Routes' Total Subsidy
Metropolitan Council	199,002	\$921,845	\$8,078,225
MVTA	1,123,192	\$5,202,996	\$3,802,980
Total	1,322,194	\$6,124,841	\$11,881,205

Note: Only providers with high-subsidy routes that prompt federally required ADA services shown in table above. Associated routes show total cost of routes, not just the portion of each route applicable to ADA paratransit service analysis shown in Map 4.

Metro Mobility Cost Implications of High-Subsidy Services

As described above, the Met Council provides Metro Mobility services in both federally and state-mandated areas; individual transit providers do not provide or fund paratransit services within their respective service areas. As a state forecasted program (as of July 1, 2025), the capital and operating costs of Metro Mobility are funded by the state general fund. When providers operate regular route service levels that require federally mandated paratransit, state costs may increase in response.

A portion of state costs for paratransit could be avoided if high-subsidy routes were revised to levels that do not require federally mandated paratransit services. Requested paratransit trips would still be provided as state-mandated service, but savings could result from flexibility allowed to providers to work with customers to shift some trips to off-peak periods when greater service supply is available.

Paratransit providers typically schedule their workforces to meet peak demand performance requirements in morning and afternoon rush hours. To provide sufficiently attractive work shift hours to attract and retain enough paratransit drivers, there is frequently a small oversupply of midday service, which also helps manage unscheduled trip changes and unforeseen circumstances across the day. Therefore, when providers may work with customers to manage trip times in the state mandated area (such as shifting a shopping trip from 3pm to 1pm, a practice disallowed in the federally mandated area), this change could mitigate the need for an additional bus and operator *for much of the day* that would otherwise be necessary for peak period performance metrics and have low utilization at other times.

If state-mandated paratransit trips shifted to times with surplus capacity (such as off-peak) they could be provided at very low cost. Any ability to flatten the investment of fleet and operator resources out of the peak period to midday hours can result in a higher productivity per hour and reduced cost per passenger trip on Metro Mobility. State-mandated area trips are also 1.4 times longer (and proportionately more expensive) than federally mandated trips, compounding this effect. Specific savings would depend on evaluation of each trip's schedule and distance and was not included in this analysis but could be a significant portion of the costs above.

Further discussion of Metro Mobility is included in a 2026 legislative report by the Minnesota Department of Transportation, pursuant to Minnesota 2024, chapter 127, article 2, section 125. That analysis (due to the legislature in February 2026) finds Metro Mobility has been able to fully meet demand for its services in both federally and state mandated areas, that the Council meets or exceeds key performance metrics, and the service ranks favorably among its national peers in 2024 (and first in key metrics) for cost per trip (1st), cost per revenue hour, service productivity, on-time performance, and other comparative metrics.

APPENDIX A – ROUTE PER PASSENGER SUBSIDY

2023 Data for Regular-Route Transit Services

Table A1 – 2023 Commuter/Express Bus

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
MVTA	479	Weekdays	1,593	\$144,034	\$90.42	445.7%
MVTA	484	Weekdays	4,153	\$171,537	\$41.30	203.6%
MVTA	490	Weekdays	27,086	\$1,064,612	\$39.30	193.8%
SW Transit	600	Weekdays	4,942	\$183,749	\$37.18	183.3%
Met Council	351	Weekdays	659	\$18,993	\$28.81	142.0%
Met Council	766	Weekdays	16,074	\$450,680	\$28.04	138.2%
MVTA	493	Weekdays	14,896	\$407,313	\$27.34	134.8%
Plymouth	747	Weekdays	25,962	\$706,512	\$27.21	134.2%
MVTA	480	Weekdays	26,578	\$719,444	\$27.07	133.4%
MVTA	472	Weekdays	15,022	\$400,161	\$26.64	131.3%
Met Council	761	Weekdays	8,360	\$210,892	\$25.23	124.4%
Plymouth	776	Weekdays	18,579	\$452,984	\$24.38	120.2%
Plymouth	777	Weekdays	19,166	\$463,549	\$24.19	119.2%
Met Council	755	Weekdays	36,870	\$854,471	\$23.18	114.3%
MVTA	470	Weekdays	27,247	\$606,362	\$22.25	109.7%
Met Council	294	Weekdays	7,863	\$173,540	\$22.07	108.8%
SW Transit	695	Weekdays	34,515	\$747,271	\$21.65	106.7%
Met Council	763	Weekdays	8,978	\$185,993	\$20.72	102.1%
MVTA	475	Weekdays	53,903	\$1,090,311	\$20.23	99.7%
SW Transit	698	Weekdays	157,600	\$3,090,077	\$19.61	96.7%
Plymouth	790	Weekdays	17,980	\$344,261	\$19.15	94.4%
Met Council	760	Weekdays	14,262	\$267,841	\$18.78	92.6%
Maple Grove	784	Weekdays	18,781	\$345,057	\$18.37	90.6%
Met Council	467	Weekdays	32,721	\$569,299	\$17.40	85.8%
Met Council	275	Weekdays	13,841	\$239,141	\$17.28	85.2%
MVTA	465	Weekdays	118,797	\$2,022,538	\$17.03	83.9%
Met Council	252	Weekdays	12,980	\$219,872	\$16.94	83.5%
Met Council	264	Weekdays	11,341	\$190,144	\$16.77	82.7%
MVTA	460	Weekdays	91,724	\$1,511,154	\$16.48	81.2%
Plymouth	795	Weekdays	4,918	\$80,080	\$16.28	80.3%
Met Council	667	Weekdays	16,981	\$268,411	\$15.81	77.9%
Met Council	363	Weekdays	30,100	\$472,094	\$15.68	77.3%
Met Council	355	Weekdays	12,338	\$191,294	\$15.50	76.4%
Met Council	578	Weekdays	12,876	\$194,055	\$15.07	74.3%
Met Council	824	Weekdays	7,434	\$111,698	\$15.02	74.1%
Met Council	113	Weekdays	34,994	\$488,006	\$13.95	68.8%
Plymouth	774	Weekdays	49,137	\$667,396	\$13.58	67.0%
MVTA	477	Weekdays	117,630	\$1,575,613	\$13.39	66.0%
Met Council	850	Weekdays	91,361	\$1,212,265	\$13.27	65.4%
Maple Grove	785	Weekdays	33,026	\$427,554	\$12.95	63.8%
Met Council	94	Weekdays	182,121	\$2,277,200	\$12.50	61.6%
Met Council	852	Weekdays	60,045	\$727,091	\$12.11	59.7%
Met Council	764	Weekdays	8,661	\$103,376	\$11.94	58.8%
Met Council	673	Weekdays	16,009	\$188,124	\$11.75	57.9%
Met Council	114	Weekdays	46,722	\$533,161	\$11.41	56.3%
Met Council	250	Weekdays	88,694	\$1,010,413	\$11.39	56.2%
Met Council	768	Weekdays	57,404	\$607,321	\$10.58	52.2%
Met Council	270	Weekdays	37,889	\$387,705	\$10.23	50.4%
Maple Grove	781	Weekdays	106,555	\$1,027,042	\$9.64	47.5%
Met Council	353	Weekdays	59,756	\$547,355	\$9.16	45.2%
Maple Grove	789	Weekdays	19,247	\$159,655	\$8.30	40.9%
Met Council	852	Saturdays	3,637	\$45,445	\$12.50	100.0%

