TRANSPORTATION SYSTEM PERFORMANCE EVALUATION – TRANSIT ADDENDUM

January 2026

METROPOLITAN COUNCIL

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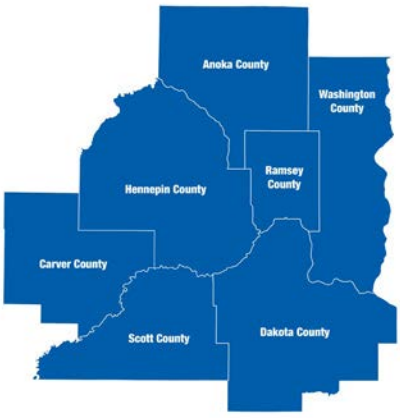

The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Met Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that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

This report is an evaluation of the Twin Cities transit system as prepared by the Metropolitan Council in 2025. The Minnesota Legislature adopted statutes requiring the Metropolitan Council to update the transit evaluation of the Transportation System Performance Evaluation every two years. The Transportation System Performance Evaluation was last prepared in 2023 to inform the update to the region's long-range transportation plan, the 2050 Transportation Policy Plan.

This report fulfills requirements under Minnesota Statutes 473.1466.

Introduction

This update of the regional transit system evaluation includes measures that are relevant to the performance of the transit system in the Transportation System Performance Evaluation with updated information.

Additionally, the appendix contains important reports including the 2024 Regional Route Performance Analysis, Metro Transit Facts 2024, Development Trends Along Transit, Park-and-Ride Report, and Network Now Framework Report.

Measures

Regional context

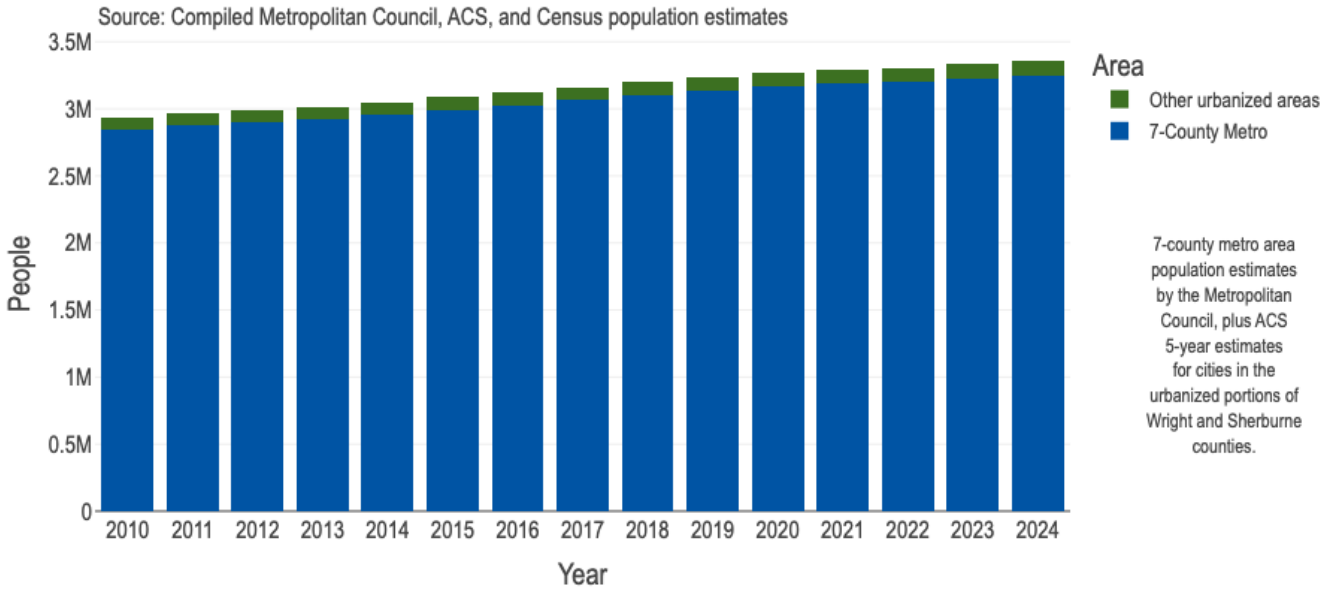
Regional vehicle miles traveled (VMT)

Vehicle miles traveled (VMT) per person remained stable at approximately 25.5 vehicle miles traveled per person per day from 2010 through 2019. In 2020 with the onset of the COVID-19 pandemic, this fell to approximately 20 vehicle miles traveled per person per day. However, in 2021 it had already begun to rebound toward the previous long running rate and has continued to grow modestly in the years since. As population has increased in our region from 2010 through 2019, daily regional VMT has continued to increase from approximately 73 million in 2010 to 81 million in 2019. Like VMT per person per day, total regional VMT fell in 2020 but has partially rebounded by 2024.

Regional VMT is important to the transportation system as it is an indicator of transportation's contribution to greenhouse gas emissions and negative public health impacts from burning fossil fuels. As VMT increases, congestion becomes more prominent with its own direct impacts and those of the highway improvements that often result. It also indicates how well our transportation system provides options to driving alone that can reduce household transportation costs and improve public health and the climate. Options other than driving alone can be especially important to low-income populations and those who don't have access to a private vehicle.

The regional population[1] has steadily grown since 2010, from 2,938,394 to 3,334,106 in 2024, a total increase of 13%, as shown in Figure 1.1.

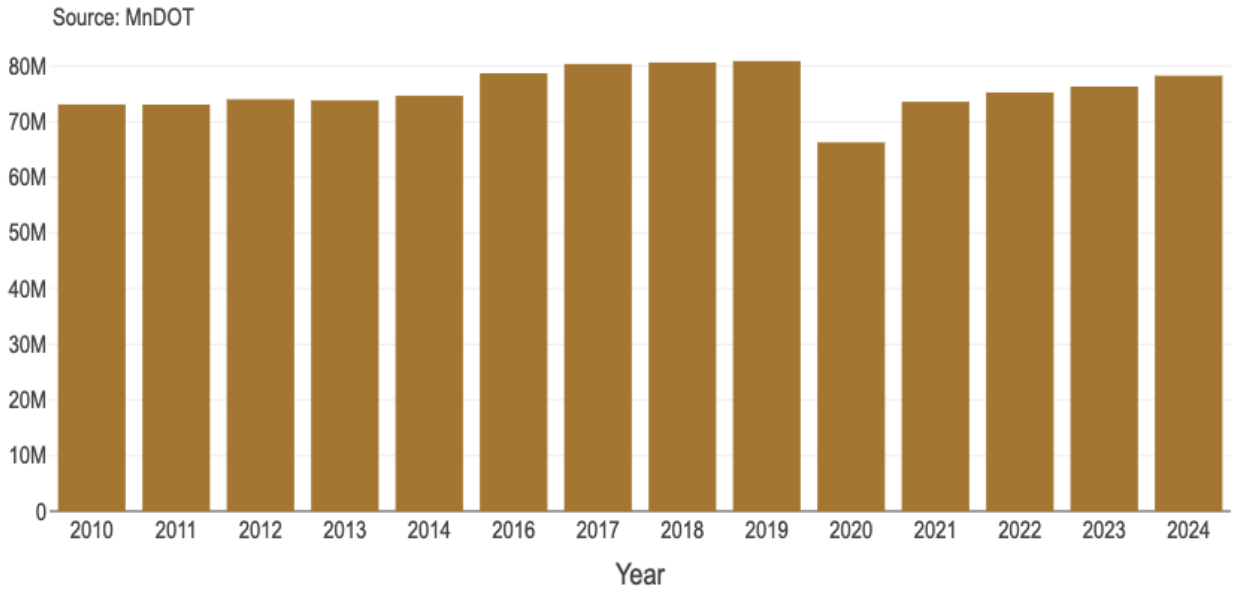
Figure 1.1: Population growth of the metropolitan planning area from 2010 to 2024



From 2010 to 2019, VMT increased from 73.1 to 80.9 million miles per day. VMT fell in 2020 but rebounded some in 2021 and increased further through 2024, as seen in Figure 1.2.

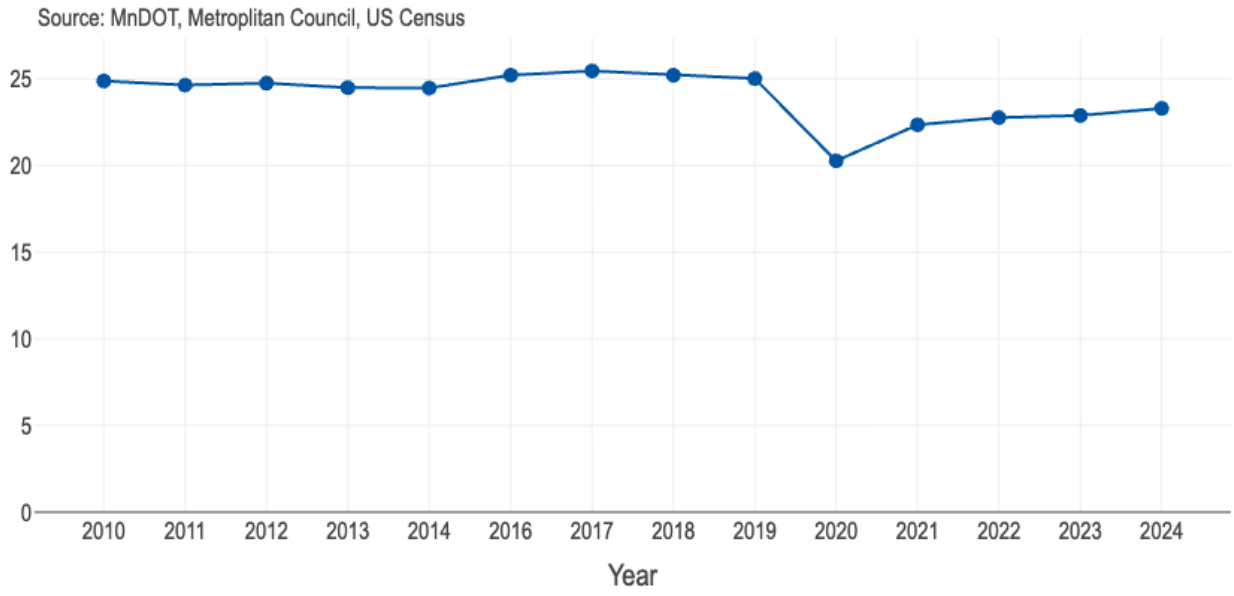
1 The metropolitan planning organization (MPO) area includes the 7-county core Twin Cities metro and the urbanized portions of Sherburne and Wright counties. Some cities have only a portion of the city area in the MPO boundary. Due to data availability, the entirety of each city is included in the estimate. The 7-county metro population is compiled from the 2010 and 2020 decennial census counts and Met Council intercensal population estimates for 2011-2019, calibrated to 2020 census counts, and Met Council 2021-2024-population estimates. The urbanized areas of Sherburne and Wright counties are compiled from the 2010 and 2020 census counts and intermediary American Community Survey (ACS) 5-year estimates. Due to lag in census data, displayed 2024 data includes 2023 estimates for Sherburne and Wright counties.

Figure 1.2: Average daily vehicle miles traveled in the metropolitan planning area from 2010 to present (2010-2012 VMT data include only the 7-county metro)



From 2010-2019, per-capita VMT varied in a narrow range from 22.3 to 25.5 miles per person, per day. In 2020, per-capita VMT plunged to 20.3 miles per person per day, an 18.8% decrease. It rebounded in 2021 to 22.3 miles per day per person and has remained relatively stable since 2021.

Figure 1.3: Average daily vehicle miles traveled per person in MPO area (2010-2012 VMT data include only the 7-county metro)

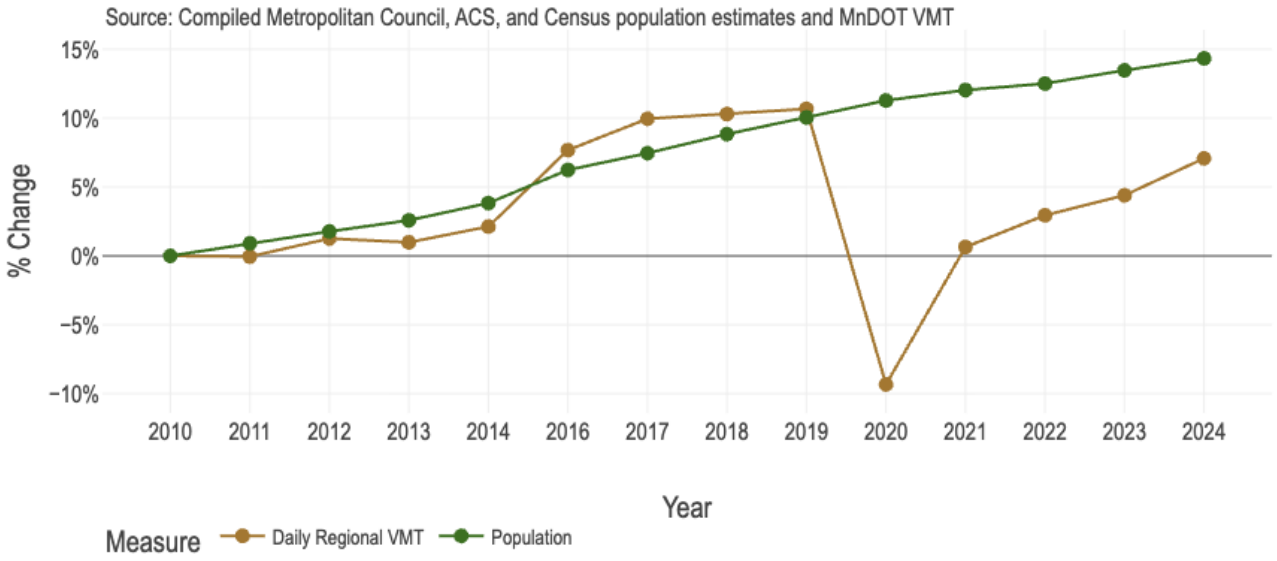


Increases in population and VMT kept pace from 2010 to 2019, with total population growing by 10% from 2010-2019, and VMT growing by 8% [2].

These trends diverged in 2020, with a substantial decrease in vehicle miles traveled while population continued steady growth.

In 2021, VMT was just 1% lower than 2010 levels: the pandemic had essentially reset VMT to 2010 levels, yet VMT levels have continued to rebound since.

Figure 1.4: Change in population and average daily vehicle miles traveled per person since 2010 (2010-2012 VMT data include only the 7-county metro)



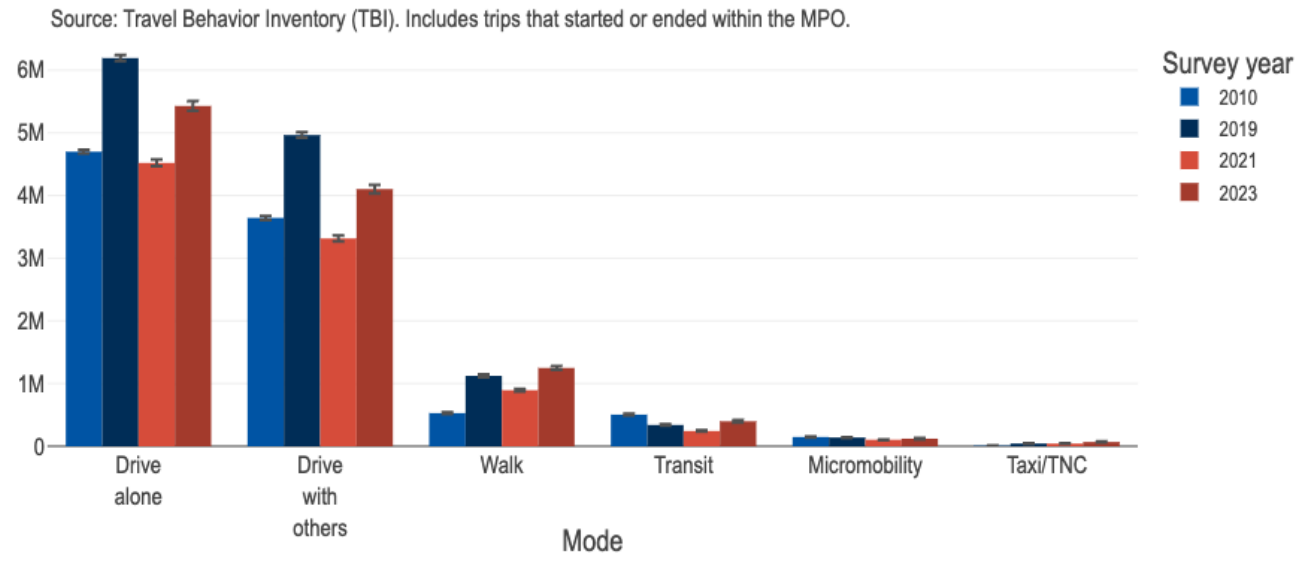
Travel by mode

From 2010 to 2019, the total number of trips made in the region increased by 29%, from 10 million trips per day in 2010 to 12.8 million trips per day in 2019. This was consistent with a 10% increase in population (see Figure 1.1), as well as the economic recovery after the 2008 recession. However, it is also important to note that changes to survey methodology in 2019 likely led to a greater ability to capture trips.

From 2019 to 2021, survey methodology stayed the same, but the total number of trips made in the region decreased by 14% – almost completely erasing the gains from the last nine years. The pandemic was still having effects on the total amount of travel people did in 2021. The total number of trips made each day declined from 13 million to 11 million. The decline in trips made was steepest for trips made by single-occupancy vehicle (an 11% decrease).

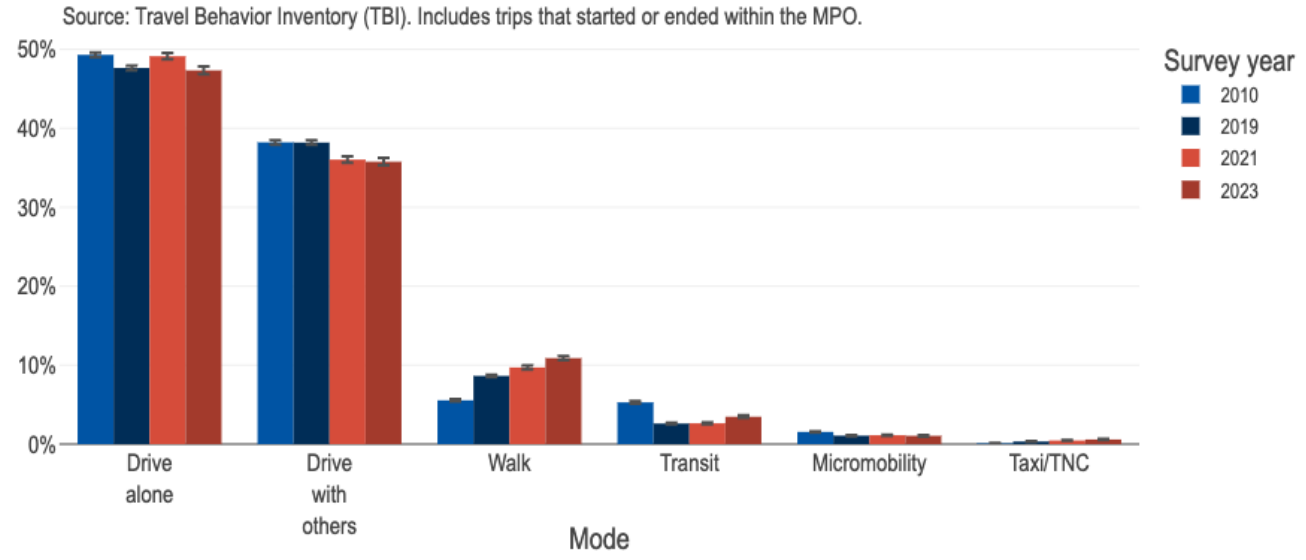
2 VMT estimates for 2015 from MnDOT are unavailable.

Figure 1.5: Number of trips per day by mode, 2010-2023



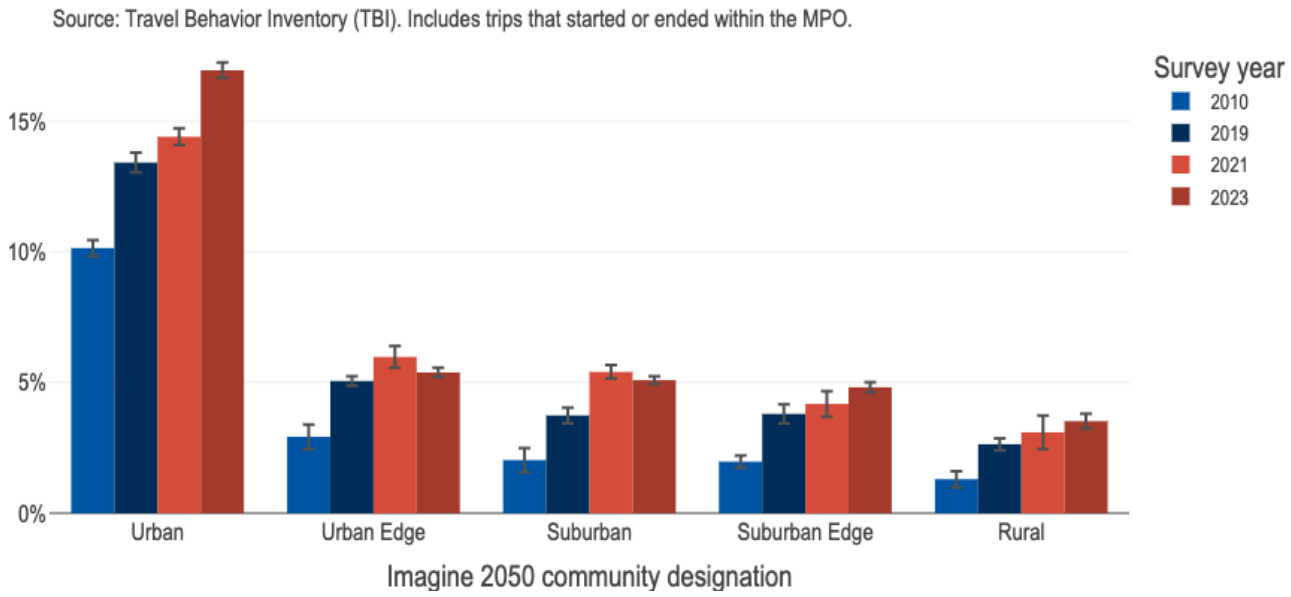
Because the number of walking trips remained roughly constant while the number of driving trips fell, the mode share for walking increased between 2019 and 2021. By 2023 total walking trips increased above 2019 levels, causing further increases in walk mode share.