Table A2 – 2023 Core Local Bus

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	25	Weekdays	45,142	\$1,041,486	\$23.07	184.3%
Met Council	71	Weekdays	182,980	\$4,127,251	\$22.56	180.1%
Met Council	7	Weekdays	183,753	\$3,563,509	\$19.39	154.9%
Met Council	9	Weekdays	255,212	\$4,604,343	\$18.04	144.1%
Met Council	68	Weekdays	487,225	\$6,929,861	\$14.22	113.6%
Met Council	22	Weekdays	655,361	\$9,307,769	\$14.20	113.4%
Met Council	61	Weekdays	359,426	\$4,959,083	\$13.80	110.2%
Met Council	70	Weekdays	28,432	\$361,753	\$12.72	101.6%
Met Council	62	Weekdays	406,182	\$5,079,837	\$12.51	99.9%
Met Council	74	Weekdays	584,358	\$7,169,909	\$12.27	98.0%
Met Council	14	Weekdays	675,185	\$8,267,842	\$12.25	97.8%
Met Council	11	Weekdays	711,845	\$8,340,282	\$11.72	93.6%
Met Council	64	Weekdays	644,714	\$7,496,526	\$11.63	92.9%
Met Council	4	Weekdays	730,517	\$8,478,391	\$11.61	92.7%
Met Council	6	Weekdays	865,307	\$9,691,559	\$11.20	89.4%
Met Council	67	Weekdays	81,918	\$904,101	\$11.04	88.1%
Met Council	63	Weekdays	736,734	\$7,988,957	\$10.84	86.6%
Met Council	17	Weekdays	817,858	\$8,758,694	\$10.71	85.5%
Met Council	54	Weekdays	865,800	\$8,542,369	\$9.87	78.8%
Met Council	10	Weekdays	999,920	\$9,578,559	\$9.58	76.5%
Met Council	3	Weekdays	1,163,849	\$10,616,156	\$9.12	72.8%
Met Council	18	Weekdays	1,242,658	\$10,053,164	\$8.09	64.6%
Met Council	75	Weekdays	67,894	\$540,722	\$7.96	63.6%
Met Council	21	Weekdays	1,841,977	\$14,007,048	\$7.60	60.7%
Met Council	2	Weekdays	932,961	\$6,567,896	\$7.04	56.2%
Met Council	71	Saturdays	21,037	\$636,995	\$30.28	196.7%
Met Council	9	Saturdays	33,541	\$781,332	\$23.29	151.3%
Met Council	7	Saturdays	19,052	\$438,092	\$22.99	149.4%
Met Council	70	Saturdays	2,413	\$45,631	\$18.91	122.8%
Met Council	61	Saturdays	23,643	\$421,249	\$17.82	115.7%
Met Council	67	Saturdays	8,905	\$156,585	\$17.58	114.2%
Met Council	4	Saturdays	105,912	\$1,643,986	\$15.52	100.8%
Met Council	68	Saturdays	80,072	\$1,232,389	\$15.39	100.0%
Met Council	3	Saturdays	109,370	\$1,674,416	\$15.31	99.4%
Met Council	22	Saturdays	76,449	\$1,166,008	\$15.25	99.1%
Met Council	64	Saturdays	89,278	\$1,353,560	\$15.16	98.5%
Met Council	6	Saturdays	128,825	\$1,946,850	\$15.11	98.2%
Met Council	11	Saturdays	95,026	\$1,423,905	\$14.98	97.3%
Met Council	14	Saturdays	87,206	\$1,275,691	\$14.63	95.0%
Met Council	74	Saturdays	67,956	\$978,245	\$14.40	93.5%
Met Council	62	Saturdays	59,725	\$834,825	\$13.98	90.8%
Met Council	63	Saturdays	106,166	\$1,442,068	\$13.58	88.2%
Met Council	17	Saturdays	114,022	\$1,318,945	\$11.57	75.1%
Met Council	54	Saturdays	142,142	\$1,545,938	\$10.88	70.6%
Met Council	10	Saturdays	156,321	\$1,620,096	\$10.36	67.3%
Met Council	18	Saturdays	191,674	\$1,808,171	\$9.43	61.3%
Met Council	2	Saturdays	111,699	\$1,001,734	\$8.97	58.2%
Met Council	21	Saturdays	283,941	\$2,470,826	\$8.70	56.5%
Met Council	7	Sundays	16,714	\$481,314	\$28.80	178.5%
Met Council	70	Sundays	2,026	\$49,441	\$24.40	151.3%
Met Council	9	Sundays	27,331	\$648,610	\$23.73	147.1%
Met Council	67	Sundays	6,472	\$152,337	\$23.54	145.9%
Met Council	71	Sundays	9,225	\$189,055	\$20.49	127.0%
Met Council	22	Sundays	70,868	\$1,330,350	\$18.77	116.4%
Met Council	14	Sundays	79,449	\$1,412,627	\$17.78	110.2%
Met Council	74	Sundays	63,347	\$1,125,571	\$17.77	110.1%
Met Council	6	Sundays	113,675	\$2,004,169	\$17.63	109.3%
Met Council	4	Sundays	74,702	\$1,305,312	\$17.47	108.3%
Met Council	68	Sundays	72,818	\$1,129,565	\$15.51	96.1%
Met Council	63	Sundays	84,237	\$1,288,806	\$15.30	94.8%
Met Council	11	Sundays	66,754	\$966,610	\$14.48	89.7%
Met Council	3	Sundays	76,233	\$1,050,482	\$13.78	85.4%
Met Council	17	Sundays	87,230	\$1,163,526	\$13.34	82.7%
Met Council	62	Sundays	49,823	\$592,269	\$11.89	73.7%
Met Council	64	Sundays	100,456	\$1,051,671	\$10.47	64.9%
Met Council	10	Sundays	133,019	\$1,375,052	\$10.34	64.1%
Met Council	18	Sundays	184,788	\$1,904,668	\$10.31	63.9%
Met Council	54	Sundays	99,614	\$1,023,071	\$10.27	63.7%
Met Council	2	Sundays	96,243	\$982,561	\$10.21	63.3%
Met Council	21	Sundays	257,383	\$2,231,043	\$8.67	53.7%

Table A3 – 2023 Supporting Local Bus

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	46	Weekdays	104,438	\$2,653,643	\$25.41	192%
Met Council	23	Weekdays	123,410	\$2,982,085	\$24.16	182%
Met Council	5	Weekdays	193,230	\$3,234,903	\$16.74	126%
Met Council	30	Weekdays	68,891	\$1,064,718	\$15.46	117%
Met Council	32	Weekdays	261,498	\$2,779,775	\$10.63	80%
Met Council	83	Weekdays	60,333	\$594,300	\$9.85	74%
Met Council	33	Weekdays	11,997	\$95,965	\$8.00	60%
Met Council	80	Weekdays	45,966	\$359,407	\$7.82	59%
Met Council	65	Weekdays	81,448	\$590,529	\$7.25	55%
Met Council	87	Weekdays	118,950	\$850,906	\$7.15	54%
Met Council	33	Saturdays	663	\$21,517	\$32.45	182%
Met Council	5	Saturdays	27,473	\$652,477	\$23.75	133%
Met Council	23	Saturdays	17,125	\$385,538	\$22.51	126%
Met Council	30	Saturdays	8,839	\$180,645	\$20.44	115%
Met Council	83	Saturdays	5,833	\$106,484	\$18.26	102%
Met Council	87	Saturdays	14,454	\$169,862	\$11.75	66%
Met Council	32	Saturdays	43,006	\$467,439	\$10.87	61%
Met Council	80	Saturdays	7,303	\$77,680	\$10.64	60%
Met Council	65	Saturdays	11,621	\$115,291	\$9.92	56%
Met Council	23	Sundays	13,371	\$424,599	\$31.76	155%
Met Council	30	Sundays	6,868	\$203,097	\$29.57	145%
Met Council	5	Sundays	25,470	\$723,061	\$28.39	139%
Met Council	83	Sundays	4,952	\$120,457	\$24.32	119%
Met Council	87	Sundays	8,939	\$136,393	\$15.26	75%
Met Council	32	Sundays	35,613	\$487,143	\$13.68	67%
Met Council	65	Sundays	8,336	\$100,648	\$12.07	59%
Met Council	80	Sundays	5,302	\$781,332	\$23.29	151.3%

Table A4 – 2023 Suburban Local Bus

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
MVTA	498	Weekdays	5,168	\$1,069,410	\$206.93	599.7%
Met Council	501	Weekdays	1,052	\$98,558	\$93.68	271.5%
MVTA	425	Weekdays	15,944	\$1,464,568	\$91.86	266.2%
MVTA	436	Weekdays	11,174	\$837,444	\$74.95	217.2%
MVTA	420	Weekdays	8,242	\$568,622	\$68.99	199.9%
MVTA	497	Weekdays	11,775	\$691,881	\$58.76	170.3%
MVTA	499	Weekdays	10,555	\$605,547	\$57.37	166.3%
MVTA	447	Weekdays	16,759	\$949,735	\$56.67	164.2%
MVTA	410	Weekdays	3,310	\$178,491	\$53.92	156.3%
MVTA	440	Weekdays	18,121	\$857,122	\$47.30	137.1%
MVTA	442	Weekdays	32,991	\$1,479,802	\$44.85	130.0%
MVTA	489	Weekdays	5,274	\$229,516	\$43.52	126.1%
MVTA	446	Weekdays	35,604	\$1,210,465	\$34.00	98.5%
Met Council	804	Weekdays	13,939	\$439,878	\$31.56	91.4%
MVTA	445	Weekdays	32,165	\$971,695	\$30.21	87.5%
Met Council	705	Weekdays	23,749	\$642,708	\$27.06	78.4%
Met Council	227	Weekdays	6,481	\$156,048	\$24.08	69.8%
Met Council	615	Weekdays	15,909	\$382,620	\$24.05	69.7%
Met Council	612	Weekdays	166,990	\$3,466,317	\$20.76	60.2%
Met Council	723	Weekdays	78,113	\$1,578,211	\$20.20	58.5%
Met Council	542	Weekdays	16,673	\$336,546	\$20.19	58.5%
Met Council	225	Weekdays	8,620	\$171,762	\$19.93	57.7%
Met Council	645	Weekdays	138,010	\$2,712,455	\$19.65	57.0%
MVTA	495	Weekdays	67,093	\$1,247,754	\$18.60	53.9%
Met Council	721	Weekdays	98,364	\$1,665,861	\$16.94	49.1%
MVTA	444	Weekdays	129,182	\$2,175,692	\$16.84	48.8%
Met Council	537	Weekdays	5,306	\$85,903	\$16.19	46.9%
Met Council	323	Weekdays	41,038	\$615,402	\$15.00	43.5%
Met Council	534	Weekdays	11,211	\$167,598	\$14.95	43.3%
Met Council	219	Weekdays	57,178	\$853,865	\$14.93	43.3%
Met Council	722	Weekdays	114,930	\$1,701,909	\$14.81	42.9%
Met Council	805	Weekdays	30,408	\$426,192	\$14.02	40.6%
Met Council	716	Weekdays	21,523	\$295,263	\$13.72	39.8%
Met Council	724	Weekdays	211,173	\$2,650,983	\$12.55	36.4%
Met Council	515	Weekdays	258,034	\$3,170,894	\$12.29	35.6%
Met Council	546	Weekdays	30,752	\$375,963	\$12.23	35.4%
Met Council	801	Weekdays	40,152	\$479,497	\$11.94	34.6%
Met Council	717	Weekdays	27,526	\$318,838	\$11.58	33.6%
Met Council	538	Weekdays	60,358	\$662,563	\$10.98	31.8%
Met Council	540	Weekdays	101,197	\$1,080,352	\$10.68	30.9%
Met Council	539	Weekdays	92,119	\$564,032	\$6.12	17.7%