Figure 1.6: Share of trips made per day by mode, 2010-2023



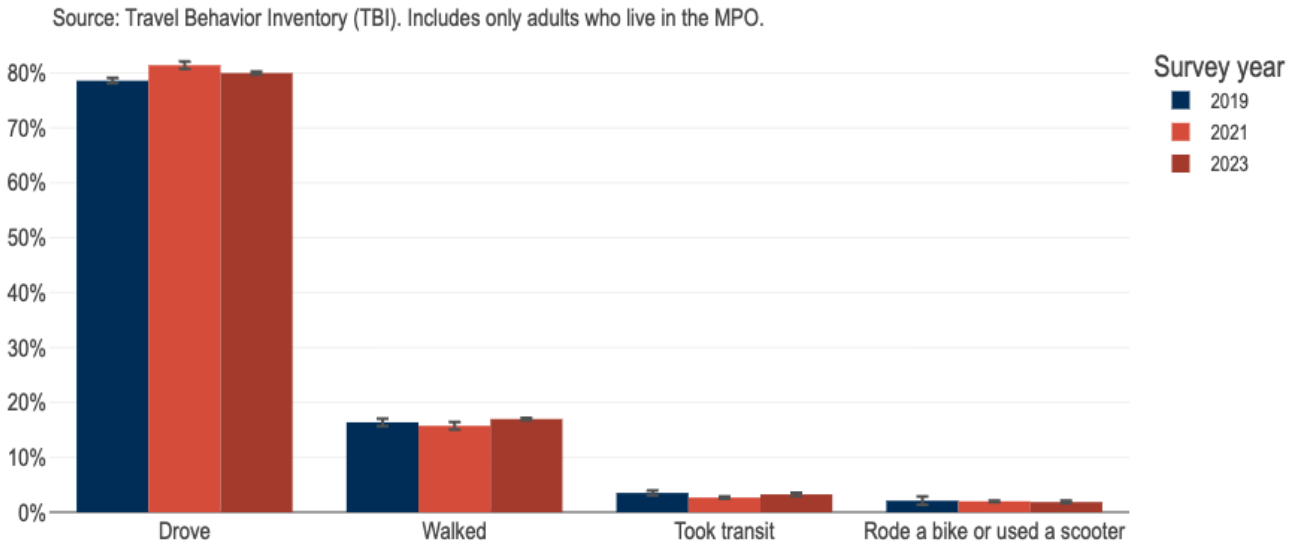
Share of walking trips remains highest in urban communities, and gains in walk mode share were observed in all community types from 2010 to 2021 with continued small changes in walking from 2021 to 2023.

Figure 1.7: Share of walking trips made per day by Imagine 2050 community designation



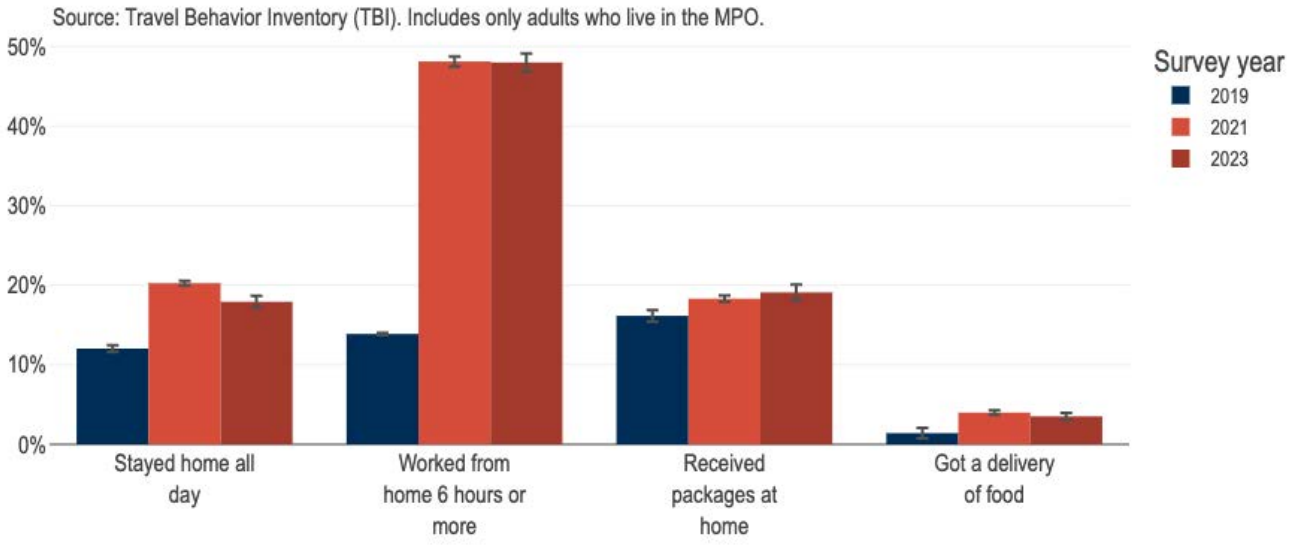
Mode share represents the portion of total trips that use a particular mode. Mode participation rate is an indicator that looks at the portion of people who use a particular mode on a given day. Someone who takes transit for just one of their trips is counted as a transit participant. As people typically make trips by more than one mode in a day, the total will add up to more than 100% but will represent the overall person market for that mode.

Figure 1.8: Modal participation rate



Changes to modal participation rates were driven largely by a decrease in days with travel, which was accompanied by an increase in trip replacement behaviors.

Figure 1.9: Share of adults who participated in trip replacement behaviors



As the total number of trips each day declined during the pandemic, trip replacement behavior increased. The share of adults who stayed home on a typical weekday increased from 13% in 2019 and to 22% in 2021, a 70% increase. The share who worked from home six hours or more on a typical weekday increased from 11% to 29%, a 164% increase. Adults receiving deliveries on a typical weekday also increased over this period, with package deliveries up 84% and food deliveries up 304%. In 2023, the number of people staying at home all day decreased, although not to pre-pandemic levels.

Public transit indicators

Transit ridership

Total transit ridership decreased steadily between 2015 and 2019 from 98.7 million trips to 91.5 million trips, after many years of sustained growth. Ridership then decreased dramatically in 2020 with the start of the pandemic, reaching a low point in 2021 before beginning to rebound.

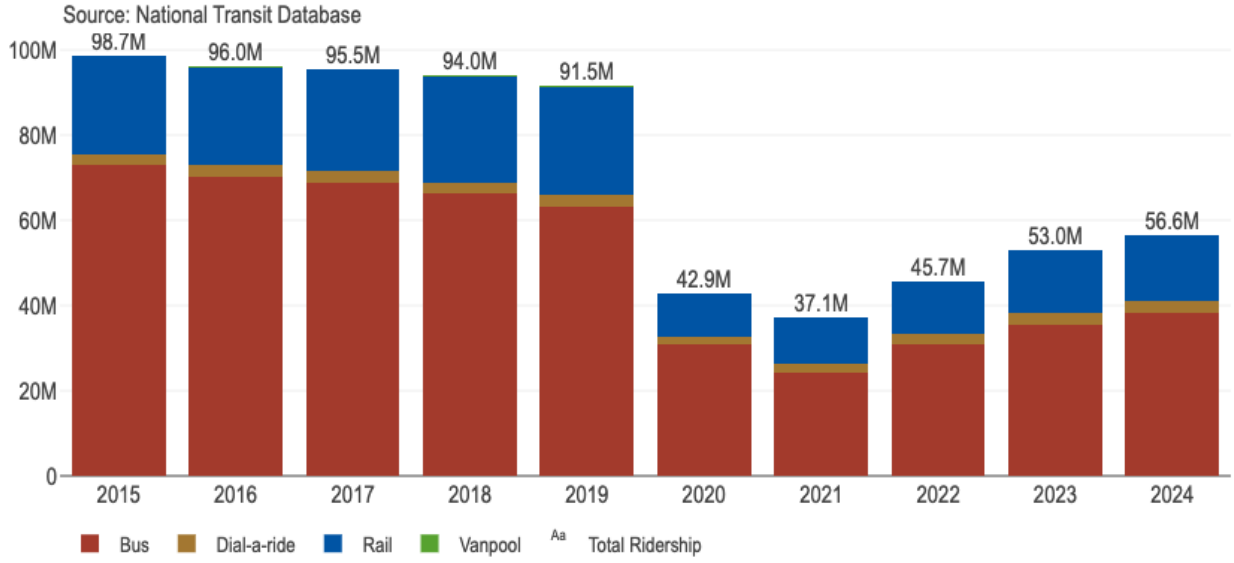
Total ridership in 2024 across the region was 56.6 million trips, or roughly 62% of 2019 levels.

In 2025, there were six modes of public transit service in the Twin Cities region: light rail, commuter rail, bus rapid transit, core local bus routes, dial-a-ride and microtransit, and van pool. Most transit trips in the region are on buses, though the share of rail trips has increased since 2015 the first full year after the last new rail line was opened. Dial-a-ride usage, while a small portion of total trips, has grown with the introduction of new microtransit services and the growth in Metro Mobility ridership.

SouthWest Transit began providing the first microtransit services through SW Prime in 2016 and other agencies have added microtransit in recent years. The Metropolitan Council operated the most, five microtransit zones, by the end of 2025. Trips made on these services are included under the dial-a-ride category.

Most notably in recent years is the growth and stability of bus rapid transit (BRT) services. The region opened two new BRT lines in 2021 (METRO Orange Line) and 2022 (METRO D Line) and has since opened three more lines in 2025 that are not yet reflected in the charts. Analysis conducted by Metro Transit during the pandemic indicated BRT ridership maintained more steady levels during the pandemic than many other service types.

Figure 1.10: Twin Cities transit ridership by mode, 2015-2024

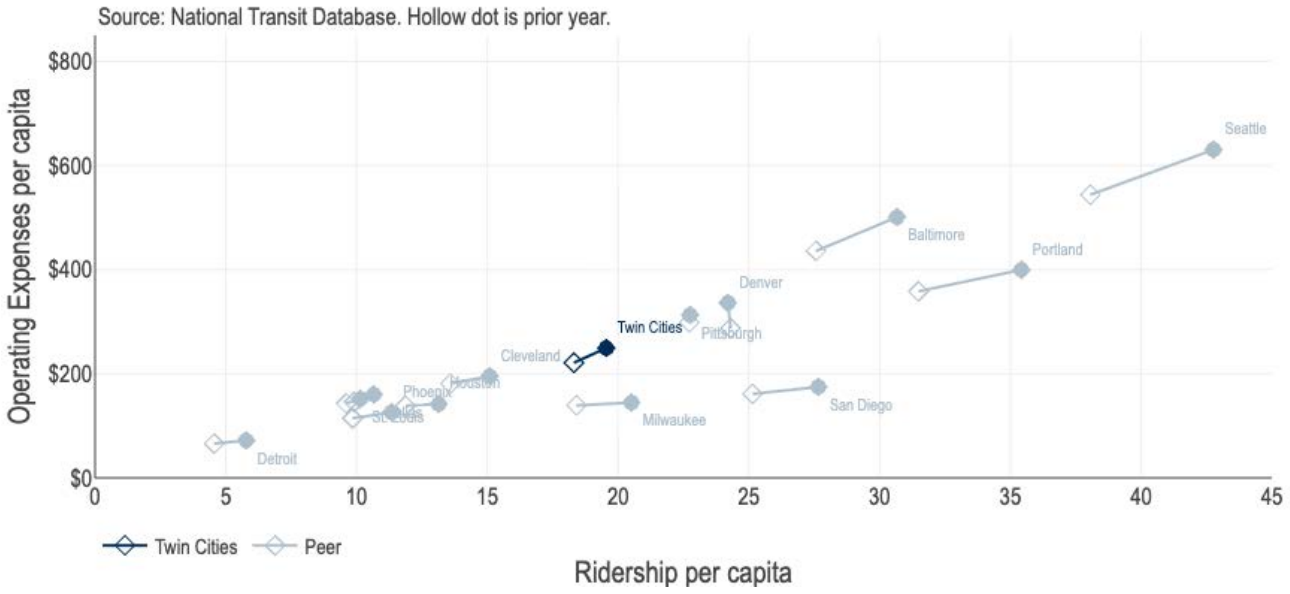


Peer region comparisons

Transit per capita

The Twin Cities region has about average transit ridership and operating expenses per capita when compared to 13 peer regions. The ridership growth from 2023 to 2024 was among the lower percent (7%) of the peer regions.

Figure 1.11: Twin Cities and peer region ridership per capita compared to operating expenses per capita, 2023 and 2024



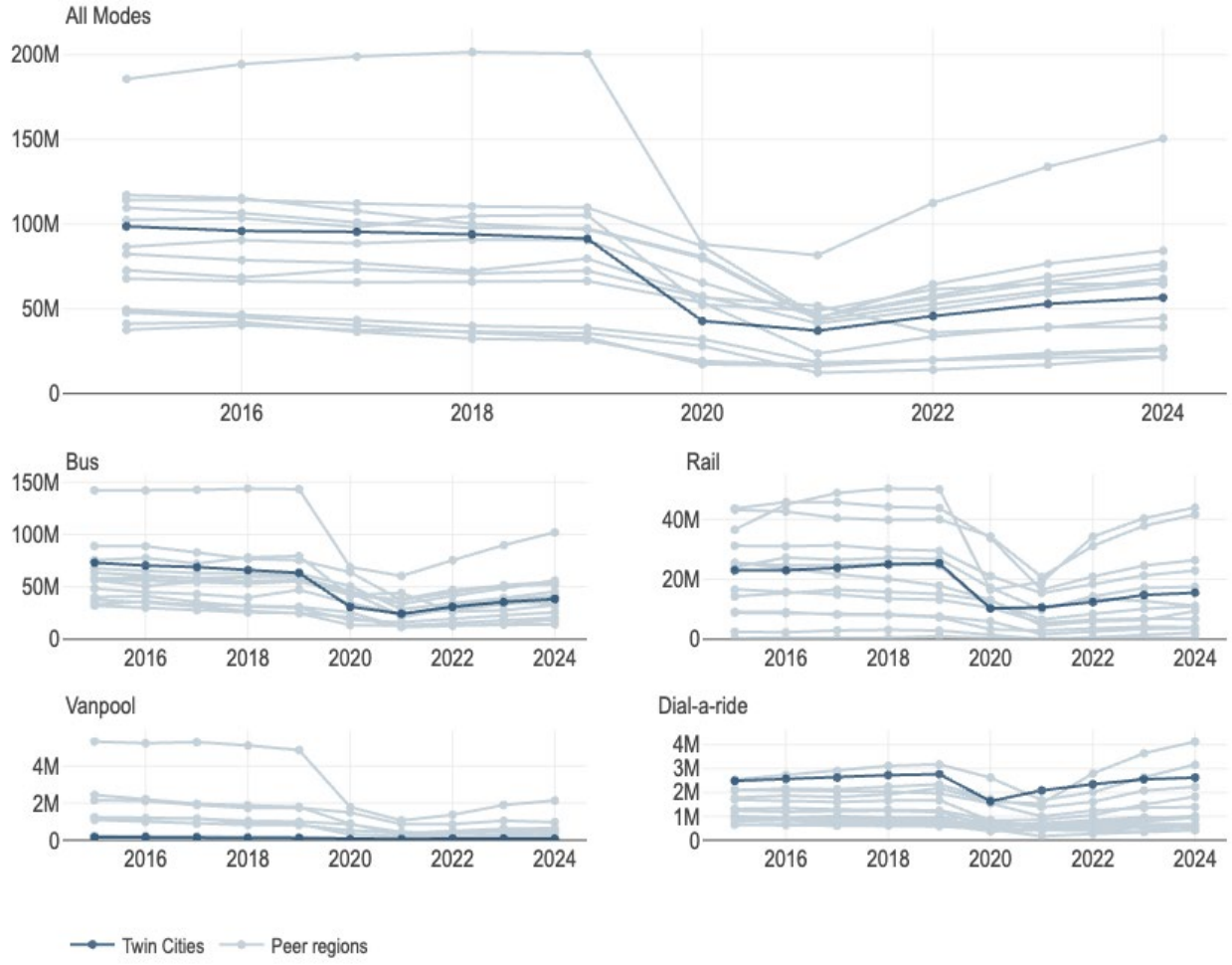
Unlinked passenger trips

Unlinked passenger trips are the number of times passengers board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination.

Recent trends in transit ridership are defined by the significant decline in demand due to the pandemic. As overall travel demand fell, transit ridership fell as well. Between 2019 and 2021 transit ridership in the metro region dropped by 59% from 91 million trips in 2019 to 37 million trips in 2021. As can be seen when comparing the Twin Cities with our peer regions, this significant decline in transit ridership affected transit systems throughout the country.

By 2024, Twin Cities ridership has recovered by 62% since 2019, compared to the peer average of 72%. The Twin Cities ranks 9th out of the 14 regions in ridership recovery percentage since the pandemic.

Figure 1.12: Transit ridership by region and mode



Source: National Transit Database

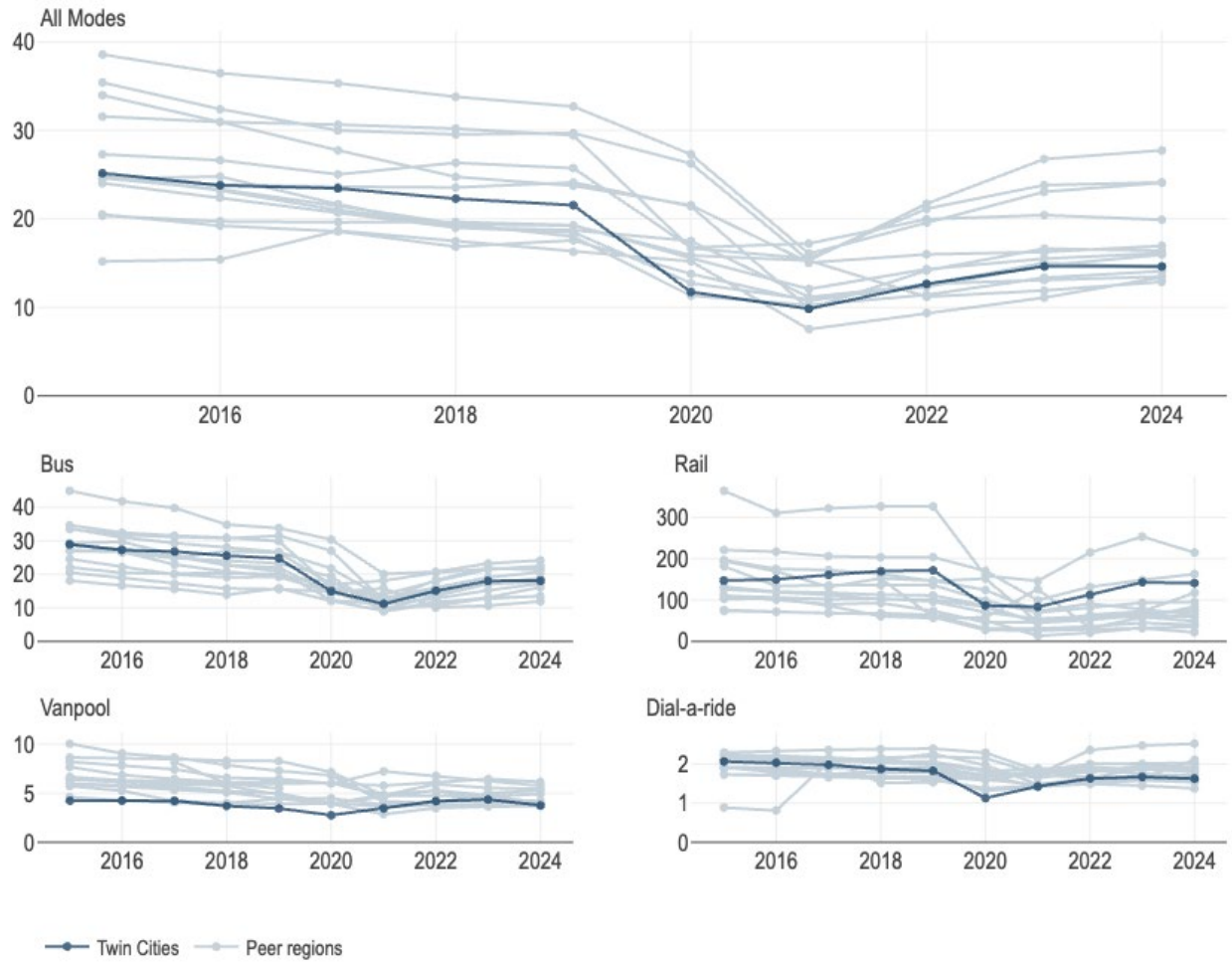
Ridership productivity

The productivity of a transit service is defined as the number of trips that it serves per revenue hour. Revenue hours are the hours that vehicles are scheduled to travel or actually travel while in revenue service. Vehicle revenue hours include layover and recovery time, but exclude deadhead trips, like travel to garages or changing routes, training, vehicle maintenance training, and other non-revenue use of vehicles.

The major decline in ridership triggered a corresponding major decline in transit productivity. Since transit service providers responded to the decline in ridership with service cuts, the rate at which productivity declined was slightly less than the rate at which ridership declined.