MVTA	420	Saturdays	709	\$71,636	\$101.04	320.1%
MVTA	440	Saturdays	1,282	\$103,668	\$80.86	256.2%
MVTA	447	Saturdays	2,695	\$201,404	\$74.73	236.8%
MVTA	499	Saturdays	1,246	\$72,143	\$57.90	183.5%
MVTA	497	Saturdays	1,307	\$67,447	\$51.60	163.5%
MVTA	410	Saturdays	2,462	\$113,544	\$46.12	146.1%
MVTA	442	Saturdays	5,170	\$216,840	\$41.94	132.9%
Met Council	804	Saturdays	1,745	\$70,872	\$40.61	128.7%
MVTA	446	Saturdays	3,275	\$131,849	\$40.26	127.6%
Met Council	615	Saturdays	2,477	\$76,400	\$30.84	97.7%
MVTA	445	Saturdays	4,766	\$146,855	\$30.81	97.6%
Met Council	227	Saturdays	949	\$28,677	\$30.22	95.7%
Met Council	225	Saturdays	975	\$28,148	\$28.87	91.5%
Met Council	612	Saturdays	20,916	\$586,723	\$28.05	88.9%
Met Council	323	Saturdays	4,468	\$112,706	\$25.23	79.9%
MVTA	495	Saturdays	12,702	\$284,503	\$22.40	71.0%
Met Council	645	Saturdays	11,876	\$260,332	\$21.92	69.5%
Met Council	722	Saturdays	18,373	\$357,000	\$19.43	61.6%
Met Council	721	Saturdays	13,005	\$241,376	\$18.56	58.8%
Met Council	805	Saturdays	2,543	\$45,071	\$17.72	56.2%
MVTA	444	Saturdays	23,521	\$413,629	\$17.59	55.7%
Met Council	219	Saturdays	6,160	\$99,670	\$16.18	51.3%
Met Council	546	Saturdays	4,108	\$65,329	\$15.90	50.4%
Met Council	723	Saturdays	7,931	\$125,532	\$15.83	50.1%
Met Council	716	Saturdays	3,569	\$55,061	\$15.43	48.9%
Met Council	540	Saturdays	12,406	\$164,097	\$13.23	41.9%
Met Council	538	Saturdays	8,837	\$109,156	\$12.35	39.1%
Met Council	515	Saturdays	43,269	\$526,517	\$12.17	38.6%
Met Council	724	Saturdays	36,276	\$398,403	\$10.98	34.8%
Met Council	539	Saturdays	7,748	\$62,354	\$8.05	25.5%
MVTA	420	Sundays	628	\$78,017	\$124.23	295.0%
MVTA	440	Sundays	1,096	\$113,135	\$103.22	245.1%
MVTA	447	Sundays	2,448	\$218,141	\$89.11	211.6%
MVTA	499	Sundays	912	\$78,457	\$86.03	204.3%
MVTA	497	Sundays	1,067	\$73,158	\$68.56	162.8%
MVTA	410	Sundays	2,101	\$129,525	\$61.65	146.4%
MVTA	442	Sundays	4,619	\$235,094	\$50.90	120.9%
MVTA	446	Sundays	2,833	\$143,227	\$50.56	120.0%
MVTA	445	Sundays	3,920	\$159,369	\$40.66	96.5%
Met Council	323	Sundays	3,569	\$121,559	\$34.06	80.9%
Met Council	645	Sundays	8,182	\$218,739	\$26.73	63.5%
MVTA	495	Sundays	11,745	\$310,092	\$26.40	62.7%
Met Council	546	Sundays	2,380	\$60,645	\$25.48	60.5%
Met Council	612	Sundays	16,730	\$421,959	\$25.22	59.9%
MVTA	444	Sundays	19,730	\$457,263	\$23.18	55.0%
Met Council	721	Sundays	13,338	\$285,445	\$21.40	50.8%
Met Council	722	Sundays	18,682	\$365,861	\$19.58	46.5%
Met Council	723	Sundays	6,794	\$132,122	\$19.45	46.2%
Met Council	540	Sundays	5,688	\$94,288	\$16.58	39.4%
Met Council	538	Sundays	6,226	\$98,646	\$15.84	37.6%
Met Council	515	Sundays	36,996	\$520,973	\$14.08	33.4%
Met Council	539	Sundays	4,557	\$58,731	\$12.89	30.6%
Met Council	724	Sundays	33,898	\$435,187	\$12.84	30.5%

Table A5 – 2023 Arterial Bus Rapid Transit

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	A	Weekdays	893,248	\$6,334,020	\$7.09	114.3%
Met Council	C	Weekdays	1,350,230	\$8,365,189	\$6.20	99.9%
Met Council	D	Weekdays	2,993,012	\$15,916,890	\$5.32	85.8%
Met Council	A	Saturdays	169,109	\$1,193,308	\$7.06	101.4%
Met Council	C	Saturdays	203,833	\$1,557,348	\$7.64	109.8%
Met Council	D	Saturdays	508,666	\$3,142,044	\$6.18	88.8%
Met Council	A	Sundays	153,792	\$1,307,943	\$8.50	106.4%
Met Council	C	Sundays	196,670	\$1,730,360	\$8.80	110.1%
Met Council	D	Sundays	489,031	\$3,261,420	\$6.67	83.5%

Table A6 – 2023 Highway Bus Rapid Transit

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	Orange	Weekdays	379,119	\$5,025,507	\$13.26	84.8%
Met Council	Red	Weekdays	100,523	\$1,809,487	\$18.00	115.2%
Met Council	Red	Saturdays	22,571	\$353,136	\$15.65	96.3%
Met Council	Orange	Saturdays	41,909	\$705,493	\$16.83	103.7%

Met Council	Orange	Sundays	38,659	\$607,602	\$15.72	92.3%
Met Council	Red	Sundays	21,553	\$395,570	\$18.35	107.7%

Table A7 – 2023 Light Rail Transit

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	Green	Weekdays	6,199,200	\$26,320,323	\$4.25	79.0%
Met Council	Blue	Weekdays	4,590,178	\$29,822,283	\$6.50	121.0%
Met Council	Green	Saturdays	1,072,036	\$5,526,510	\$5.16	89.6%
Met Council	Blue	Saturdays	956,252	\$6,071,744	\$6.35	110.4%
Met Council	Green	Sundays	950,045	\$6,402,781	\$6.74	98.7%
Met Council	Blue	Sundays	988,182	\$6,838,741	\$6.92	101.3%

Table A8 – 2023 Commuter Rail

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	NorthStar	Weekdays	94,806	\$11,054,267	\$116.60	100%

2024 Data for Regular-Route Transit Services

Table A9 – 2024 Commuter/Express Bus

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
MVTA	484	Weekdays	3,601	\$188,490.09	\$52.34	278.4%
Plymouth	747	Weekdays	29,367	\$1,266,877.98	\$43.14	229.4%
Met Council	766	Weekdays	14,562	\$483,896.89	\$33.23	176.7%
Met Council	761	Weekdays	8,692	\$255,297.92	\$29.37	156.2%
Met Council	294	Weekdays	6,434	\$184,726.99	\$28.71	152.7%
Met Council	351	Weekdays	10,646	\$294,269.18	\$27.64	147.0%
Met Council	755	Weekdays	31,675	\$865,267.45	\$27.32	145.3%
SW Transit	600	Weekdays	4,922	\$129,622.83	\$26.34	140.1%
Met Council	760	Weekdays	11,779	\$297,273.80	\$25.24	134.2%
Plymouth	790	Weekdays	19,109	\$480,215.81	\$25.13	133.6%
MVTA	490	Weekdays	33,676	\$834,547.24	\$24.78	131.8%
Met Council	763	Weekdays	7,899	\$195,035.97	\$24.69	131.3%
Plymouth	795	Weekdays	5,020	\$118,918.31	\$23.69	126.0%
MVTA	480	Weekdays	23,625	\$532,438.90	\$22.54	119.9%
MVTA	493	Weekdays	13,501	\$295,846.51	\$21.91	116.5%
Plymouth	777	Weekdays	19,367	\$421,956.11	\$21.79	115.9%
MVTA	472	Weekdays	17,319	\$377,246.00	\$21.78	115.8%
Met Council	673	Weekdays	17,003	\$349,184.52	\$20.54	109.2%
Met Council	275	Weekdays	12,286	\$250,063.56	\$20.35	108.2%
Met Council	467	Weekdays	28,795	\$566,789.54	\$19.68	104.7%
Met Council	667	Weekdays	15,565	\$298,883.85	\$19.20	102.1%
Maple Grove	784	Weekdays	19,847	\$376,111.00	\$18.95	100.8%
Plymouth	776	Weekdays	23,580	\$427,174.99	\$18.12	96.3%
Met Council	578	Weekdays	11,792	\$198,353.10	\$16.82	89.5%
Met Council	252	Weekdays	14,884	\$249,176.95	\$16.74	89.0%
Met Council	264	Weekdays	11,884	\$189,266.77	\$15.93	84.7%
Met Council	363	Weekdays	31,338	\$494,275.00	\$15.77	83.9%
Met Council	850	Weekdays	86,693	\$1,364,391.12	\$15.74	83.7%
Met Council	270	Weekdays	39,770	\$601,929.33	\$15.14	80.5%
Met Council	764	Weekdays	8,254	\$124,042.27	\$15.03	79.9%
MVTA	475	Weekdays	68,693	\$972,607.14	\$14.16	75.3%
Met Council	94	Weekdays	212,650	\$2,949,817.79	\$13.87	73.8%
Met Council	824	Weekdays	8,610	\$118,113.54	\$13.72	73.0%
Met Council	355	Weekdays	68,053	\$923,837.04	\$13.58	72.2%
Met Council	768	Weekdays	57,557	\$746,237.92	\$12.97	69.0%
Met Council	113	Weekdays	38,966	\$505,002.11	\$12.96	68.9%
Met Council	250	Weekdays	91,752	\$1,174,781.60	\$12.80	68.1%
SW Transit	695	Weekdays	40,531	\$505,445.77	\$12.47	66.3%
Met Council	114	Weekdays	47,903	\$578,533.48	\$12.08	64.2%
SW Transit	698	Weekdays	179,241	\$2,077,524.06	\$11.59	61.6%
Plymouth	774	Weekdays	62,987	\$702,782.09	\$11.16	59.3%
MVTA	465	Weekdays	134,789	\$1,498,835.60	\$11.12	59.1%
MVTA	470	Weekdays	34,152	\$362,982.08	\$10.63	56.5%
Maple Grove	785	Weekdays	43,117	\$410,092.00	\$9.51	50.6%
Maple Grove	781	Weekdays	118,405	\$1,073,102.00	\$9.06	48.2%
Met Council	852	Weekdays	68,711	\$622,232.99	\$9.06	48.2%
MVTA	460	Weekdays	100,112	\$899,905.98	\$8.99	47.8%
MVTA	477	Weekdays	135,258	\$979,014.31	\$7.24	38.5%
Maple Grove	789	Weekdays	19,681	\$133,395.00	\$6.78	36.0%
Met Council	852	Saturdays	5,235	\$65,507.79	\$12.51	100.0%