In 2024, bus productivity was 18.1 trips per revenue hour, while rail productivity was 140.9 trips per revenue hour. The Twin Cities overall productivity was 14.1 trips per revenue hour, which was ninth out of 14 regions.

Figure 1.13: Passengers per revenue hour by region and mode



Source: National Transit Database

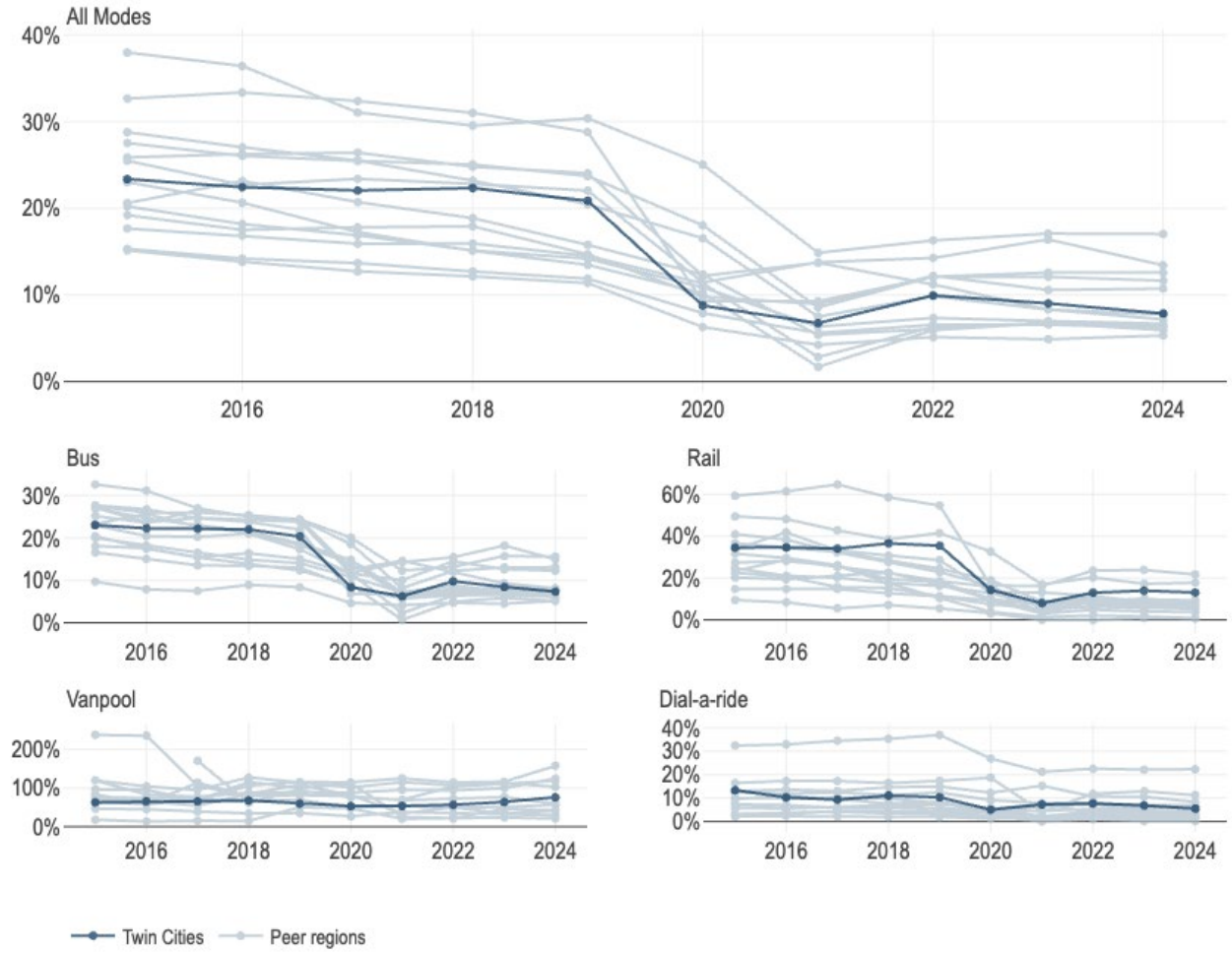
Fare recovery

Farebox recovery is the proportion of total revenue from fares paid by passengers divided by the total operating expenses. A fare recovery percent of 100% indicates that all operating expenses are covered by fare revenue. A ratio of less than 100% indicates that operating costs exceed passenger fares.

As with all the Twin Cities' peer regions, fare recovery suffered from the collapse of ridership caused by the pandemic. Between 2019 and 2021, overall fare recovery fell 67% from 21% of operating expenses being covered by fare revenues in 2019 to only 7% in 2021.

In 2024, bus fare recovery was 7.3%, while rail fare recovery was 13.1%. The Twin Cities overall fare recovery was 7.8%, which was sixth out of 14 regions.

Figure 1.14: Fare recovery rates by and mode



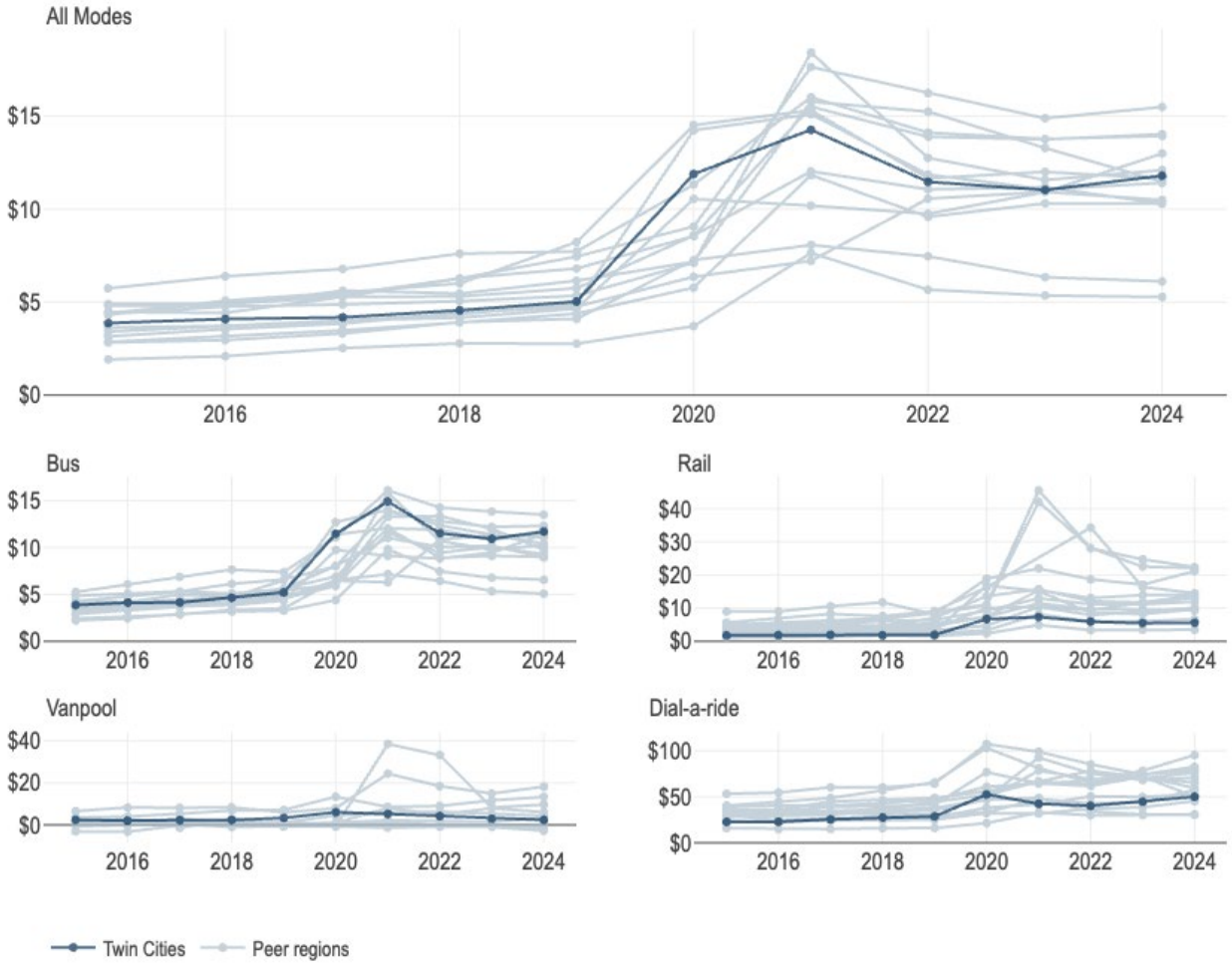
Source: National Transit Database

Subsidy per passenger

Transit subsidy per passenger is the total operating expenses, less the total revenue from passenger fare, divided by the total number of unlinked trips. This can be interpreted as the cost incurred for each trip provided on transit. As ridership declined during the pandemic, the subsidy per passenger also rose. Overall, the subsidy provided per trip between 2019 and 2021 rose from $5.19 per trip to $14.21 per trip.

Subsidy per passenger has fallen some as ridership has recovered from the pandemic since 2021. As of 2024, the Twin Cities is about average when compared to peer regions overall at $11.75 per trip, but generally higher than most peers for bus subsidies and lower for other modes like rail and dial-a-ride.

Figure 1.15: Subsidy per passenger by region and mode



Source: National Transit Database

Asset management

Transit providers in the Twin Cities metro region manage a substantial number of facilities and fleet vehicles of multiple types that provide services to the region. For example, as of 2024, Metro Transit operates a fleet of 602 buses, 118 light rail cars, 18 commuter rail cars, and six commuter rail locomotives. Minnesota Valley Transit Authority (MVTA) maintains a fleet of roughly 160 buses.

The Federal Transit Administration (FTA) requires that transit agencies measure and set goals for the status of four capital asset classes:

- **Rolling stock** vehicles used to provide transit services
- **Facilities** like garages
- **Infrastructure** like rail tracks if used by the agency
- **Service vehicles** used by the agency for non-revenue service purposes, including maintenance trucks and automobiles (cars and minivans) for staff

The Met Council and MVTA are Tier 1 providers and must provide all elements that the FTA calls for in a transit asset management plan. Southwest, Maple Grove, Plymouth, and the University of Minnesota are Tier II providers and only some data was available for this report.

Transit agencies manage their vehicle fleets, including rolling-stock and service vehicles, based on their useful life in years. Vehicles that have met or exceeded their useful life benchmark are not unsafe to operate but are at a point where the agency should begin working to replace them to maintain service reliability. Generally, transit agencies look to keep the proportion of their fleet that meets or exceeds useful life benchmark under a certain percentage. For example, Metro Transit's 2024 goal for articulated buses was no more than 5% of the fleet meeting or exceeding the useful life benchmark.

Table 1.1: Equipment - Percent of non-revenue service vehicles that have met or exceeded their useful life benchmark

Agency	Vehicle type	2024 % of service vehicles	2025 % of service vehicles
Metro Transit	Automobiles	67%	62%
Metro Transit	Trucks and other rubber tire vehicles	26%	33%
Metropolitan Council	Trucks and other rubber tire vehicles	0%	0%
SouthWest Transit	Trucks and other rubber tire vehicles	44%	55%
Minnesota Valley Transit Authority	Automobiles	17%	50%

Source: National Transit Database

Table 1.2: Facility - Percent of facilities rated below 3 on the condition scale

Agency	Facility type	2024 % of facilities	2025 % of facilities
Metro Transit	Administrative and maintenance facilities	0%	0%
Metro Transit	Passenger and parking facilities	0%	0%
SouthWest Transit	Administrative and maintenance facilities	0%	0%
SouthWest Transit	Passenger and parking facilities	0%	0%
Minnesota Valley Transit Authority	Administrative and maintenance facilities	33%	0%

Source: National Transit Database

Table 1.3: Metro Transit Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Vehicle type	2024 % of revenue vehicles	2025 % of revenue vehicles
Articulated bus	7%	5%
Coach bus	9%	12%
Bus	42%	48%
Light rail vehicle	0%	0%
Commuter rail locomotive	0%	0%
Commuter rail passenger coach	0%	0%

Source: National Transit Database

Table 1.4: Metropolitan Council Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Vehicle type	2024 % of revenue vehicles	2025 % of revenue vehicles
Coach bus	0%	0%
Bus	0%	0%
Cutaway	29%	13%
Minivan	NA	0%

Source: National Transit Database

Table 1.5: SouthWest Transit Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Vehicle type	2024 % of revenue vehicles	2025 % of revenue vehicles
Coach Bus	6%	7%
Bus	0%	0%
Cutaway	12%	0%
Minivan	0%	0%
Van	0%	46%

Source: National Transit Database

Table 1.6: Minnesota Valley Transit Authority Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Vehicle type	2024 % of revenue vehicles	2025 % of revenue vehicles
Coach bus	1%	4%
Bus	0%	0%
Cutaway	43%	11%
Minivan	0%	0%
Van	0%	0%

Source: National Transit Database

Transit safety

Transit providers track and report on multiple aspects of safety to the Federal Transit Administration (FTA). In general, transit is a very safe mode of travel both for people using it and for other transportation system users like automobile drivers, pedestrians, and bicyclists. There were six fatalities reported on all regional transit providers in 2024. Other measures of safety such as injuries are very low, especially when compared to the number and rate of injuries from other traffic-related crashes.

Transit agencies also track and report to the FTA on aspects of safety other than crashes including the broader category of safety events and the frequency of major mechanical issues that affect delivery of transit service. Metro Transit bus service had a safety event rate of less than one for every 25,000 vehicle revenue miles (VRM) provided. Mechanical issues affecting Metro Transit bus service occurred on average once per every 5,108 miles of service provided in 2024.

Table 1.7: Metro Transit safety by mode

Mode	Fatalities	Fatalities (Rate)	Injuries	Injuries (Rate)	Safety Events	Safety Events (Rate)	System Reliability
Bus	2	0.11/100k VRM	69	3.69/100k VRM	95	5.08/100k VRM	5,108 VRM/failure
Rail	4	1.23/100k VRM	56	17.16/100k VRM	92	28.19/100k VRM	7,126 VRM/failure

Source: National Transit Database

Table 1.8: Metropolitan Council safety by mode

Mode	Fatalities	Fatalities (Rate)	Injuries	Injuries (Rate)	Safety Events	Safety Events (Rate)	System Reliability
Bus	0	0/100k VRM	4	1.08/100k VRM	7	1.88/100k VRM	286,092 VRM/failure
Dial-a-ride	0	0/100k VRM	6	0.24/100k VRM	22	0.88/100k VRM	35,164 VRM/failure
Van pool	0	0/100k VRM	0	0/100k VRM	0	0/100k VRM	1,046,626 VRM/failure

Source: National Transit Database

Table 1.9: Minnesota Valley Transit Authority safety by mode

Mode	Fatalities	Fatalities (Rate)	Injuries	Injuries (Rate)	Safety Events	Safety Events (Rate)	System Reliability
Bus	0	0/100k VRM	1	0.33/100k VRM	4	1.31/100k VRM	8,068 VRM/failure
Dial-a-ride	0	0/100k VRM	0	0/100k VRM	1	1.12/100k VRM	7,179 VRM/failure

Source: National Transit Database

Table 1.10: SouthWest Transit safety by mode

Mode	Fatalities	Fatalities (Rate)	Injuries	Injuries (Rate)	Safety Events	Safety Events (Rate)	System Reliability
Bus	0	0/100k VRM	0	0/100k VRM	2	4.57/100k VRM	7,962 VRM/failure
Dial-a-ride	0	0/100k VRM	3	2.11/100k VRM	2	1.41/100k VRM	38,382 VRM/failure

Source: National Transit Database

Table 1.11: University of Minnesota safety by mode

Mode	Fatalities	Fatalities (Rate)	Injuries	Injuries (Rate)	Safety Events	Safety Events (Rate)	System Reliability
Bus	0	0/100k VRM	0	0/100k VRM	0	0/100k VRM	14,881 VRM/Failure

Source: National Transit Database

On-time performance

In 2024, Metro Transit buses departed on-time 75% of the time. Light rail and Northstar commuter rail, departed on-time 76% and 93% of the time in the same year, respectively.

On-time performance is one way to communicate transit reliability. Metro Transit considers a bus or train on time if it departs up to one minute before or five minutes after its scheduled time. On-time performance is measured at a set of stops, called time points, along each route rather than at every stop.

Metro Transit's goal for on-time performance is generally to improve compared to the previous year. This has been challenging post-pandemic and performance decreased for buses and light rail compared to 2021. Many factors influence on-time performance, similar to those that affect roads and highways like weather conditions, large events, and roadway or rail conditions and maintenance. In addition, the operator shortage continues to limit Metro Transit's ability to mitigate disruptions or delays to service.

Figure 1.16: Annual bus and bus rapid transit on-time performance by service type and route, 2019-2024

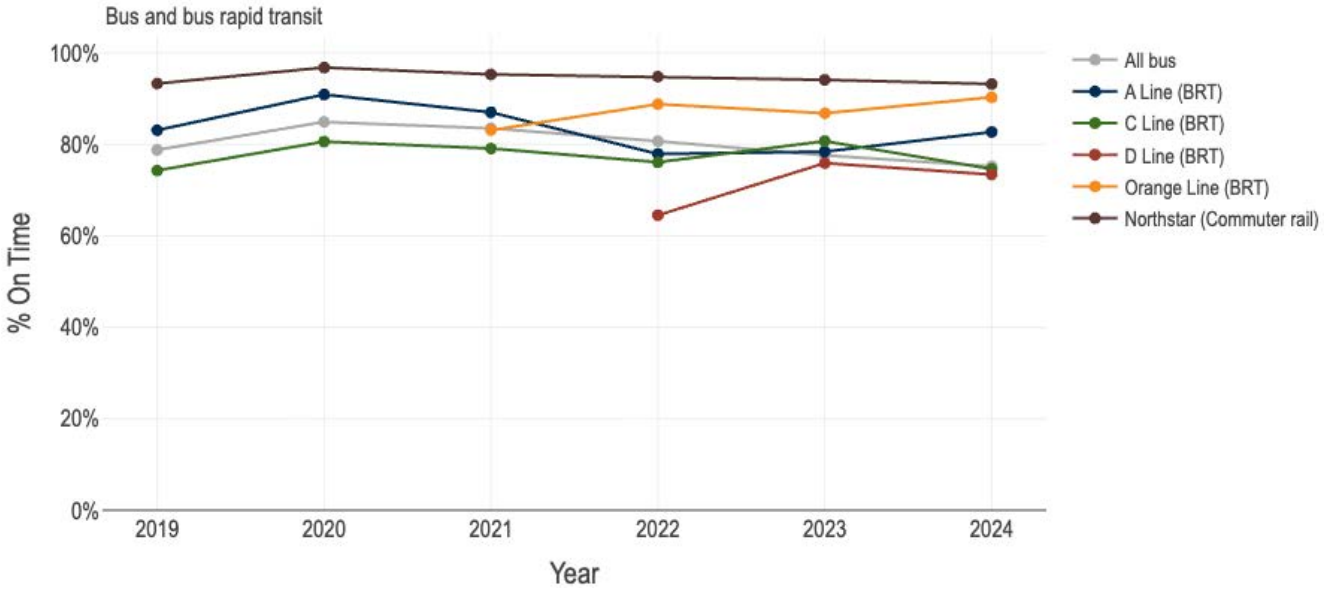
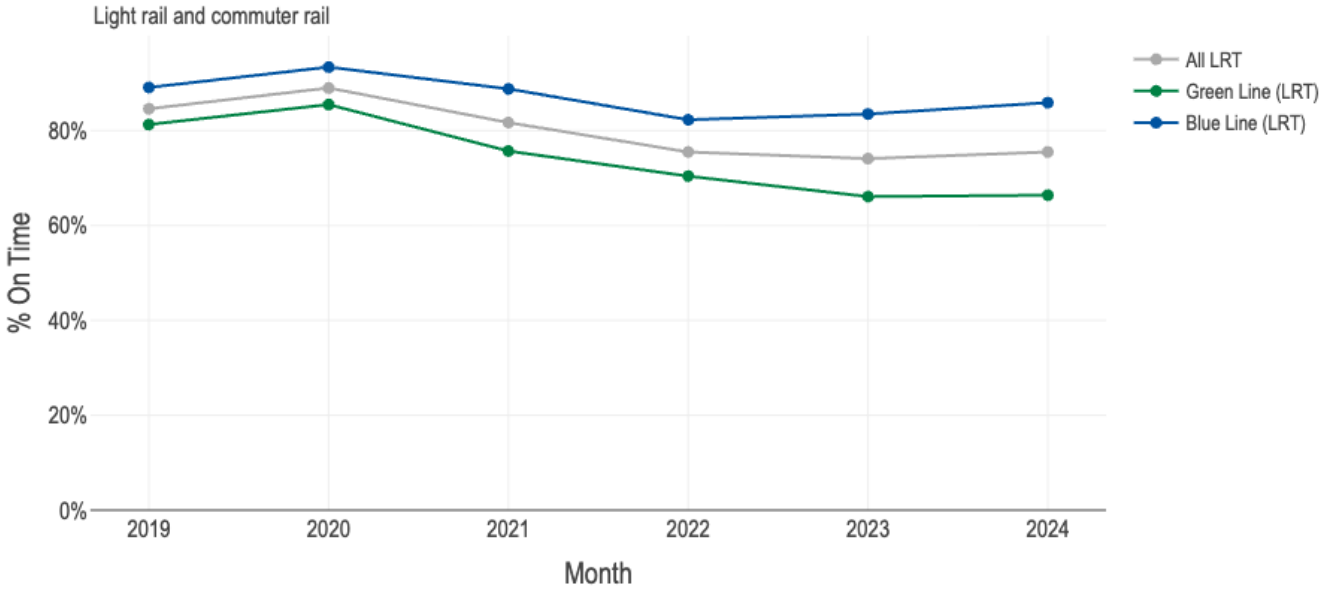


Figure 1.17: Annual light rail and commuter rail on-time performance by service type and route, 2019-2024



High-frequency transit accessibility

Increasing the availability of transit across the region – especially high-frequency transit – is one way to support active travel in the region. This report assesses transit availability in the region as both the amount of geographic area within a 10-minute walk of transit, and as the population served by transit within a ten-minute walk of home.