Table A10 – 2024 Core Local Bus

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	25	Weekdays	57,704	\$1,688,368	\$29.26	220.1%
Met Council	71	Weekdays	179,903	\$4,406,051	\$24.49	184.2%
Met Council	7	Weekdays	269,221	\$4,945,620	\$18.37	138.2%
Met Council	9	Weekdays	321,268	\$5,646,502	\$17.58	132.2%
Met Council	22	Weekdays	643,246	\$9,937,978	\$15.45	116.2%
Met Council	68	Weekdays	500,001	\$7,363,836	\$14.73	110.8%
Met Council	61	Weekdays	361,364	\$5,285,848	\$14.63	110.0%
Met Council	6	Weekdays	808,041	\$11,227,903	\$13.90	104.5%
Met Council	17	Weekdays	784,528	\$10,743,055	\$13.69	103.0%
Met Council	63	Weekdays	700,533	\$9,211,665	\$13.15	98.9%
Met Council	74	Weekdays	586,859	\$7,675,011	\$13.08	98.4%
Met Council	11	Weekdays	686,533	\$8,931,081	\$13.01	97.9%
Met Council	14	Weekdays	706,108	\$8,756,876	\$12.40	93.3%
Met Council	4	Weekdays	761,777	\$9,252,232	\$12.15	91.4%
Met Council	64	Weekdays	678,087	\$8,051,596	\$11.87	89.3%
Met Council	10	Weekdays	1,043,976	\$11,769,001	\$11.27	84.8%
Met Council	62	Weekdays	506,623	\$5,673,295	\$11.20	84.2%
Met Council	21	Weekdays	1,863,799	\$19,964,582	\$10.71	80.6%
Met Council	54	Weekdays	884,015	\$9,249,831	\$10.46	78.7%
Met Council	18	Weekdays	1,262,133	\$12,036,652	\$9.54	71.7%
Met Council	3	Weekdays	1,219,341	\$11,417,416	\$9.36	70.4%
Met Council	67	Weekdays	122,038	\$1,026,661	\$8.41	63.3%
Met Council	2	Weekdays	1,036,970	\$8,331,095	\$8.03	60.4%
Met Council	75	Weekdays	66,808	\$523,294	\$7.83	58.9%
Met Council	70	Weekdays	39,291	\$306,101	\$7.79	58.6%
Met Council	71	Saturdays	18,834	\$673,873	\$35.78	225.5%
Met Council	9	Saturdays	49,249	\$1,142,932	\$23.21	146.3%
Met Council	7	Saturdays	25,375	\$550,730	\$21.70	136.8%
Met Council	6	Saturdays	121,671	\$2,241,458	\$18.42	116.1%
Met Council	61	Saturdays	25,000	\$434,035	\$17.36	109.4%
Met Council	22	Saturdays	70,388	\$1,220,646	\$17.34	109.3%
Met Council	68	Saturdays	81,081	\$1,347,479	\$16.62	104.7%
Met Council	4	Saturdays	106,279	\$1,745,905	\$16.43	103.5%
Met Council	11	Saturdays	93,498	\$1,495,358	\$15.99	100.8%
Met Council	63	Saturdays	103,499	\$1,600,954	\$15.47	97.5%
Met Council	3	Saturdays	116,572	\$1,770,893	\$15.19	95.7%
Met Council	14	Saturdays	91,308	\$1,335,556	\$14.63	92.2%
Met Council	64	Saturdays	98,548	\$1,424,231	\$14.45	91.1%
Met Council	74	Saturdays	72,500	\$1,031,130	\$14.22	89.6%
Met Council	17	Saturdays	110,418	\$1,551,728	\$14.05	88.6%
Met Council	67	Saturdays	15,354	\$214,555	\$13.97	88.1%
Met Council	21	Saturdays	293,505	\$3,610,039	\$12.30	77.5%
Met Council	62	Saturdays	79,496	\$971,109	\$12.22	77.0%
Met Council	70	Saturdays	3,542	\$43,197	\$12.20	76.9%
Met Council	54	Saturdays	142,983	\$1,627,693	\$11.38	71.7%
Met Council	10	Saturdays	151,783	\$1,719,760	\$11.33	71.4%
Met Council	18	Saturdays	175,984	\$1,980,058	\$11.25	70.9%
Met Council	2	Saturdays	115,141	\$1,086,688	\$9.44	59.5%
Met Council	7	Sundays	23,054	\$578,385	\$25.09	159.5%
Met Council	9	Sundays	31,054	\$680,428	\$21.91	139.3%
Met Council	71	Sundays	9,768	\$198,374	\$20.31	129.1%
Met Council	22	Sundays	69,624	\$1,410,149	\$20.25	128.7%
Met Council	6	Sundays	111,897	\$2,146,158	\$19.18	121.9%
Met Council	14	Sundays	81,925	\$1,499,401	\$18.30	116.3%
Met Council	4	Sundays	80,180	\$1,421,041	\$17.72	112.6%
Met Council	63	Sundays	84,819	\$1,468,278	\$17.31	110.0%
Met Council	68	Sundays	75,883	\$1,261,870	\$16.63	105.7%
Met Council	17	Sundays	88,593	\$1,449,622	\$16.36	104.0%
Met Council	74	Sundays	71,581	\$1,166,711	\$16.30	103.6%
Met Council	11	Sundays	64,651	\$1,019,852	\$15.77	100.3%
Met Council	70	Sundays	2,848	\$43,362	\$15.23	96.8%
Met Council	67	Sundays	11,987	\$173,389	\$14.46	91.9%
Met Council	21	Sundays	277,279	\$3,689,213	\$13.31	84.6%
Met Council	3	Sundays	83,774	\$1,114,372	\$13.30	84.5%
Met Council	18	Sundays	176,698	\$2,097,323	\$11.87	75.4%
Met Council	10	Sundays	132,801	\$1,465,154	\$11.03	70.1%
Met Council	62	Sundays	63,072	\$675,602	\$10.71	68.1%
Met Council	54	Sundays	101,415	\$1,069,097	\$10.54	67.0%
Met Council	64	Sundays	107,692	\$1,116,812	\$10.37	65.9%
Met Council	2	Sundays	102,339	\$1,040,377	\$10.17	64.6%

Table A3 – 2024 Supporting Local Bus

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	46	Weekdays	102,835	\$2,936,249	\$28.55	211%
Met Council	23	Weekdays	142,314	\$3,390,941	\$23.83	176%
Met Council	5	Weekdays	174,746	\$3,474,040	\$19.88	147%
Met Council	30	Weekdays	103,660	\$1,239,833	\$11.96	88%
Met Council	32	Weekdays	313,231	\$3,649,018	\$11.65	86%
Met Council	83	Weekdays	\$79,643.00	\$812,612	\$10.20	75%
Met Council	33	Weekdays	11,061	\$100,062	\$9.05	67%
Met Council	65	Weekdays	94,976	\$730,930	\$7.70	57%
Met Council	80	Weekdays	56,081	\$358,241	\$6.39	47%
Met Council	87	Weekdays	\$159,663.00	\$961,858	\$6.02	45%
Met Council	46	Saturdays	301	\$27,506	\$91.29	343%
Met Council	33	Saturdays	654	\$22,206	\$33.95	128%
Met Council	5	Saturdays	22,564	\$684,884	\$30.35	114%
Met Council	23	Saturdays	18,207	\$508,493	\$27.93	105%
Met Council	30	Saturdays	12,138	\$221,774	\$18.27	69%
Met Council	65	Saturdays	11,005	\$169,274	\$15.38	58%
Met Council	87	Saturdays	18,472	\$255,910	\$13.85	52%
Met Council	83	Saturdays	10,629	\$145,742	\$13.71	52%
Met Council	32	Saturdays	52,527	\$595,484	\$11.34	43%
Met Council	80	Saturdays	7,465	\$73,419	\$9.84	37%
Met Council	46	Sundays	242	\$34,545	\$142.58	436%
Met Council	5	Sundays	22,989	\$780,855	\$33.97	104%
Met Council	23	Sundays	13,774	\$455,908	\$33.10	101%
Met Council	30	Sundays	11,033	\$231,136	\$20.95	64%
Met Council	83	Sundays	10,137	\$152,133	\$15.01	46%
Met Council	87	Sundays	9,235	\$129,506	\$14.02	43%
Met Council	65	Sundays	7,194	\$98,831	\$13.74	42%
Met Council	32	Sundays	46,229	\$634,081	\$13.72	42%
Met Council	80	Sundays	5,417	\$38,712	\$7.15	22%

Table A4 – 2024 Suburban Local Bus

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
MVTA	498	Weekdays	1,318	\$265,058	\$201.11	542.8%
MVTA	499	Weekdays	7,252	\$761,830	\$105.05	283.6%
MVTA	489	Weekdays	3,035	\$310,190	\$102.20	275.9%
MVTA	420	Weekdays	6,343	\$580,625	\$91.54	247.1%
MVTA	497	Weekdays	8,680	\$705,959	\$81.33	219.5%
MVTA	410	Weekdays	5,691	\$428,835	\$75.35	203.4%
MVTA	425	Weekdays	19,738	\$1,479,554	\$74.96	202.3%
MVTA	447	Weekdays	10,508	\$723,094	\$68.81	185.7%
MVTA	440	Weekdays	14,396	\$923,432	\$64.15	173.1%
Met Council	501	Weekdays	1,797	\$108,926	\$60.60	163.6%
Met Council	223	Weekdays	650	\$33,538	\$51.60	139.3%
MVTA	442	Weekdays	31,266	\$1,508,442	\$48.25	130.2%
MVTA	436	Weekdays	11,430	\$546,524	\$47.81	129.1%
MVTA	446	Weekdays	40,605	\$1,370,530	\$33.75	91.1%
MVTA	445	Weekdays	33,631	\$1,065,202	\$31.67	85.5%
MVTA	495	Weekdays	58,901	\$1,840,192	\$31.24	84.3%
Met Council	612	Weekdays	138,744	\$3,364,440	\$24.25	65.5%
MVTA	444	Weekdays	130,072	\$2,936,524	\$22.58	60.9%
Met Council	645	Weekdays	156,934	\$3,378,528	\$21.53	58.1%
Met Council	723	Weekdays	89,656	\$1,885,839	\$21.03	56.8%
Met Council	705	Weekdays	39,686	\$813,107	\$20.49	55.3%
Met Council	804	Weekdays	32,224	\$653,154	\$20.27	54.7%
Met Council	542	Weekdays	28,556	\$573,906	\$20.10	54.2%
Met Council	615	Weekdays	28,322	\$504,930	\$17.83	48.1%
Met Council	227	Weekdays	10,884	\$190,695	\$17.52	47.3%
Met Council	721	Weekdays	108,256	\$1,791,395	\$16.55	44.7%
Met Council	724	Weekdays	276,874	\$4,485,727	\$16.20	43.7%
Met Council	534	Weekdays	10,531	\$163,349	\$15.51	41.9%
Met Council	323	Weekdays	46,438	\$716,259	\$15.42	41.6%
Met Council	722	Weekdays	126,032	\$1,836,473	\$14.57	39.3%
Met Council	219	Weekdays	85,923	\$1,195,586	\$13.91	37.6%
Met Council	537	Weekdays	6,238	\$82,389	\$13.21	35.7%
Met Council	515	Weekdays	260,050	\$3,337,432	\$12.83	34.6%
Met Council	225	Weekdays	15,650	\$200,125	\$12.79	34.5%
Met Council	805	Weekdays	41,452	\$491,595	\$11.86	32.0%
Met Council	546	Weekdays	34,496	\$356,111	\$10.32	27.9%
Met Council	716	Weekdays	29,962	\$296,899	\$9.91	26.7%
Met Council	540	Weekdays	136,816	\$1,220,459	\$8.92	24.1%
Met Council	538	Weekdays	71,586	\$628,998	\$8.79	23.7%