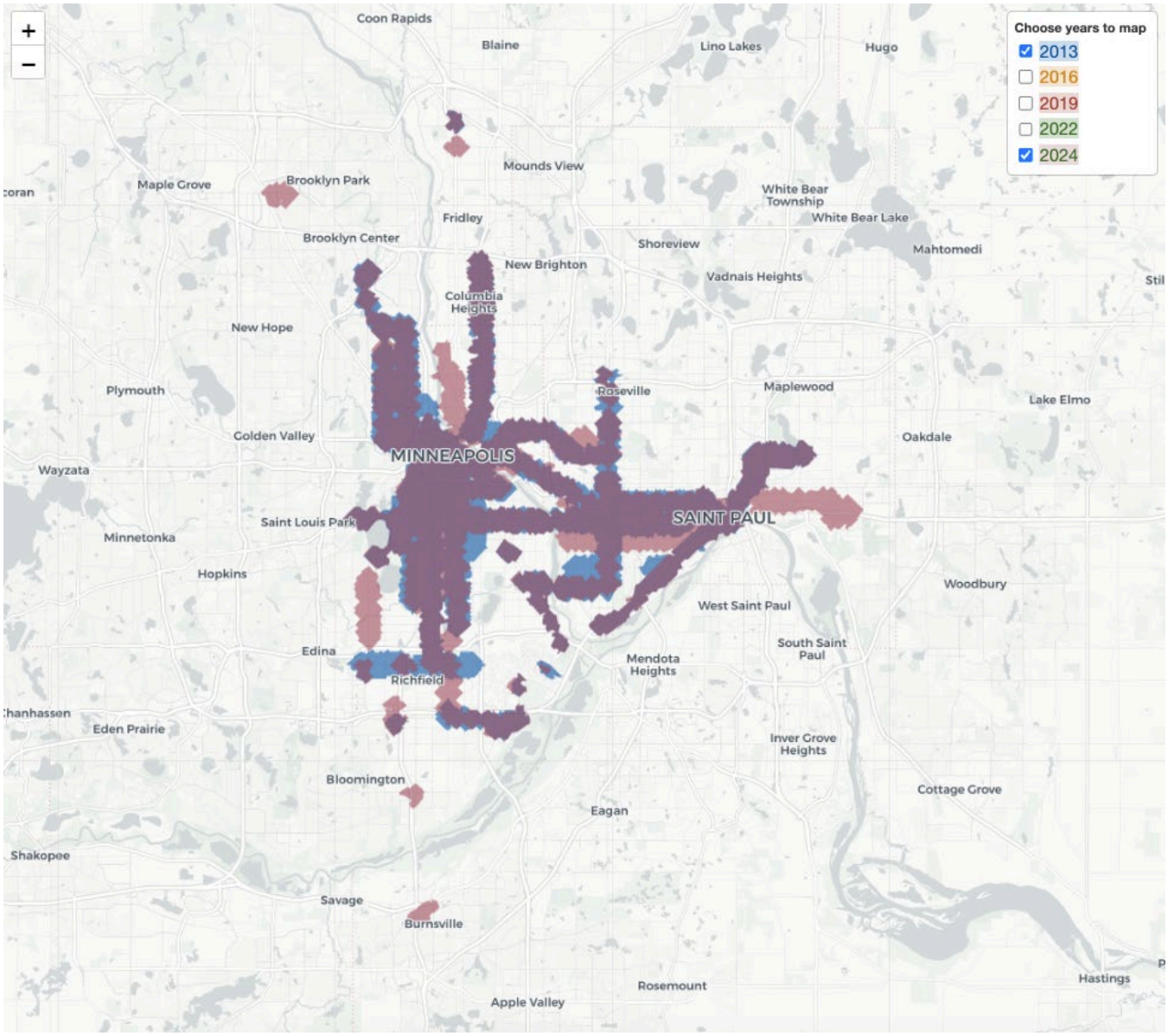
The focus is on high-frequency transit service, as defined by the 2050 Transportation Policy Plan:

- Stops served by routes that depart every 15 minutes or better
- With frequency of at least three stops per hour
- Service on weekdays from 6:00 a.m. to 7:00 p.m. and Saturdays from 9:00 a.m. to 6:00 p.m.

The data comprise walkshed information from all regional transit agencies except Minnesota Valley Transit Authority (MVTA), which does not provide high-frequency transit.

Figure 1.18 shows the areas served by high-frequency transit in 2013 (blue) and 2024 (pink). High-frequency service is clustered in the downtown areas of Minneapolis and Saint Paul, as well as along the I-94 corridor between these two cities. A handful of areas in the north and south suburbs also appear, primarily where transit stations or transit centers are located.

Figure 1.18: Map of high-frequency transit walksheds, 2013 compared to 2024

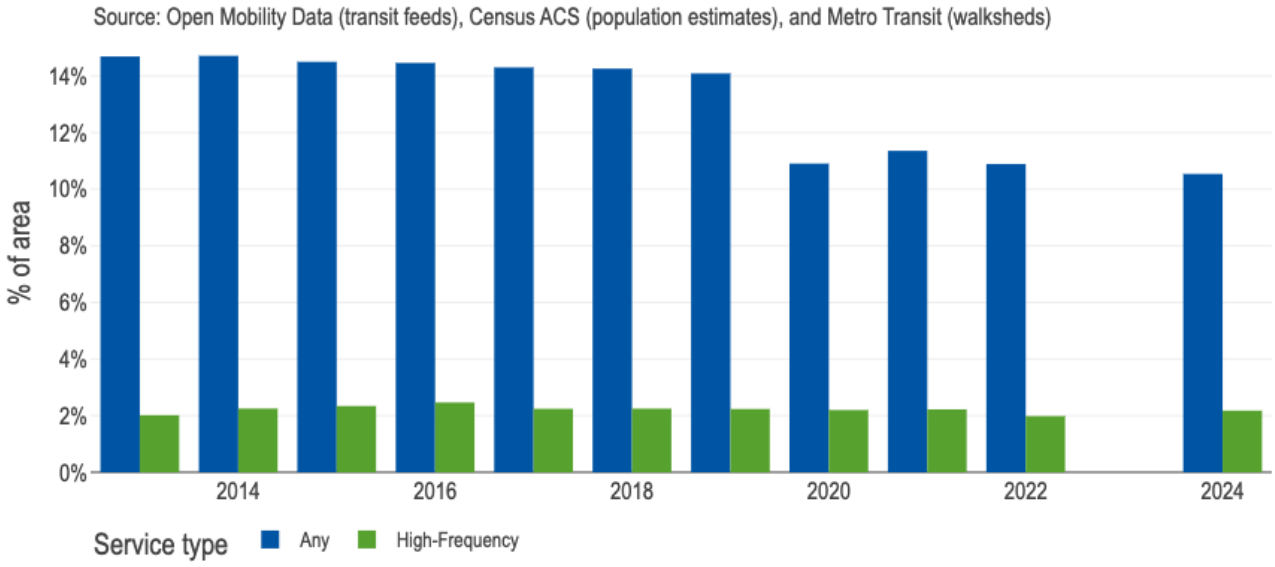


The map reveals a few changes from 2013 to 2024 Some segments of local routes in Richfield and western Saint Paul were reduced to less frequent service while routes in southwest Minneapolis, northeast Minneapolis, and east Saint Paul were added to the high-frequency network. Additional areas were added in suburban areas with the opening of the METRO Orange Line and in the northwest metro.

Transit can operate most efficiently when it serves areas where people live, work, and shop close to one another in dense communities. In our region, the percentage of geographic area served by high-frequency transit has remained mostly stable since 2013, ranging between 2% and 2.5%. Meanwhile, the percent of area served by any regular-route transit at all (not including dial-a-ride or microtransit) has declined since the onset of the pandemic 2020, from 14% in 2019 to under 11% in 2024. These diverging trends by service type speak to the need

to continue supporting transit in their core market areas. Data from 2023 are unavailable because of a temporary change in data availability.

Figure 1.19: Share of area of MPO within a ten-minute walk of transit by service type, 2013-2024



Transit availability can be improved in a few ways:

1. Encouraging population growth within well-served areas (i.e., increasing the density of jobs and homes)
2. Expanding service into new areas
3. Improving frequency of existing transit routes

As of 2024, roughly 16% of the region's population lived in that small slice of area (2% of the region's area) served by high-frequency transit.

Transit availability by regular-route type

The Met Council and its partners work together to categorize all areas in the region into Transit Market Areas that approximate the level of transit service an area can support. These categories are based on four factors including population and job density, roadway intersection density, and automobile availability. Transit Market Area 1 is made up of the most urban parts of the Twin Cities such as downtown Minneapolis and Saint Paul, their adjacent neighborhoods and the University Avenue corridor between the two. Conversely, Transit Market Area 5 is the most rural communities in the region with low population densities and more agricultural land uses.

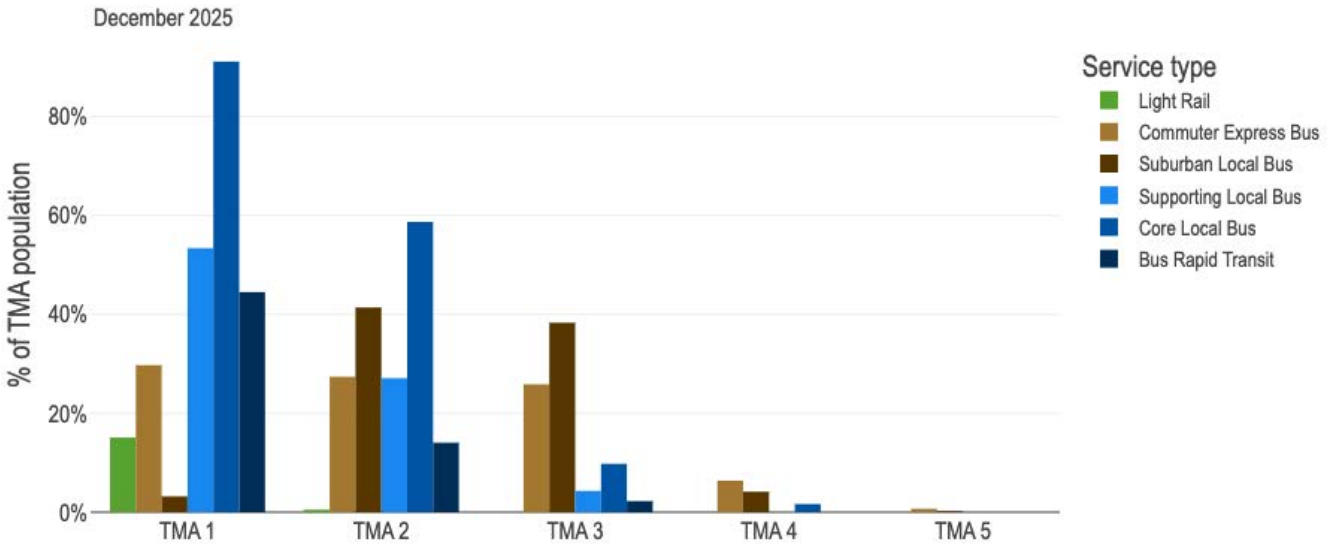
Table 1.12: People served by transit by service type, 2025

Service	People served	Percent of region population
Core local bus	977,863	31.0%
Supporting local bus	503,772	16.0%
Suburban local bus	690,181	21.9%
Commuter express	629,007	19.9%
Light rail	81,872	2.6%
Commuter rail	12,646	0.4%
Bus rapid transit	348,659	11.0%

In Transit Market Areas 1 and 2, the highest density and most able to support high levels of transit service, 91% and 58% of residents live within a quarter mile of core local bus services, respectively. This translates to about a five-minute walk. These Transit Market Areas also have the best access to the widest variety of transit services including light rail, bus rapid transit, and supporting local bus.

In Transit Market Area 3, while more suburban in character with lower population and employment densities, 38% of residents live within suburban local bus service area. Transit Market Areas 4 and 5 have progressively more low-density and rural characteristics and have far fewer residents living within a 1/4-mile of regular-route transit services. These market areas do generally have access to dial-a-ride services and park-and-ride services beyond what is immediately walkable.

Figure 1.20: Percent of transit market area population with transit service, by service type



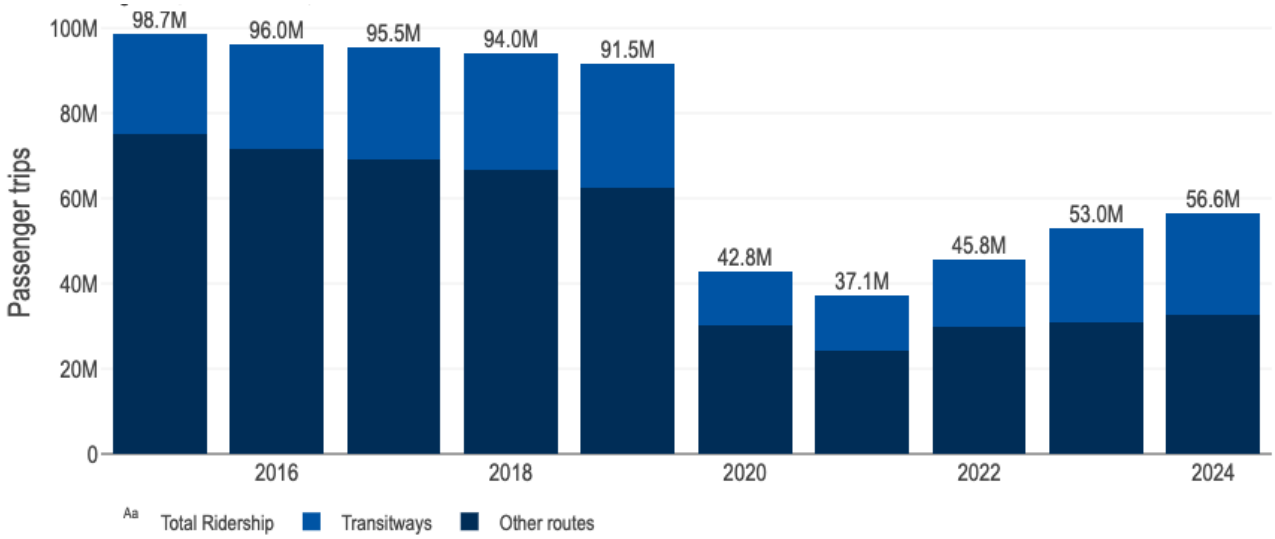
Transitway share of total ridership

Transitways include high-capacity, high-amenity services like light rail and bus rapid transit[3]. These services are important parts of the regional transit network that the region has been focusing investments in, particularly arterial bus rapid transit (BRT) projects like the METRO Orange Line and METRO D Line.

The proportion of transit ridership in the region on transitways increased from 25% of all ridership in 2015 to 34% in 2019. While total transit ridership decreased due to the pandemic, transit trips on transitways still made up 43% of all ridership in 2024. The share of ridership on transitways is expected to continue increasing as the region makes further investments in high-capacity transit services. Three bus rapid transit lines opened in 2025 and the METRO Green Line Extension is under construction, expected to open in 2027.

3 Through 2024, these lines are included: Blue Line, Red Line, Green Line, Orange Line, A Line, C Line, and D Line, and the Northstar Line.

Figure 1.21: Transitway share of regional ridership



Source: National Transit Database

Park-and-ride use

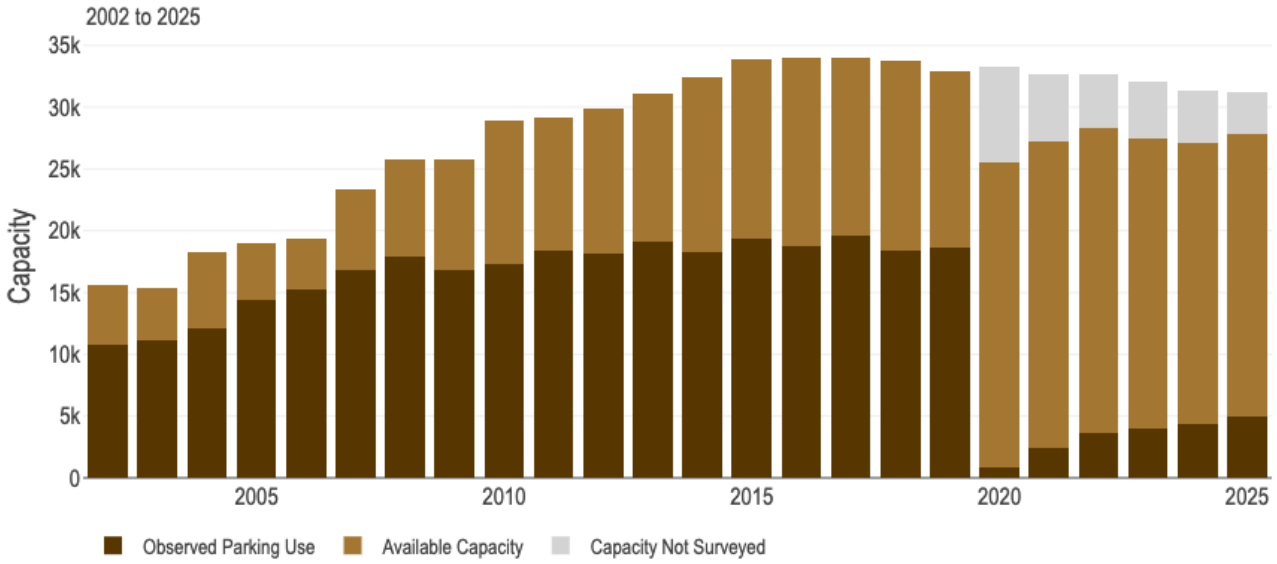
Roughly 18% of the 27,830 park-and-ride spaces across the region were utilized, according to the 2025 annual survey. While this represents a 414% increase from the 2020 survey, it is sharply down from 2019 when roughly 57% of spaces across the region were used.

The 2024 Annual Regional Park-and-Ride System Report provides a summary of current trends in the Twin Cities regional park and ride system. A survey of the system was conducted in September and October 2024, which included a parked vehicle count with license plate data collection and bike count at all park and ride facilities.

Since early 2020, the pandemic has significantly affected travel demand, resulting in a major decline in transit ridership, particularly for commuter express service. Express service comprises a significant portion of transit service associated with park-and-ride facilities. At the time of the 2024 survey, service remained suspended at some facilities. Most facilities where express bus service was suspended at the time of the survey or never existed were excluded. Since the 2023 survey, two park-and-ride facilities were closed permanently, and one facility was opened. As a result, the survey included 67 park-and-ride facilities with a capacity of 27,075 parking spaces and excluded 21 facilities with an additional capacity of 4,212 parking spaces.

In addition to park-and-ride facilities, there were 40 active park-and-pool facilities. park-and-pool facilities are designated parking areas that provide individuals with a gathering point from which they can carpool to a common destination, whereas park-and-ride facilities are defined as parking facilities that are served by transit (i.e., they have a bus or rail service).