Met Council	801	Weekdays	60,982	\$486,268	\$7.97	21.5%
Met Council	717	Weekdays	40,519	\$314,586	\$7.76	21.0%
Met Council	539	Weekdays	113,006	\$501,833	\$4.44	12.0%
MVTA	447	Saturdays	1,875	\$157,512	\$84.01	289.5%
MVTA	499	Saturdays	989	\$75,017	\$75.85	261.4%
MVTA	497	Saturdays	929	\$61,055	\$65.72	226.5%
MVTA	410	Saturdays	3,834	\$192,649	\$50.25	173.1%
MVTA	442	Saturdays	5,317	\$243,659	\$45.83	157.9%
MVTA	495	Saturdays	10,626	\$408,690	\$38.46	132.5%
Met Council	227	Saturdays	1,081	\$39,514	\$36.55	125.9%
MVTA	446	Saturdays	3,984	\$143,609	\$36.05	124.2%
MVTA	445	Saturdays	4,568	\$161,057	\$35.26	121.5%
Met Council	225	Saturdays	1,360	\$39,638	\$29.15	100.4%
Met Council	612	Saturdays	18,454	\$525,338	\$28.47	98.1%
Met Council	323	Saturdays	5,566	\$154,727	\$27.80	95.8%
Met Council	804	Saturdays	3,809	\$99,447	\$26.11	90.0%
Met Council	645	Saturdays	13,755	\$344,936	\$25.08	86.4%
MVTA	444	Saturdays	24,022	\$547,695	\$22.80	78.6%
Met Council	615	Saturdays	4,902	\$106,255	\$21.68	74.7%
Met Council	722	Saturdays	20,408	\$384,102	\$18.82	64.9%
Met Council	723	Saturdays	7,449	\$132,702	\$17.82	61.4%
Met Council	721	Saturdays	15,612	\$273,400	\$17.51	60.3%
Met Council	724	Saturdays	45,738	\$703,891	\$15.39	53.0%
Met Council	805	Saturdays	4,421	\$67,736	\$15.32	52.8%
Met Council	219	Saturdays	9,079	\$122,362	\$13.48	46.4%
Met Council	515	Saturdays	43,261	\$554,149	\$12.81	44.1%
Met Council	546	Saturdays	5,222	\$64,417	\$12.34	42.5%
Met Council	538	Saturdays	10,224	\$111,660	\$10.92	37.6%
Met Council	716	Saturdays	5,538	\$60,394	\$10.91	37.6%
Met Council	540	Saturdays	17,361	\$167,223	\$9.63	33.2%
Met Council	539	Saturdays	7,371	\$63,681	\$8.64	29.8%
MVTA	499	Sundays	687	\$75,777	\$110.30	279.5%
MVTA	447	Sundays	1,627	\$161,002	\$98.96	250.8%
MVTA	497	Sundays	788	\$63,162	\$80.16	203.1%
MVTA	410	Sundays	3,123	\$207,862	\$66.56	168.7%
MVTA	442	Sundays	4,409	\$250,949	\$56.92	144.2%
MVTA	446	Sundays	3,142	\$148,232	\$47.18	119.5%
MVTA	445	Sundays	3,637	\$166,406	\$45.75	115.9%
MVTA	495	Sundays	10,149	\$432,881	\$42.65	108.1%
Met Council	323	Sundays	4,100	\$151,021	\$36.83	93.3%
Met Council	612	Sundays	11,769	\$368,894	\$31.34	79.4%
MVTA	444	Sundays	18,794	\$570,118	\$30.34	76.9%
Met Council	645	Sundays	10,072	\$283,311	\$28.13	71.3%
Met Council	723	Sundays	5,605	\$132,965	\$23.72	60.1%
Met Council	721	Sundays	14,851	\$306,328	\$20.63	52.3%
Met Council	722	Sundays	18,497	\$378,706	\$20.47	51.9%
Met Council	546	Sundays	3,103	\$57,036	\$18.38	46.6%
Met Council	724	Sundays	44,644	\$784,224	\$17.57	44.5%
Met Council	538	Sundays	6,271	\$95,142	\$15.17	38.4%
Met Council	515	Sundays	38,303	\$560,794	\$14.64	37.1%
Met Council	539	Sundays	4,693	\$55,619	\$11.85	30.0%
Met Council	540	Sundays	7,975	\$89,256	\$11.19	28.4%

Table A5 – 2024 Arterial Bus Rapid Transit

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	A	Weekdays	954,098	\$7,729,772	\$8.10	124.7%
Met Council	C	Weekdays	1,431,703	\$8,947,007	\$6.25	96.2%
Met Council	D	Weekdays	3,481,476	\$17,882,653	\$5.14	79.1%
Met Council	C	Saturdays	212,624	\$1,689,703	\$7.95	112.0%
Met Council	A	Saturdays	167,741	\$1,257,668	\$7.50	105.7%
Met Council	D	Saturdays	583,612	\$3,404,896	\$5.83	82.3%
Met Council	C	Sundays	207,580	\$1,874,457	\$9.03	116.3%
Met Council	A	Sundays	169,640	\$1,341,502	\$7.91	101.8%
Met Council	D	Sundays	569,015	\$3,619,360	\$6.36	81.9%

Table A6 – 2024 Highway Bus Rapid Transit

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	Red	Weekdays	108,304	\$1,727,649	\$15.95	106.4%
Met Council	Orange	Weekdays	472,398	\$6,630,279	\$14.04	93.6%
Met Council	Orange	Saturdays	54,896	\$1,073,619	\$19.56	108.6%
Met Council	Red	Saturdays	21,870	\$359,975	\$16.46	91.4%
Met Council	Red	Sundays	21,231	\$373,528	\$17.59	102.8%
Met Council	Orange	Sundays	50,097	\$832,626	\$16.62	97.2%

Table A7 – 2024 Light Rail Transit

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	Blue	Weekdays	4,436,599	\$30,688,376	\$6.92	122.2%
Met Council	Green	Weekdays	6,844,402	\$30,138,756	\$4.40	77.8%
Met Council	Blue	Saturdays	880,964	\$6,155,705	\$6.99	114.6%
Met Council	Green	Saturdays	1,197,309	\$6,233,549	\$5.21	85.4%
Met Council	Green	Sundays	1,089,927	\$7,191,205	\$6.60	100.1%
Met Council	Blue	Sundays	1,039,993	\$6,844,907	\$6.58	99.9%

Table A6 – 2024 Commuter Rail

Provider	Route	Service Period	Ridership	Net Subsidy	Subsidy per Passenger	Percent of Peer Average
Met Council	NorthStar	Weekdays	110,475	\$13,151,065	\$119.04	100%
Met Council	NorthStar	Saturdays	6,080	\$723,745	\$119.04	100%
Met Council	NorthStar	Sundays	10,814	\$1,287,284	\$119.04	100%



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