Figure 1.22: Park and ride historical capacity and use, 2002-2025



Appendix

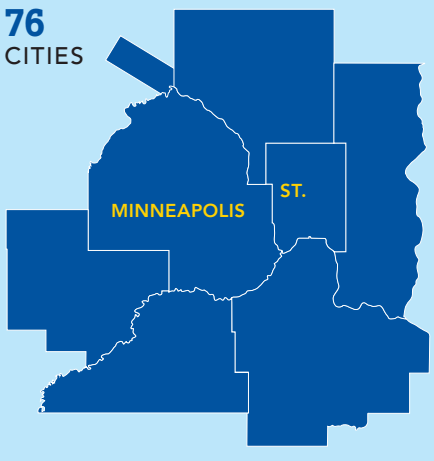
METRO TRANSIT FACTS

THROUGH DEC. 31, 2024

AREA SERVED

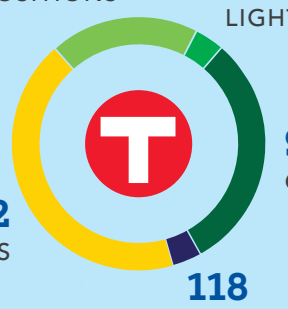
7+ COUNTIES

76 CITIES



OUR PEOPLE

3,167 TOTAL EMPLOYEES



598 MECHANICS, CLEANERS & OTHER BUS/RAIL POSITIONS

118 LIGHT RAIL OPERATORS

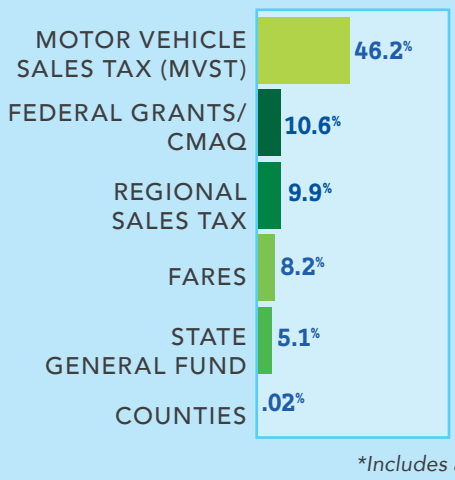
959 CLERICAL/ADMIN. STAFF

1,342 BUS OPERATORS

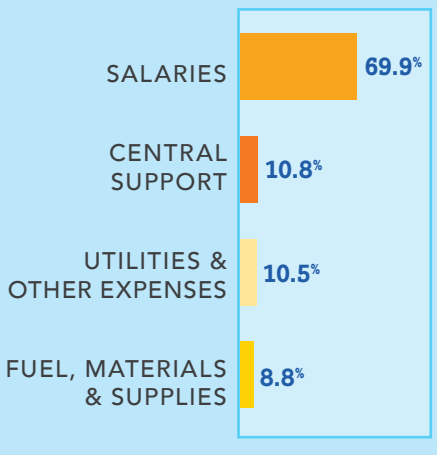
118 METRO TRANSIT POLICE DEPT

OPERATING REVENUE & EXPENSES

$640.6 million TOTAL REVENUE



$640.6 million TOTAL EXPENSES*



*Includes a planned use of reserves/federal relief funds

47.5 million TOTAL RIDES

143,696 AVERAGE WEEKDAY RIDERSHIP

	TOTAL	AVERAGE WEEKDAY
LOCAL AND EXPRESS BUS	23,757,990	74,748
GREEN LINE	9,131,638	26,946
BRT	8,183,904	24,100
BLUE LINE	6,357,556	17,467
NORTHSTAR	127,369	435
METRO MICRO	67,287	304

159 ROUTES* 23.6 million IN-SERVICE MILES

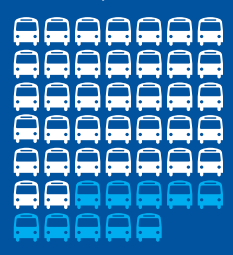
30 CORE LOCAL
25 ACTIVE, 5 SUSPENDED

5 BUS RAPID TRANSIT

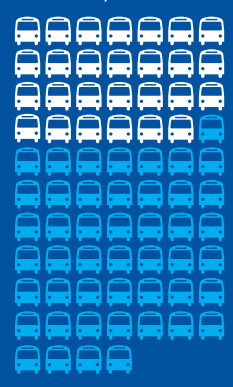
2 LIGHT RAIL

1 COMMUTER RAIL

47 SUPPORTING LOCAL AND SUBURBAN LOCAL
37 ACTIVE, 10 SUSPENDED



74 COMMUTER EXPRESS
27 ACTIVE, 47 SUSPENDED



= Temporarily suspended as of 12/31/22

* Includes 34 routes contracted to private providers

OUR CUSTOMERS

- **80%** TRIPS ARE FOR SOMETHING OTHER THAN A PEAK COMMUTE
- **55%** BLACK, INDIGENOUS, PEOPLE OF COLOR
- **52%** RIDERS WITH NO CAR
- **51%** AGES 18-34
- **43%** MAKE LESS THAN $35K ANNUAL HOUSEHOLD INCOME
- **23%** ERRANDS/SHOPPING

Source: 2022 Travel Behavior Inventory

ENGAGING WITH CUSTOMERS

1.97 million TRIPS PLANNED AT METROTRANSIT.ORG

379,830 TRIPS PLANNED BY PHONE (612-373-3333)

13,803 TRIPS PLANNED BY SMS/TEXT

8,715 TRIPS PLANNED BY WEBCHAT

47,662 CUSTOMER RELATIONS CONTACTS

10,332 TEXT FOR SAFETY CONVERSATIONS

711,633 SHOW MY BUS REQUESTS

2,256,870 NEXTRIP VIA TEXT

1,166,606 NEXTRIP VIA WEB

378,711 NEXTRIP IVR

3,154 LANGUAGE LINE CONTACTS

3,706 RIDER ALERT SUBSCRIBERS

7,514 RIDER ALERTS SENT

PERFORMANCE

75% BUS ON-TIME PERFORMANCE

86% BLUE LINE ON-TIME PERFORMANCE

66% GREEN LINE ON-TIME PERFORMANCE

93% NORTHSTAR ON-TIME PERFORMANCE

AVERAGE MILES BETWEEN SERVICE CALLS

LRT **46,515**

BUS **6,504**

PRESENCE BY THE NUMBERS

550,000 FARE INSPECTIONS BY TRANSIT RIDER INVESTMENT PROGRAM (TRIP) AGENTS AND COMMUNITY SERVICE OFFICERS (TRIP AGENTS BEGAN WORKING ON TRANSIT ON FEB. 27, 2024)

60+ TRIP AGENTS WORKING ON TRANSIT

15,626 CONTACTS BY COMMUNITY-BASED ORGANIZATIONS CONTRACTED THROUGH THE TRANSIT SERVICE INTERVENTION PROJECT

-6% IN REPORTED CRIME ON TRANSIT COMPARED TO 2023

73,579 CALLS FOR POLICE SERVICE; 58% OF CALLS PROACTIVE

LOST & FOUND

12,790 ITEMS PROCESSED

2,718 ITEMS RETURNED

FARE INCENTIVE PROGRAMS

METROPASS	**1.51 million** RIDES	**8,960** PASSES IN USE	**318** PARTICIPATING EMPLOYERS
STUDENT PASS	**1.05 million** RIDES	**4,908** PASSES IN USE	**45** PARTICIPATING HIGH SCHOOLS
COLLEGE PASS	**258,225** RIDES	**1,469** PASSES IN USE	**34** PARTICIPATING COLLEGES
UNIVERSAL TRANSIT PASS	**2,782,194** RIDES	**40,701** PASSES IN USE	OFFERED AT U OF MN PLUS 5 OTHER PARTICIPATING SCHOOLS
ACCESS PASS	**2.39 million** RIDES	**7,556** PASSES IN USE	**6** PARTICIPATING ORGANIZATIONS
TRANSIT ASSISTANCE PROGRAM (TAP)	**1.08 million** RIDES	**11,567** PASSES IN USE	

OUR FLEET

380 40-FOOT DIESEL BUSES

152 60-FOOT ARTICULATED BUSES

37 HYBRID-ELECTRIC BUSES

25 COACH BUSES

8 60-FOOT ELECTRIC BUSES

18 COMMUTER RAIL CARS

6 COMMUTER RAIL LOCOMOTIVES

27 BOMBARDIER LIGHT RAIL VEHICLES

91 SIEMENS LIGHT RAIL VEHICLES

FACILITIES

22 TRANSIT CENTERS

9,887 BUS STOPS

793 BUS SHELTERS

87 BUS RAPID TRANSIT STATIONS

37 LIGHT RAIL STATIONS

7 NORTHSTAR STATIONS

46 PARK & RIDES

17,170 PARK & RIDES SPACES

Metro Transit

2024 Report

Development Trends Along Transit

Regional growth near high frequency transit in the Twin Cities

Metro Transit

Table of Contents

Charts and Maps

Executive Summary

The Twin Cities continue to grow. According to the Metropolitan Council 2023 Regional Forecast, the region is expected to gain 657,000 people between 2020 and 2050. Where these residents choose to live and work will have a meaningful impact on the region. Infill development along high frequency transit can use existing infrastructure, maximizing community investments, and supporting walkable, sustainable communities. Strategic development along existing and planned high frequency transit corridors can help ensure the Twin Cities don't just grow – they thrive.

Metro Transit's high frequency network is the backbone of transit service in the Twin Cities region. It provides frequent and reliable service that can satisfy travel needs throughout the day on weekdays and weekends. By estimating the total amount of development that has occurred along high frequency transit corridors between 2009 and 2023, and considering the potential for future development, this report provides insight into how the region's transit corridors support transit oriented development (TOD), and to gauge the value that developers and residents place on transit.

Using data from the Metropolitan Council's Annual Building Permit Survey, this report explores trends in multifamily residential, commercial, public and institutional, and industrial development since 2009. In the 14 years between 2009 and 2023, permits have been issued for over $49.9 billion throughout the region[1]. This includes projects that have been completed since being permitted, and ongoing projects. Developments located near high frequency transit have been permitted for just over $19 billion. Of that $19 billion, $12.8 billion is located within one half mile of a light rail transit (LRT) station, $9 billion is located within a half mile of a bus rapid transit (BRT) station, and $3.3 billion is served by high frequency local bus routes outside areas with direct LRT or BRT service. All told, the permitted value of development within transit corridors represents 38.4% of the development that has been permitted for the region, on just 3.4% of the region's land area. The region's planned developments show the potential for an additional 31,300 multifamily units along high frequency transit, and another $11.4 billion in development value near high frequency transit.

2022 saw the highest annual permit value for the region since tracking began in 2009, with 40% of regional permit value located near high frequency transitways. However, following increases in 2021 and 2022, in 2023 permit value fell to the six-year regional average at $4.9 billion. The share of permit value near high frequency transit was 33% for 2023. It is possible that the region is seeing a delayed response to increased construction costs and other issues affecting the development market after the onset of the pandemic, but it will take some time to understand the full impact of that tragedy on our region.

Ultimately, these data cannot prove that good transit causes the growing percentage of development occurring along high frequency transit corridors. The trends revealed by this report do suggest that development near high frequency transit has been highly successful, with more development being located near high frequency transit every year.

1 Permit Value does not include land value, which is often included in estimates of development value.

Scope of Report

Transitways

This report focuses on development that has been planned or permitted within areas served by high frequency transit in the Twin Cities metropolitan region. High frequency transit includes not only LRT and BRT transitways, which make up the METRO network, but also certain local bus routes which operate every 15 minutes or less.[2] Including high frequency local bus routes allows this report to more fully explore the regional transit system as a network. Inclusion as a qualifying transitway was not affected by any COVID-19 related service changes.

High frequency transit: The Metro Transit high frequency network consists of local bus, bus rapid transit and light rail lines that operate every 15 minutes or less on weekdays between 6 a.m. and 7 p.m., as well as on Saturdays between 9 a.m. and 6 p.m. A map of the Metro Transit high frequency network is in Appendix A.[3]

Development Along Transit

For the purposes of this report, any development that occurs within a half-mile of a transitway station (LRT or BRT) or within one-quarter mile of a high frequency local bus route is considered to be along transit.

Development along transit is evaluated at three different scales: region-wide, system-type and route. The region-wide scale looks at development that has occurred anywhere in the entire high frequency transit system. No development permit is counted more than once at the region-wide scale. The system-type scale looks at development that has occurred near any light rail station, any bus rapid transit station or any high frequency local bus route. If a development is located near a light rail station and a bus rapid transit station, it is attributed to both transitways. However, development is only attributed to the high frequency local bus route if it is not otherwise served by LRT or BRT. The route level analysis looks at development that has occurred along each transitway individually. If a development occurs near more than one transitway, it is included in the development totals for both transitways.

Types of Development

This report looks at four categories of development: multifamily residential, commercial, public and institutional, and industrial. The section on planned development also includes a mixed-use category, which includes some combination of these four development types. However, 89% of planned mixed-use development is a combination of commercial and residential uses.

Multifamily Residential: Residential developments that consist of two or more units in one building. This includes accessory dwelling units (ADUs), townhomes, duplexes, triplexes, fourplexes, any development with five or more units, and any conversion which results in an increased number of units. Remodels of an existing residential development are excluded.

Commercial: A broad category of development that includes office, retail, restaurant, hotel, and other business developments. The dollar value associated with converting or remodeling existing commercial space is counted in this study.

Public and Institutional: Land uses that do not fit into the commercial, industrial, or residential categories. These generally consist of government buildings, hospitals, parks and public recreation facilities, religious buildings, and educational facilities. Transportation projects such as roads and transit facilities are excluded from this study, as are utilities, airports, and other public works projects.

Industrial: Industrial developments include those engaged in production, processing, assembly, manufacturing, distribution, and other such handling of goods and materials. These uses may create disturbances for nearby developments, but also tend to generate jobs.

2 All light rail and bus rapid transit lines included in this report are part of the METRO network, however the METRO brand name will not be used within the text of the report to support legibility.

3 Northstar and Red Line do not meet the threshold for high frequency transit. As commuter rail and highway BRT respectively, these lines operate with headways exceeding 15 minutes.

Timeframe

The Development Trends Along Transit report includes permits beginning in 2009 for all development types. Past reports have included permits beginning in 2003 for non-residential developments while residential permits are only available from 2009. Using a consistent start year will allow the analyses of all development types to be consolidated.

Developments are assigned to a transitway only when permitted or planned after a certain point in the transitway planning process. In order for a development to be counted along a high frequency transitway, the building permit for that development must be issued after a transitway has reached the following point in the planning process:

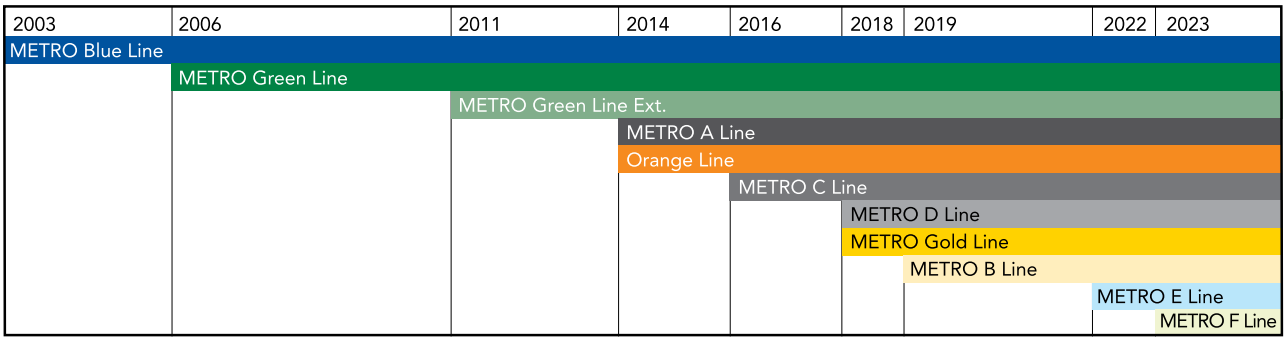
- A New Starts project enters project development
- A Small Starts project enters project development
- An arterial BRT project has a Council-approved station plan

The planning of the existing high frequency local bus routes precedes available development data so no cutoff date is applied to these routes. The high frequency transit routes included in this study and the timeframe applied to each route is shown below. Given limitations of the data provided, the timeframe is applied by year.

Where a development is served by a transitway as well as by high frequency bus, the development has been attributed only to the transitway.

In August 2020, the Metropolitan Council and Hennepin County announced that the alignment of the METRO Blue Line Extension would no longer be using approximately eight miles of freight railroad property, as initially planned. With the completion of the municipal consent process in 2024, the Blue Line Extension will likely be reintroduced to this report next year.

As a final note, in some cases high frequency transitways are built in areas that were previously only served by high frequency local bus. In these cases, any development in the area prior to the year of inclusion for the transitway has been included in the high frequency local bus category. Any development in the area after the date of inclusion for the transitway has been counted towards the transitway.



Sources and Statistics

The permit data represented in this report are drawn from the Metropolitan Council's Annual Building Permit Survey. These data are provided to the Metropolitan Council by the region's municipalities. Data that was not provided by municipalities will not be reflected in this report. It is important to note that permitted value is not equivalent to development value. Among other differences, permit value excludes land value. Actual development value in the region will exceed the cumulative permit values provided in this report.

Data on planned developments come from the Council's Development Tracker. This database draws its information primarily from news media and thus does not have the same level of accuracy as the building permit data. The Development Tracker is periodically checked against the data collected through the Annual Building Permit Survey to ensure that no developments are double counted. Not all planned developments will be completed, and some planned developments may not be captured by the media. Further, not all developments advertise the value or size of a planned development. Nevertheless, keeping track of planned development does provide a glimpse of what may be built along high frequency transit in coming years. Any analysis of total planned development includes only those developments where a development value or number of planned units has been provided. The maps of planned development include all developments for which an address has been identified. Unlike the values recorded in the permit data, the values provided for planned development are an estimate of total development value.

Regional Development Trends

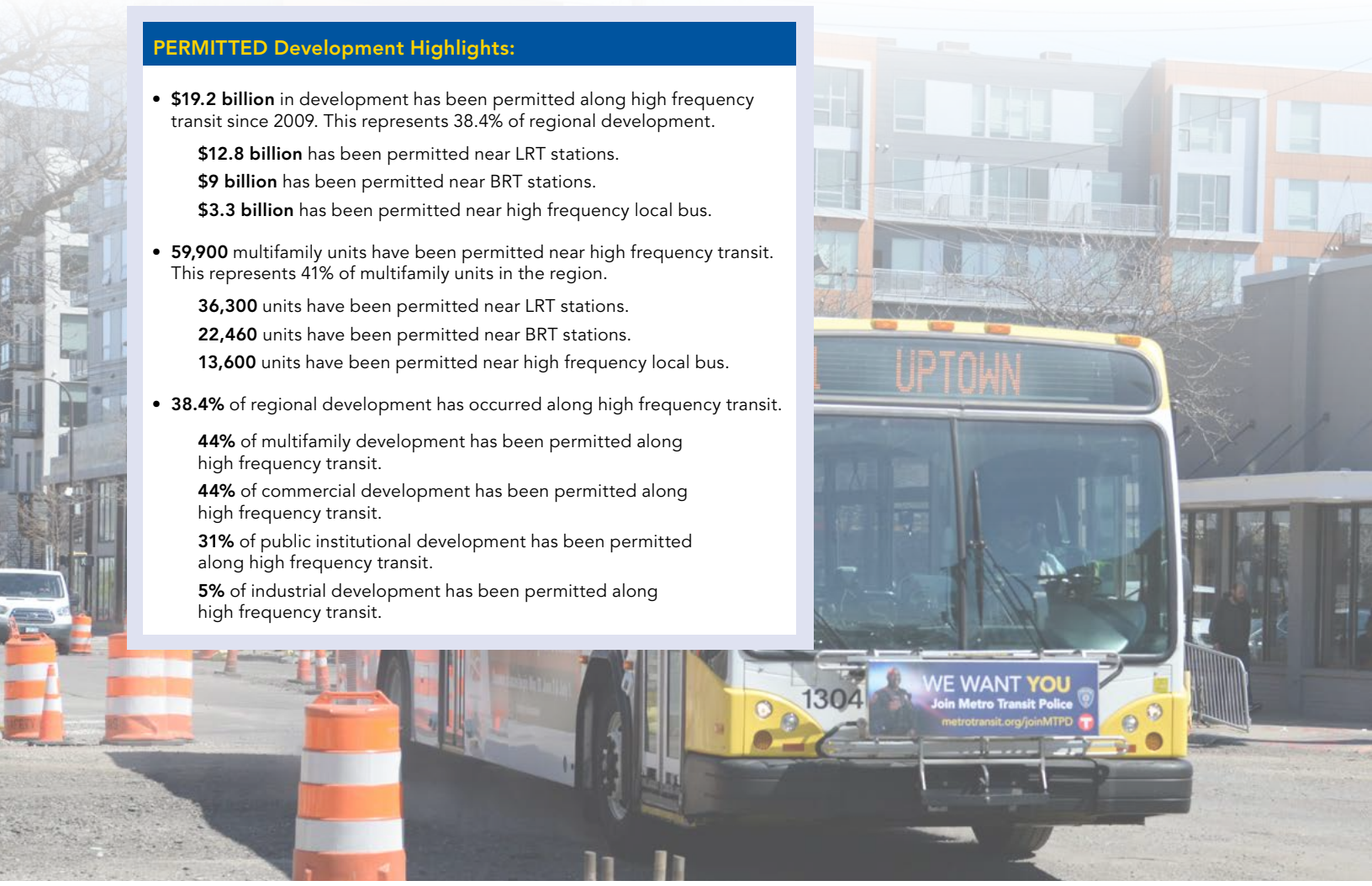
The Twin Cities metropolitan region has seen nearly $50 billion in permitted development value since 2009, with just over $23.7 billion in permit value for multifamily residential developments alone. During the same period, nearly $19.2 billion has been permitted near high frequency transit, representing 38% of the region's development value on just 3.4% of the region's land. Within these transit corridors, 67% of the permitted value for developments is occurring near LRT stations, including over 36,200 multifamily residential units. 47% of the permitted value for developments has been located near BRT lines, with some developments located in areas with service from both LRT and BRT.

From 2019 to 2020, permit values dropped 28% near high frequency transit and 17% in the region generally. In 2022, permits worth $2.4 billion were issued for developments near transit (40% of regional development). Permits issued for projects near high frequency transit saw a 93% increase between permits issued in 2022 ($2.4 billion) over permits issued in 2020 ($1.3 billion) – in the region generally, the percent increase was 49%. 2022 brought an unprecedented $6.1 billion to the region based on permit values – permits issued for 2023 fell to $4.9 billion for the region, a total more in line with the average since 2018. The drop in permit value was particularly strong near high frequency transitways (down 34.4% from 2022) compared to the region generally (down 20%), but the peak in 2023 had been higher near high frequency transitways. The average annual growth rate since 2009 has been 18% near high frequency transit and 14% in the region generally.

Both in the region generally and near high frequency transit, multifamily residential developments are issued the majority of permits each year. Industrial development represents just 10% of the permit value in the region, and only 5% of that industrial development is located near high frequency transitways.

PERMITTED Development Highlights:

- **$19.2 billion** in development has been permitted along high frequency transit since 2009. This represents 38.4% of regional development.
  - **$12.8 billion** has been permitted near LRT stations.
  - **$9 billion** has been permitted near BRT stations.
  - **$3.3 billion** has been permitted near high frequency local bus.
- **59,900** multifamily units have been permitted near high frequency transit. This represents 41% of multifamily units in the region.
  - **36,300** units have been permitted near LRT stations.
  - **22,460** units have been permitted near BRT stations.
  - **13,600** units have been permitted near high frequency local bus.
- **38.4%** of regional development has occurred along high frequency transit.
  - **44%** of multifamily development has been permitted along high frequency transit.
  - **44%** of commercial development has been permitted along high frequency transit.
  - **31%** of public institutional development has been permitted along high frequency transit.
  - **5%** of industrial development has been permitted along high frequency transit.



Multifamily Residential

After dropping in 2020, multifamily residential permit value near high frequency transit surpassed pre-pandemic levels in 2022, hitting $1.86 billion and representing 51% of the region's multifamily permit value. Permits for more than 8,400 units were issued in 2022. Multifamily development near BRT, by permit value, nearly doubled (90% increase) between 2021 and 2022 - multifamily permit value near LRT nearly tripled (184%). This bump in multifamily development occurred across the region but was short-lived. In 2023, the value of multifamily residential permits returned to $978 million – just over the five-year average prior to the unprecedented permits recorded in 2022 ($952 million average, 2017-2021).

The Green Line saw the highest permit value added among high frequency transitways for 2023 at $363 million, showing continued interest and investment in an established transitway corridor. The relatively new E Line, which began construction in 2024, saw $350 million in multifamily permit value in 2023.

Since 2009 over 59,900 multifamily units and $10.4 billion in permit value have been located near high frequency transit. This represents 43% of the multifamily development that has occurred in the region over that time. In other words, 43% of multifamily development has occurred on just the 3.4% of regional acreage served by high frequency transit.

99% of residential developments occurring near high frequency transit are multifamily developments with five or more units (MF5), as distinguished from the other multifamily housing types considered in this report. MF5 developments near high frequency transit represent $10.3 billion in permit value between 2009 and 2023, with townhomes carrying the next highest total permit value at almost $79 million. While most MF5 developments near transit are along LRT lines (60%), the majority of townhomes, duplexes, triplexes, and quads are located near BRT.

Table 1: Permitted Multifamily Development

High Frequency Transit Share of Regional Residential Development				
Year	Units	Permit Value	% of Region Units	% of Region Permit Value
2009	544	$62,422,000	25%	28%
2010	950	$93,363,000	29%	28%
2011	1,405	$123,731,000	34%	36%
2012	4,696	$503,361,000	59%	60%
2013	3,631	$608,248,000	46%	50%
2014	1,956	$286,785,000	30%	37%
2015	3,462	$581,280,000	43%	48%
2016	3,375	$586,406,000	37%	42%
2017	3,953	$595,148,000	38%	41%
2018	5,176	$1,023,912,000	42%	47%
2019	6,158	$1,098,852,000	42%	42%
2020	6,012	$928,838,000	43%	40%
2021	5,996	$1,114,523,000	38%	39%
2022	8,437	$1,855,988,000	48%	51%
2023	4,184	$978,437,000	37%	42%
Total	59,935	$10,441,293,000	41%	44%

Chart 2: Permitted Multifamily near High Frequency Transit by Units over Time

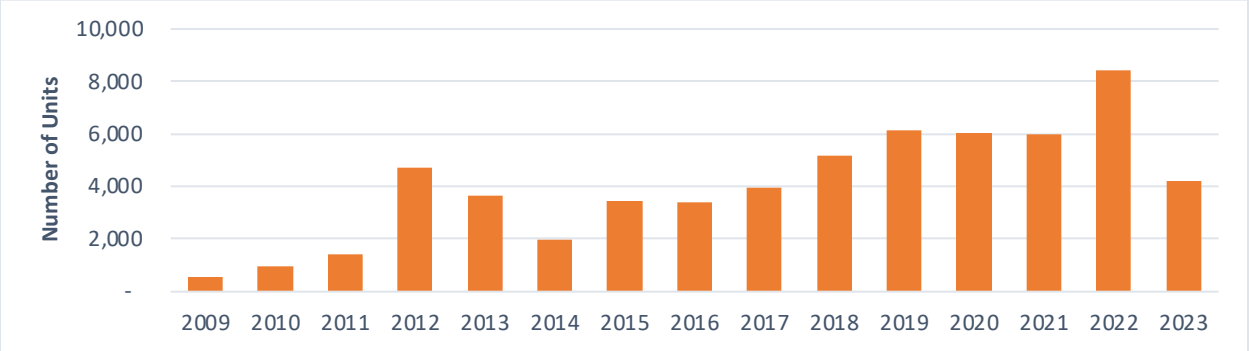


Chart 3: Permitted Multifamily near High Frequency Transit by Permit Value yearly total

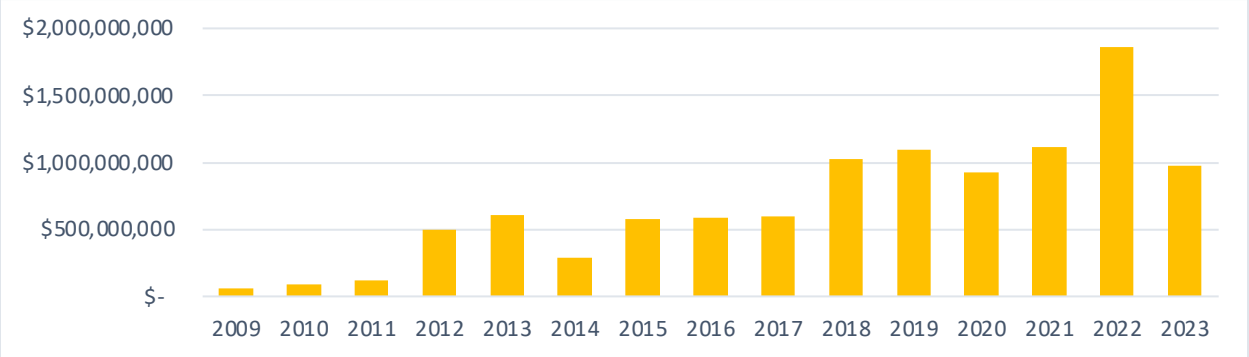
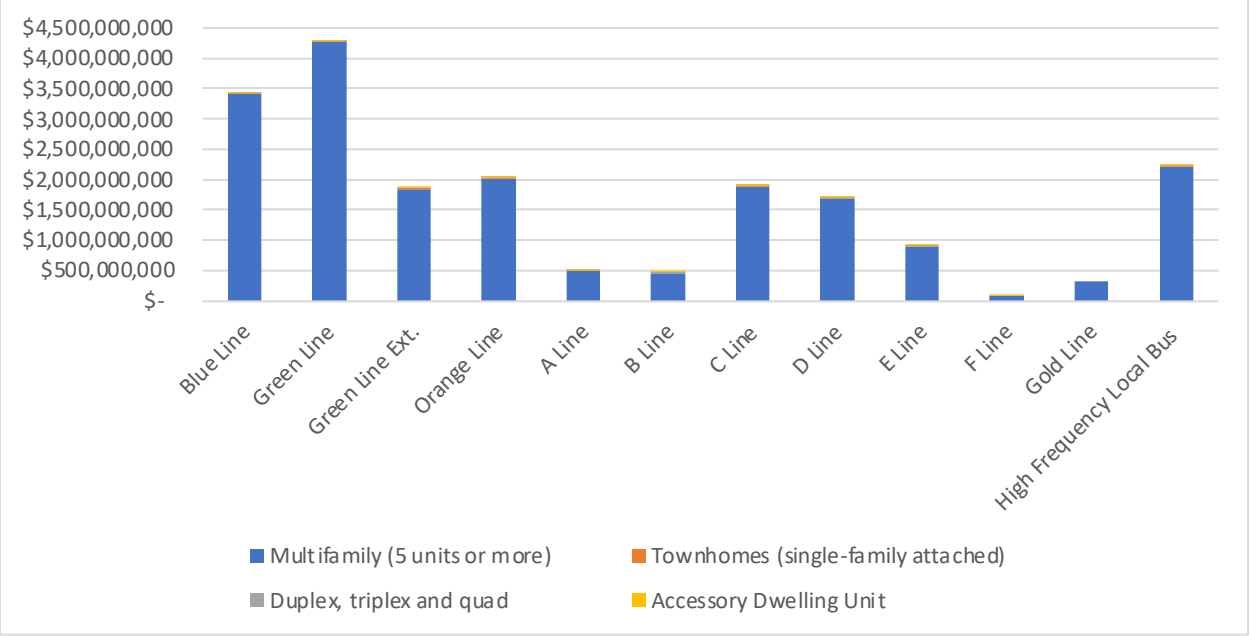


Chart 4: Permitted Multifamily Units near High Frequency Transit by Type and Transit Route[4]



4 Due to the nature of the data, permits are reported for each relevant line – value may be double-counted and should be used only to indicate share by line.

Affordable Housing Production

The Affordable Housing Production dataset is assembled by Council staff using a variety of public and private data sources, including building permit data and responses to an annual survey sent to communities by the Metropolitan Council. Data is available beginning in 2014 and includes both subsidized and naturally occurring affordable housing units produced each year. MF5 make up 98% of the units in the Affordable Housing Production data.

45% of all multifamily units represented in the Affordable Housing Production data are located near high frequency transit – this is consistent with trends seen in recent permit data, which generally reveal a share around 40% for multifamily units near high frequency transit. However, 51% of multifamily units affordable up to 60% AMI have been located near high frequency transitways since 2014. For deeply affordable multifamily units (affordable up to 30% AMI), 77% have been located near high frequency transit. This indicates that a higher share of affordable units, particularly deeply affordable units, are located near high frequency transit on just 3.4% of the region's land area.

Chart 5: Share of Affordable Housing Production near High Frequency Transit by affordability level 2014-2023

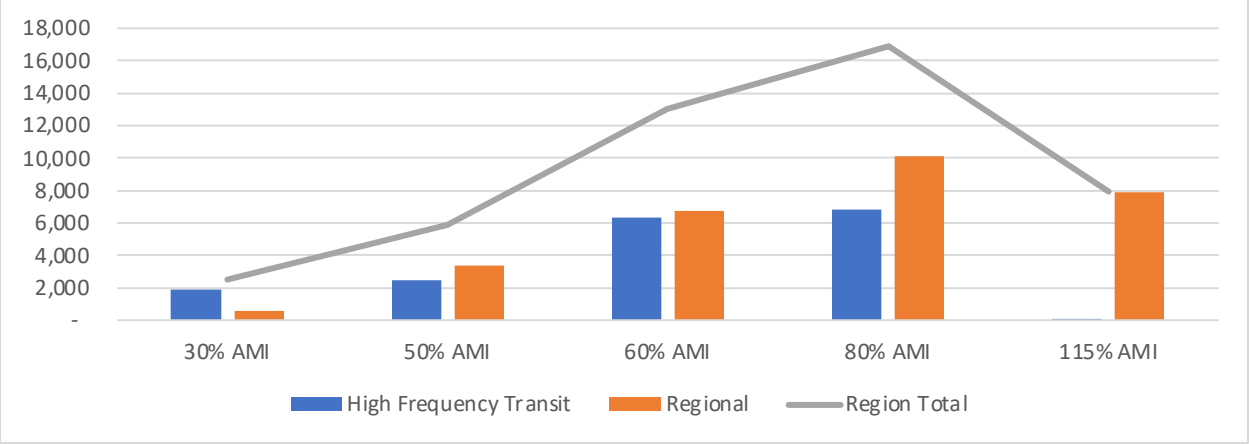
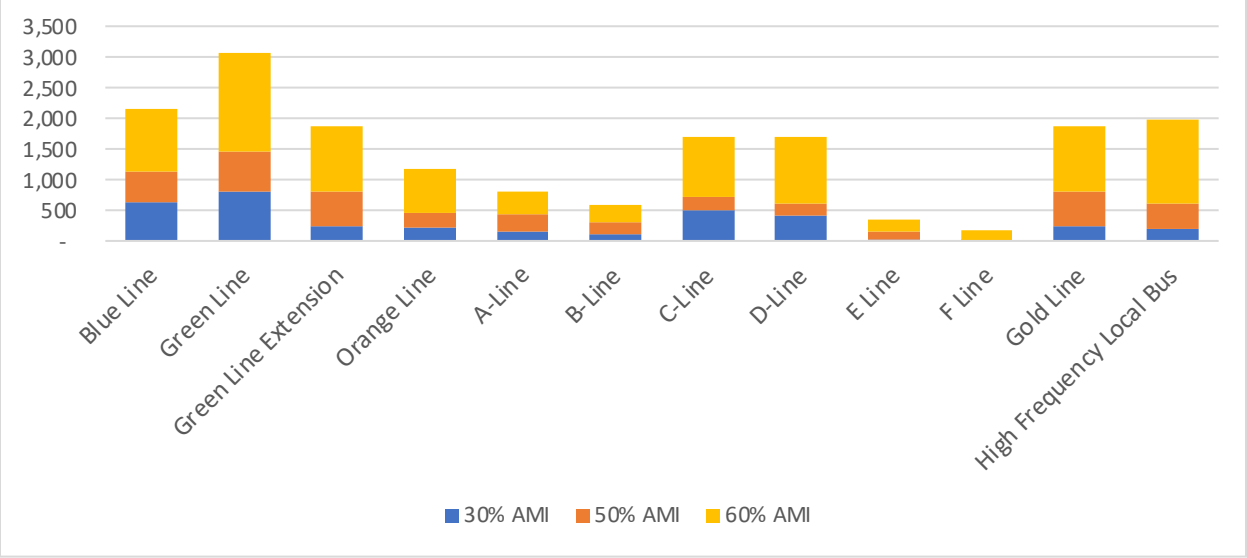


Chart 6: Affordable Housing Production near High Frequency Transit by Transitway 2014-2023 [5]



5 Due to the nature of the data, permits are reported for each relevant line – value may be double-counted and should be used only to indicate share by line.

The share of multifamily units affordable at 60% AMI generally increased from 2014 to 2022, both near high frequency transit and in the region generally. 2022 saw the highest number of units affordable at 60% AMI near high frequency transit (2,190 units), representing 57% of the units added for that year.

Chart 7: Multifamily Units Affordable up to 60% AMI from 2014 - 2023

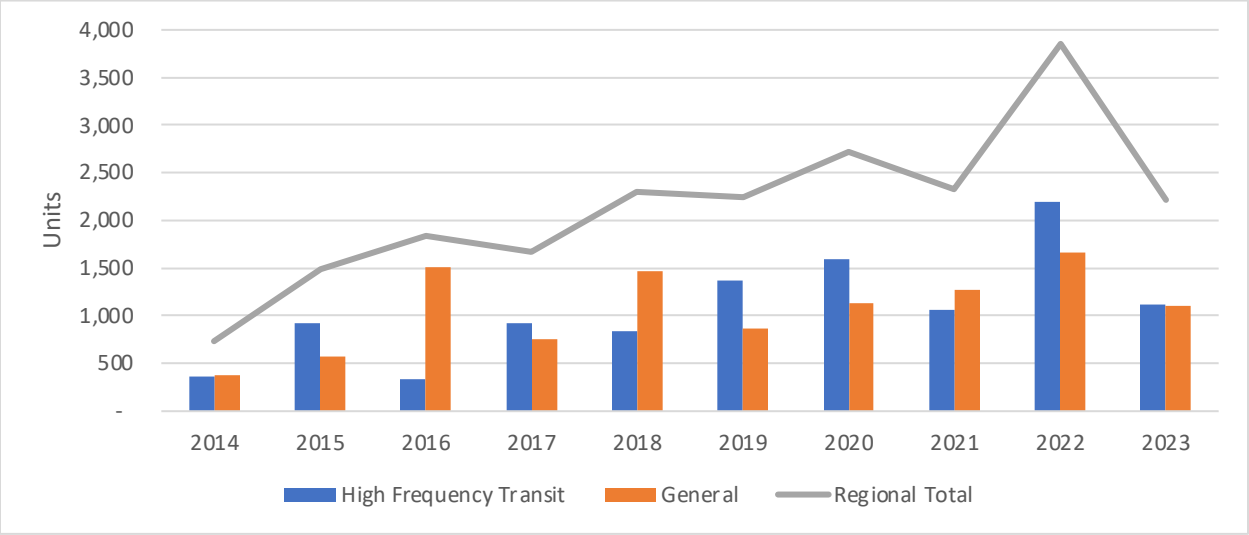
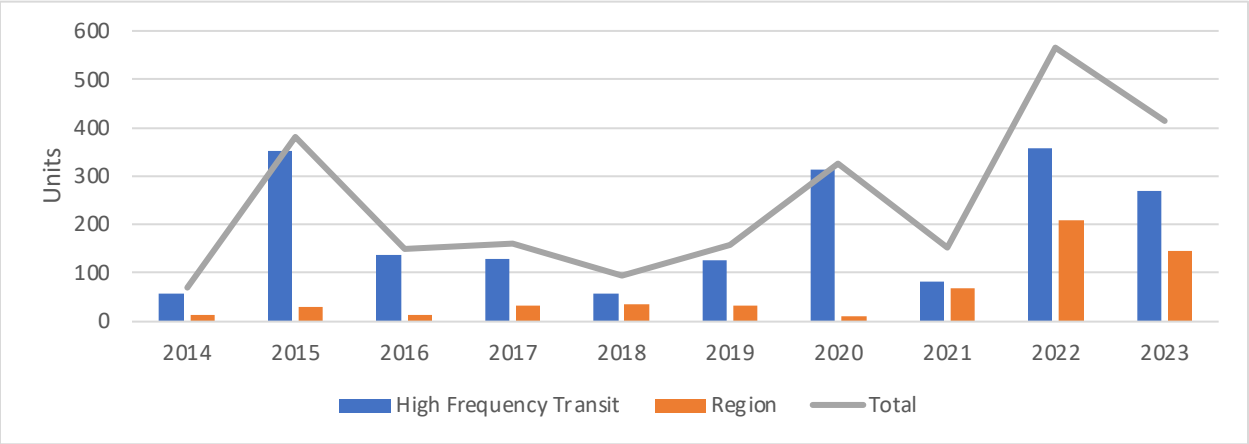
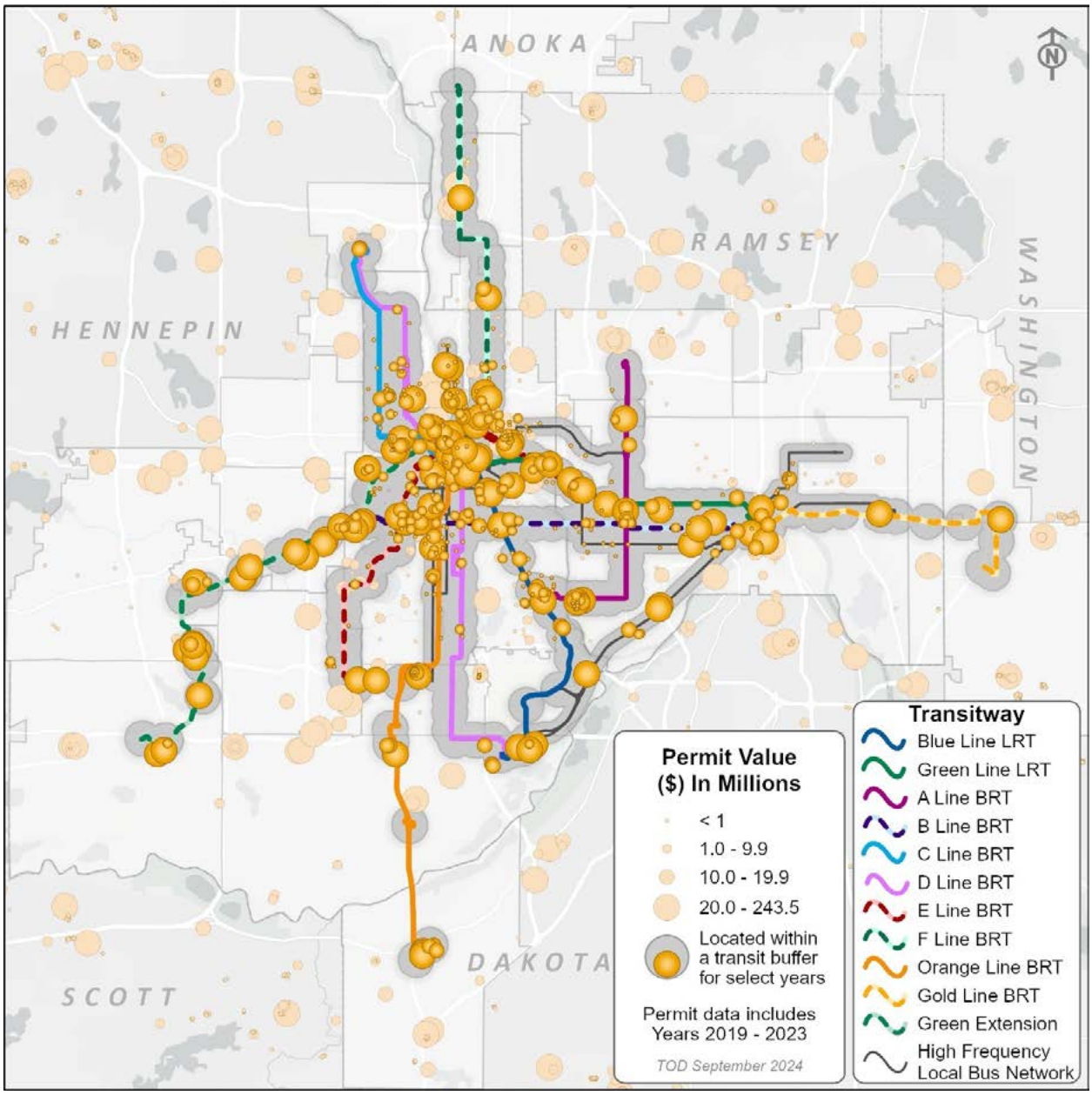


Chart 8: Multifamily Units Affordable at 30% AMI from 2014 - 2023



Multifamily units that are affordable at 30% AMI were almost exclusively (89%) located near high frequency transitways from 2014-2020. In 2015, 2016, and 2020 over 90% of multifamily units that were affordable at 30% AMI were near high frequency transit. From 2021-2023, 63% of deeply affordable units were located near high frequency transit. However, 2022 and 2023 produced the highest number of new deeply affordable units for the region since tracking began (566 and 413 respectively) with 2022 adding more deeply affordable units outside high frequency transit areas than in any other year. Together, these numbers indicate that deeply affordable units continue to be built near high frequency transitways where residents can take advantage of transit connections even while more deeply affordable units are being built outside TOD areas. Even though deeply affordable units make up a small percentage of the units near high frequency transit, that small percentage continues to represent the majority of the deeply affordable units in the region.

Map 1: Multifamily Residential Development near High Frequency Transit (2019-2023)

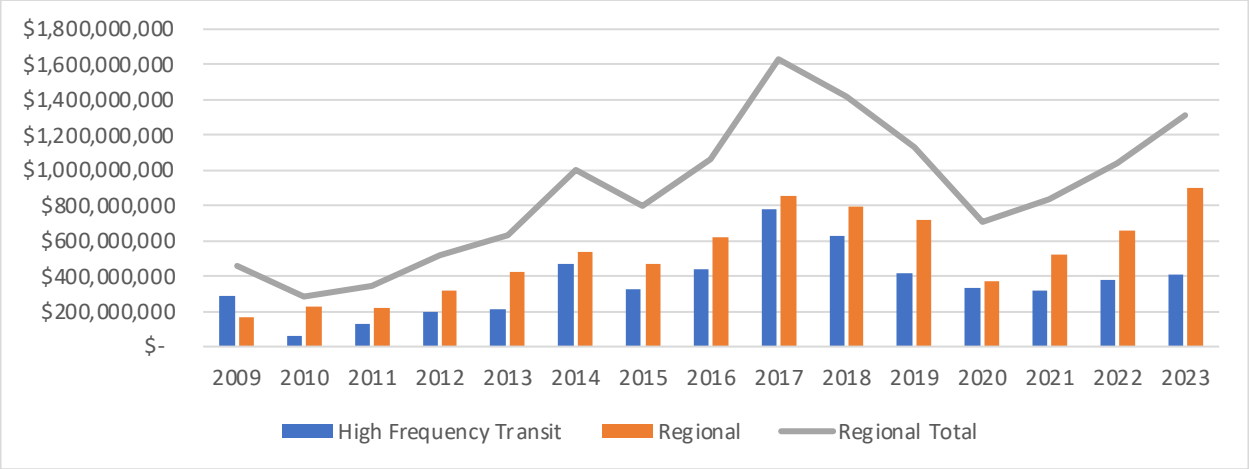


Map 1 shows the expected concentration of residential developments near urban cores. However, noticeable clusters of multifamily developments also occur along established LRT lines (the Green Line and Blue Line) and newer transitways, like the Green Line Extension LRT and the F Line.

Commercial

Regional permit value for commercial development hit a high of $1.6 billion in 2017, before declining. The overall negative trend for commercial development held true both in the region generally and near high frequency transitways through 2020. Since 2021, permit values for commercial development have displayed a positive trend, reaching just over $1.3 billion in 2923. However, commercial permit value near high frequency transitways has been increasing at a slower rate than in the region generally. In 2023, just 31% of commercial permit values were located near high frequency transit, down from an average of 40% since 2009.

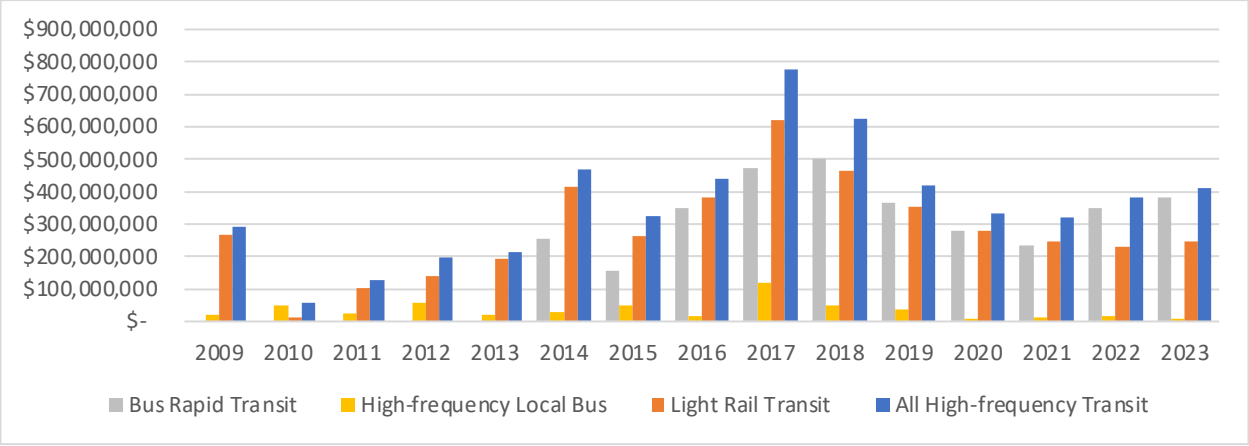
Chart 9: Share of Permitted Commercial Development near High Frequency Transit over time



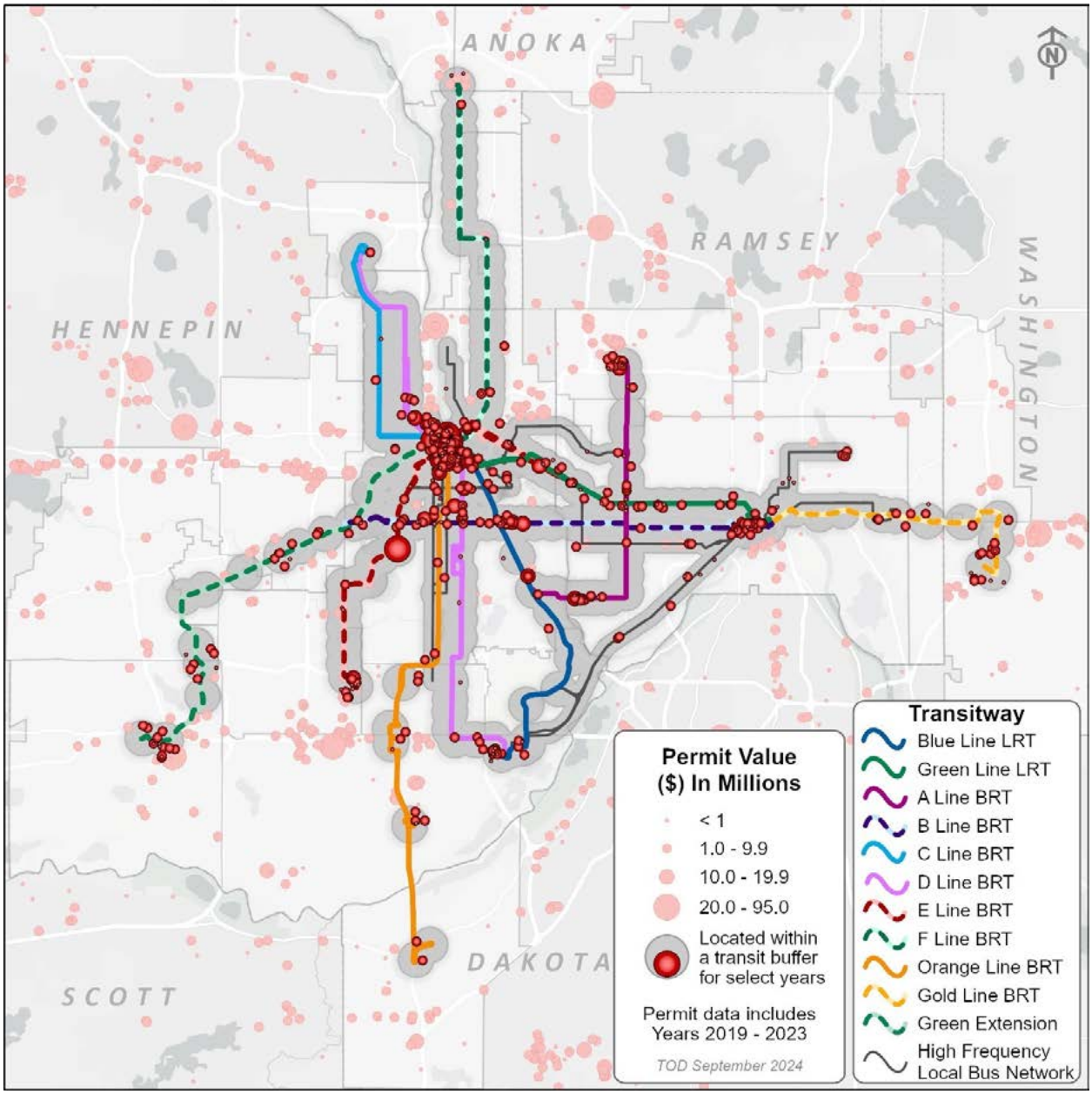
Over $6.2 billion in commercial development has occurred within areas served by high frequency transit since 2009, a total which represents 44% of the region's total permit value for commercial development. 36% of the region's commercial development by permit value has occurred near LRT lines, with over $3.7 billion in permit value attributed to the Blue Line and $4 billion to the Green Line. The Orange Line has seen $2.1 billion in development since tracking began in 2014, while the C Line has seen $1.9 billion in permit value since 2016. In six years, $1.5 billion has been permitted near the D Line.

The nearly $800 million construction of U.S. Bank Stadium is removed from charts in the commercial development section but retained in regional analysis later in the report. Further investments in the U.S. Bank Stadium since its initial construction have been included, given that these continued investments speak to the continued value and success of a transit-connected sports stadium. Of particular note is the nearly $3 million spent on the plaza outside the stadium in 2017, which included investment in pedestrian, bicyclist, and transit-related amenities.

Chart 10: Permitted Commercial Development near High Frequency Transit over Time



Map 2: Commercial Development near High Frequency Transit (2019-2023)



Commercial development continues the trend of clusters near established urban cores and along transit corridors, as shown in Map 2. High value development permits can be seen within both downtowns, the Uptown neighborhood, and near Mall of America. Commercial development not yet served by high frequency transit can be seen to follow clear commercial corridors, providing possibilities for the expansion of the high frequency transit system.

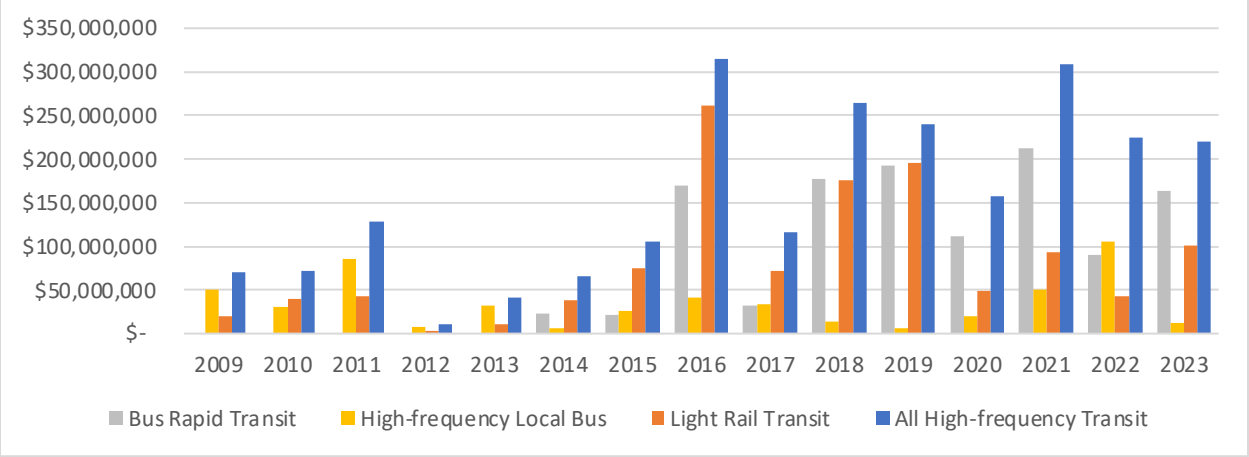
Public and Institutional

Access to public and institutional developments such as government buildings, hospitals, parks, and schools is an important consideration in determining their location. Placing such developments near transit fosters equity by increasing accessibility to the important community services that these land uses provide.

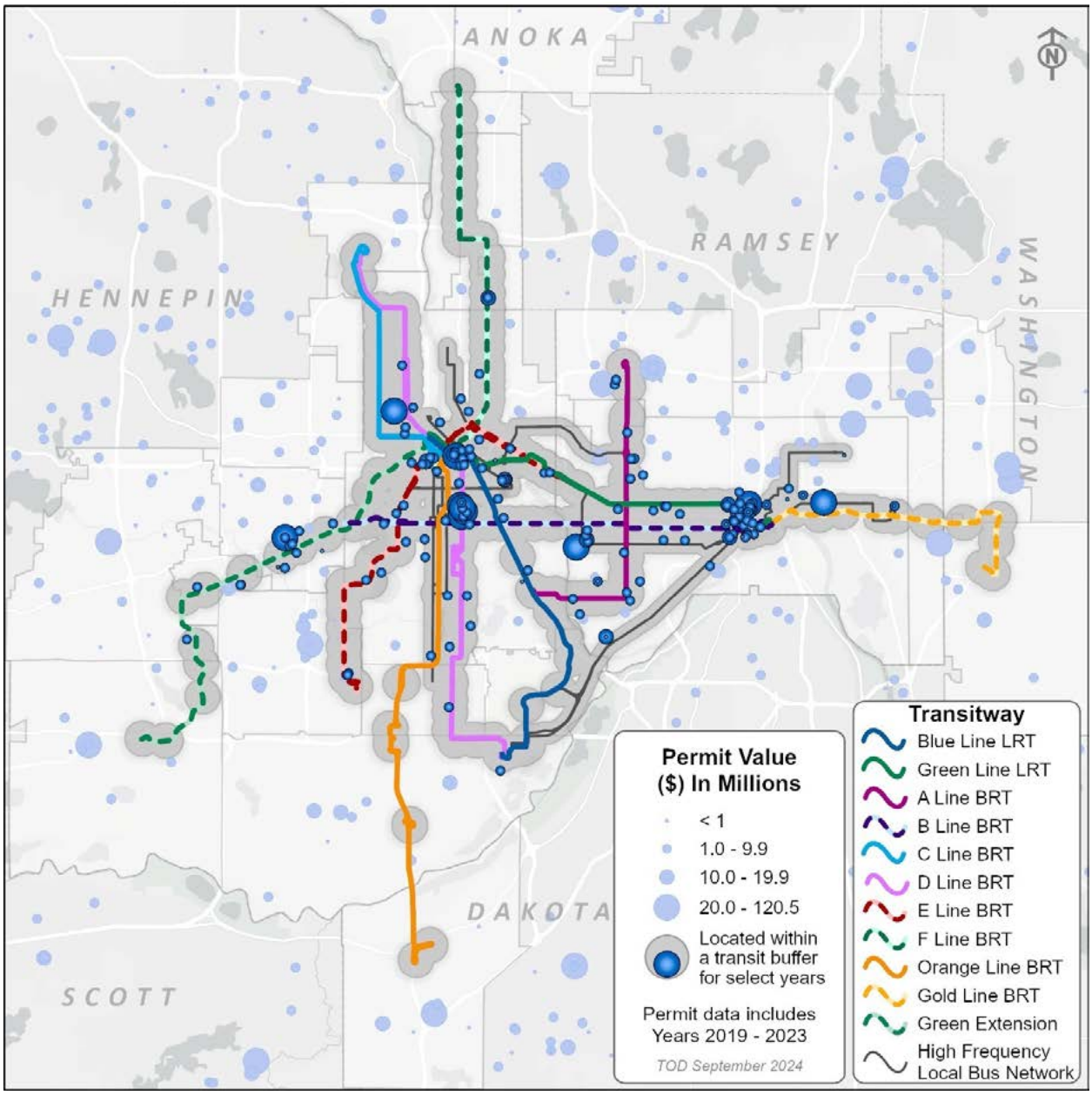
More than 31% of the region's public and institutional development has occurred near high frequency transit since 2009, with $2.3 billion in permit value. Although it is more difficult to identify any general trends in public and institutional development, it should be noted that the permit value for public and institutional developments near high frequency transit has displayed an average annual growth rate of 50% since 2009, outpacing the 12% average annual growth rate of public and institutional development regionally for the same period.

In 2023, more than 31% of public and institutional development permits were issued for areas near high frequency transit.

Chart 11: Public and Institutional Permit Value near High Frequency Transit by Year



Map 3: Public and Institutional Development near High Frequency Transit (2019-2023)



Although there are fewer public and institutional developments than commercial or residential developments generally, Map 3 shows clustering near both established transitways and planned transitways.

Industrial

From 2009-2023, the compound annual growth rate for industrial permit value was 20% for the region generally, compared to 14% for areas near high frequency transit. The total share of industrial value permitted near high frequency transit in that same period is 4.5%.

As shown in Chart 12, nearly $25.4 million in permit value was located near the Green Line Extension in 2016. Industrial permits in 2021 hit a new record near high frequency transitways, at $56.8 million split between the Blue Line, the Green Line Extension, the D Line, and high frequency local bus service. In 2022, industrial permits near high frequency transit were worth over $39 million, representing 6% of the region's industrial permit value for that year. The D Line has seen just under $48 million in industrial permit value since tracking began in 2018, including $14.9 million in 2023.

Chart 12: Industrial Permit Value near High Frequency Transit by Transitway [6]

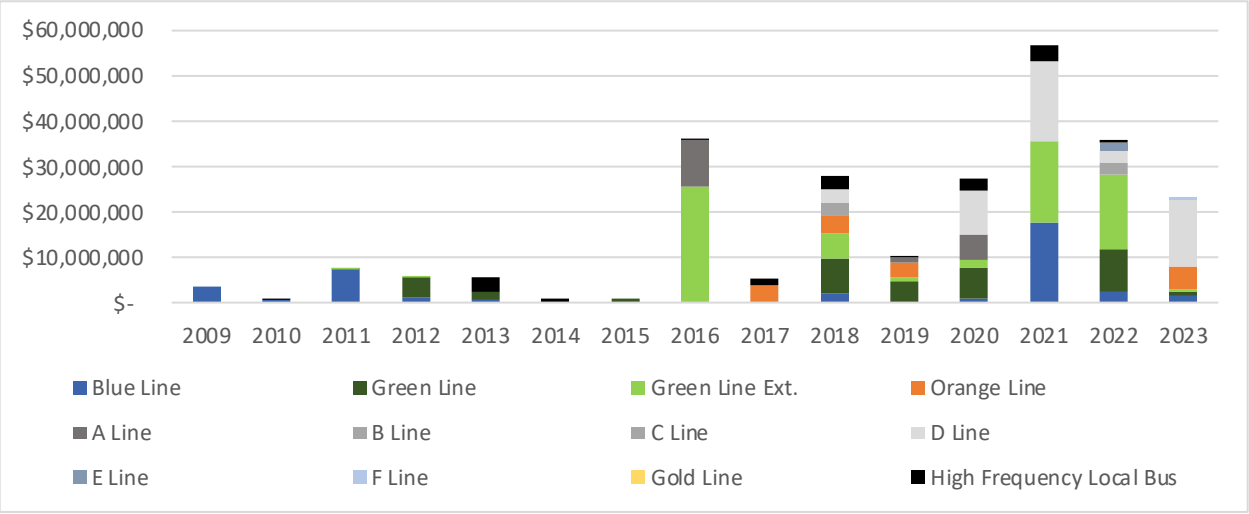
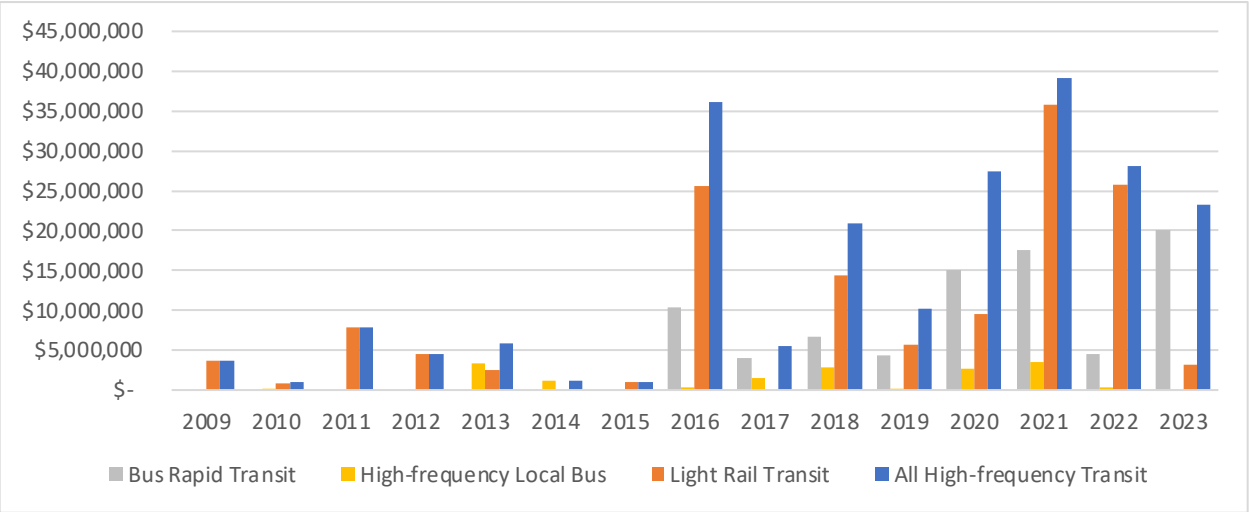
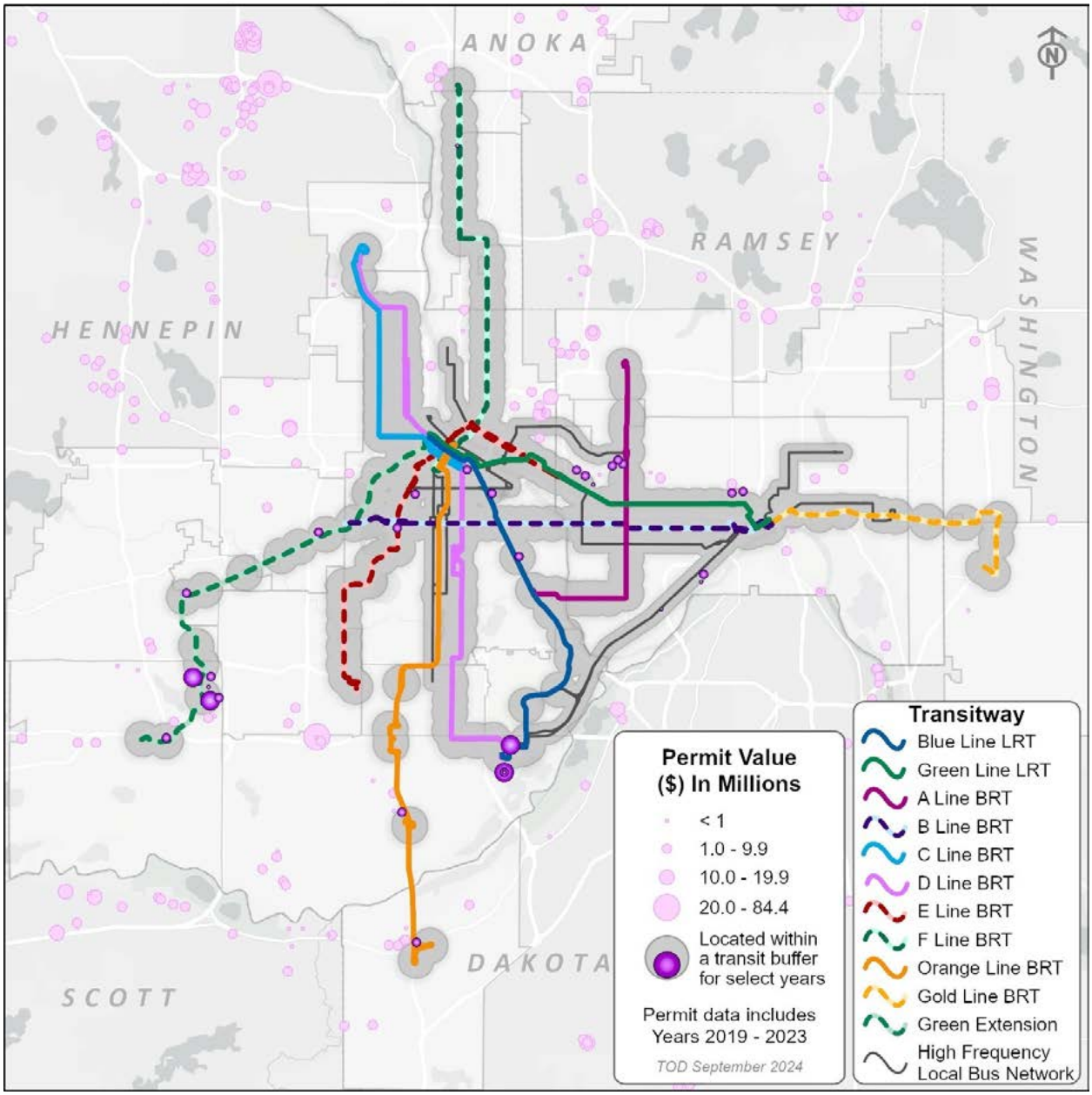


Chart 13: Industrial Permit Value near High Frequency Transit by Year



6 Due to the nature of the data, permits are reported for each relevant line – value may be double-counted and should be used only to indicate share by line.

Map 4: Industrial Development near High Frequency Transit (2019-2023)



Map 4 shows high value investments in industrial developments occurring near the Green Line Extension and in Bloomington near the D Line and Blue Line.

Permitted Development by Transitway and High Frequency Local Bus

Of the $19.2 billion in development being permitted near high frequency transit, 66% is served by LRT, 47% by BRT, and 17% by high frequency local bus. The well-established Blue Line and Green Line LRT serve 40% and 49% of development value near high frequency transit respectively. Multifamily residential development makes up the largest share of most Twin Cities high frequency transit development (55%), with commercial coming in second (32%). In the region generally, multifamily residential development represents 48% of total permit value, and commercial development 28%. The higher share of multifamily residential and commercial development near high frequency transitways would seem to fit with land use expectations for transit-oriented areas; however, access to all development types will be key to the success of the high frequency transit system.

Although most permits have been located near LRT on average since 2009, the proportion of permits for projects near BRT has risen steadily, rising to 74% of annual development near high frequency transit in 2023. In fact, permits near BRT have made up an average of 53% of the value near high frequency transit since BRT began to be tracked in 2014. New BRT lines have also led to fewer double-counted permits between LRT and BRT transitways, with an increasing number of developments located outside of downtown Minneapolis and the LRT corridors.

Chart 14: Permitted Development Value by Transitway (2009-2023) [7]

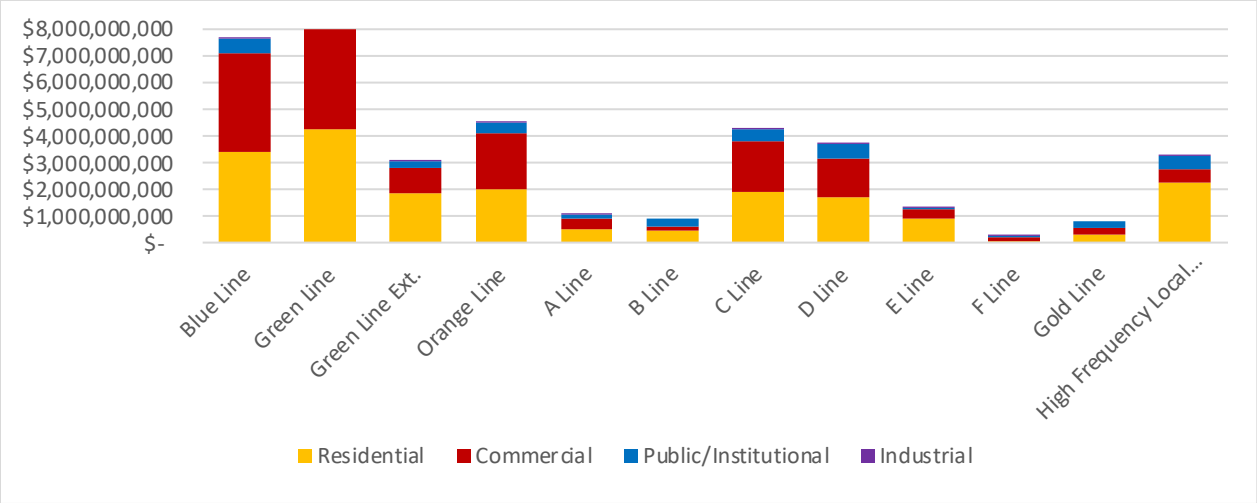
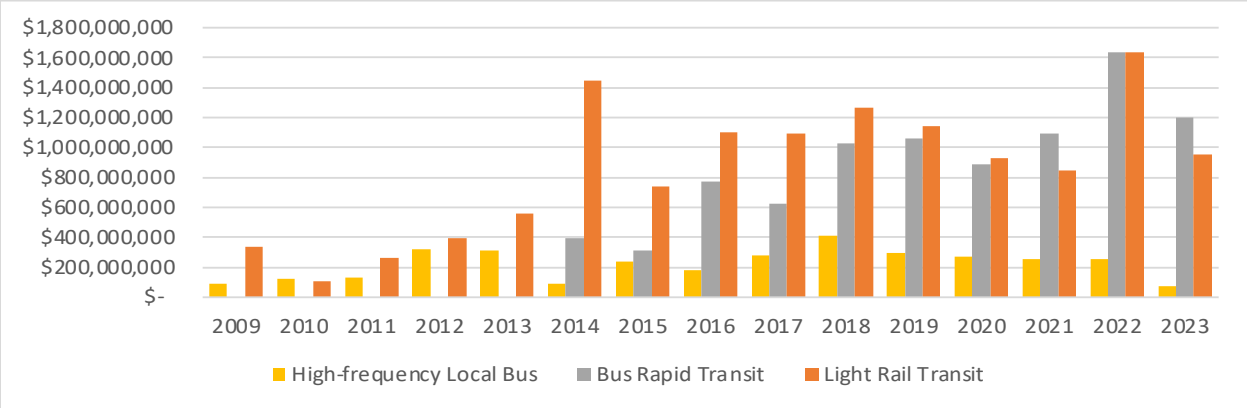


Chart 15: Permitted Development Value near High Frequency Transit by Transit Mode Over Time



7 Permits are reported for each line – value may be double counted.

Percentage of Regional Development (Seven-County) served by high frequency transit

The area served directly by high frequency transit is just 3.4% of the region's total land area but has contained 38% of the region's permitted development value since 2009. The areas served by LRT represent 26% of the permitted development value on just 1% of the region's land area. As more development locates near high frequency transit, the benefits of living and working near high frequency transit increase, which encourages more development to locate near high frequency transit.

When developments are categorized by type, we find that the following share of development has located near high frequency transit:

- Residential: 44%
- Commercial: 44%
- Public/Institutional: 31%
- Industrial: 5%
- Total: 38%

The following charts show permitted development value by transit mode, time, and the share of regional development value served by transit. During the past 10 years, an annual average of 37% of regional development has occurred near high frequency transit.

The ten-year compound annual growth rate for permit values in areas near high frequency transit has been 12%, compared to 10% in the region generally. Growth in permit value near high frequency transit has thus been outpacing growth in the rest of the region. Additionally, areas near high frequency transit saw a more significant rebound in 2021 and 2022 than the region generally. The share of permit value near high frequency transit was just 33% in 2023, however, down from the average of 38% since 2009.

Although development is occurring across the Twin Cities metropolitan region – as shown in the maps throughout this report – the greatest concentration of permit value lies within the central business district of Minneapolis. Downtown Minneapolis has seen 35% of permit value near high frequency transit, and 14% of permit value in the region generally. Other development cores like downtown St. Paul, the Uptown neighborhood of Minneapolis, and the University of Minnesota are also locations of intense development activity.

These permit value hotspots correlate with areas of increased transit density, where more than one high frequency transit route is available.

Chart 16: Development Type near High Frequency Transit by Transit Mode (2009-2023)

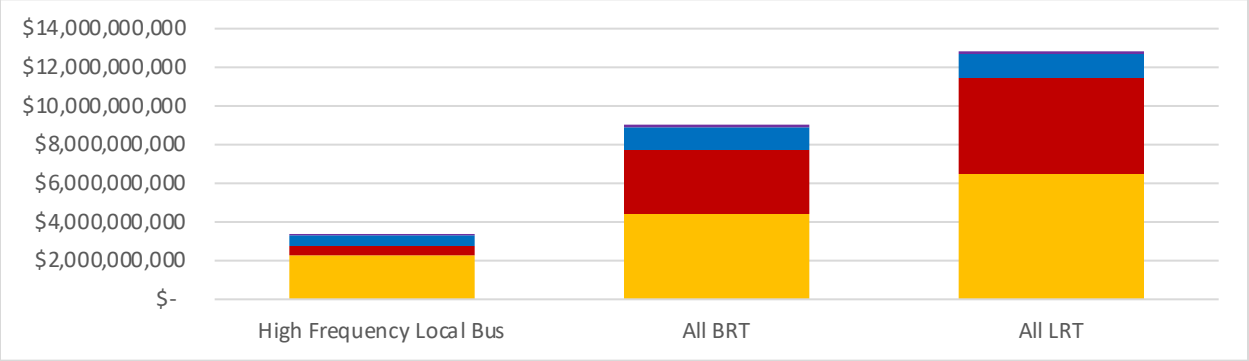


Chart 17: Permitted Development Value occuring near High Frequency Transit over time

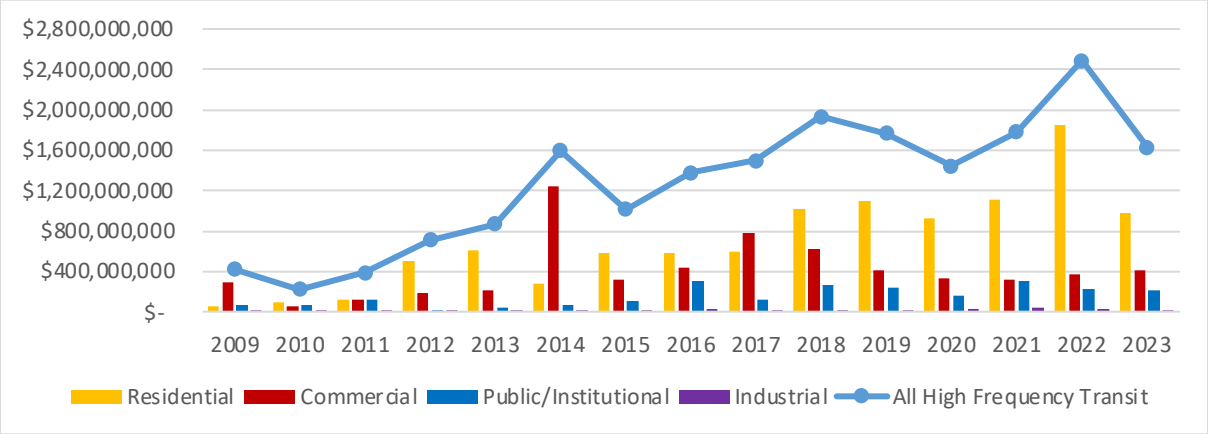


Chart 18: Share of Permitted Development value near High Frequency Transit (2009-2023)

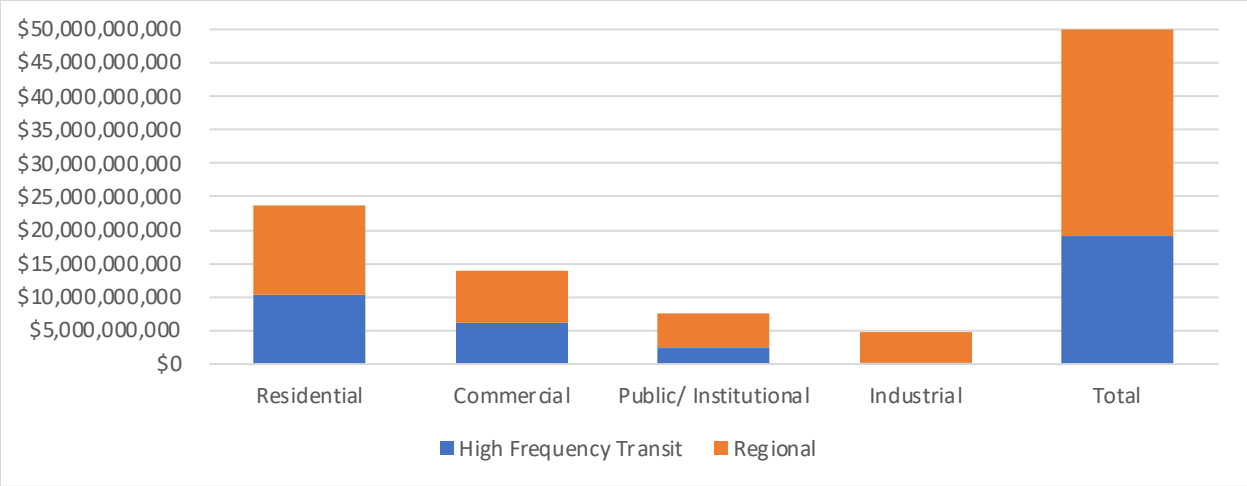
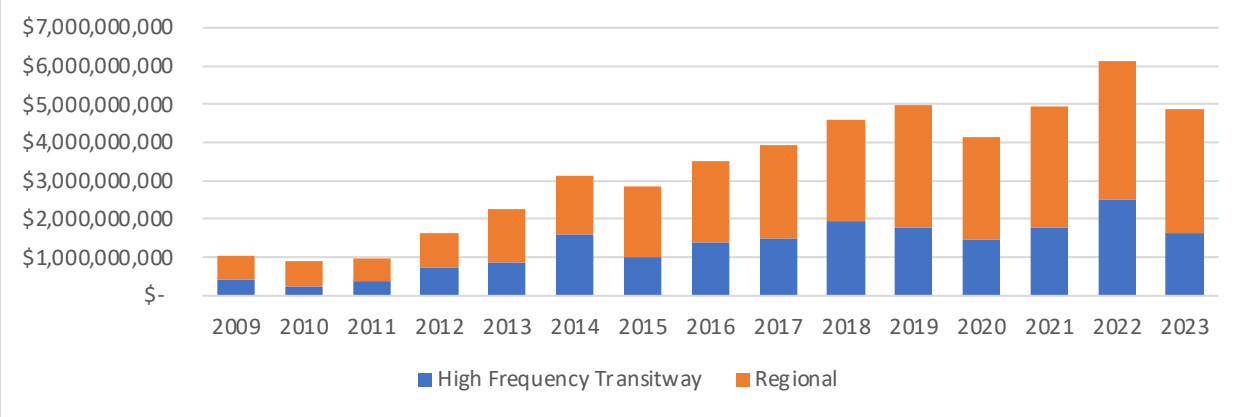


Chart 19: Regional Development Value Served by High Frequency Transit per year



Planned Development

Over the past decade, a notable share of development has occurred along high frequency transit. From 2009 to 2023, 38% of regional development occurred near high frequency transit. Looking forward, the Council has identified $11.4 billion in development that has been announced for developments near high frequency transit. This represents 68% of the planned development in the region on 3.4% of land area. Most dramatically, 88% of all mixed-use development (commercial/residential) is planned near high frequency transit.

PERMITTED Development Highlights:

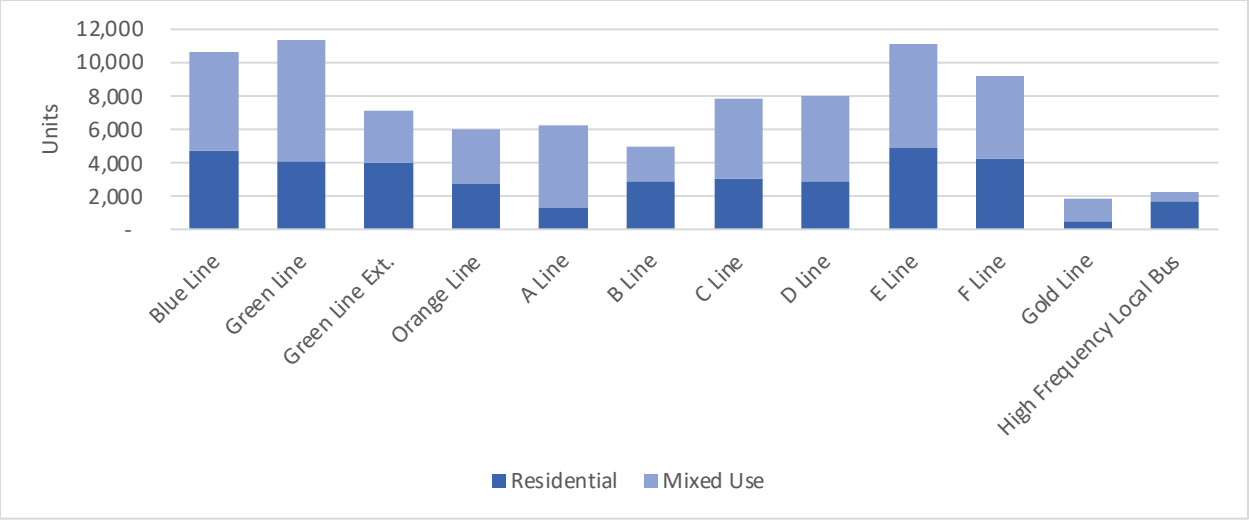
- **$11.4 billion** in development value is planned along high frequency transit. This represents 68% of the development planned in the region.
  - **$7 billion** in development is planned near LRT stations.
  - **$9.2 billion** in development is planned near BRT stations.
- **31,300** multifamily units are currently planned along high frequency transit. This represents 46% of the units planned in the region.
  - **21,200** multifamily units are planned near LRT stations.
  - **29,900** multifamily units are planned near BRT stations.
  - **56%** of multifamily units near high frequency transit are planned as part of a mixed-use development.
- **47%** of planned development value in the region is mixed use.
  - **88%** of mixed-use development is planned near high frequency transit.

Planned Multifamily Residential

More than 31,300 multifamily units are currently planned along high frequency transit. This represents 46% of the units that are planned for the region. 21,200 units are planned near LRT stations and 29,900 units are planned near BRT stations. Some of these units are planned near both LRT and BRT. Over half of the multifamily units planned along high frequency transit are planned as part of a mixed-use development (56%). Chart 20 shows the share of announced planned units along high frequency transitways that are part of mixed-use developments.

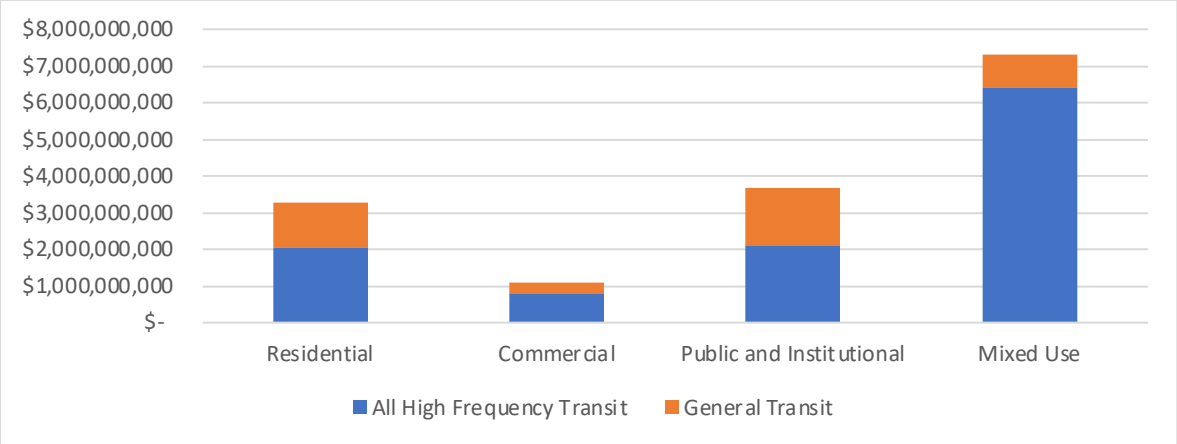
Bearing in mind that planned developments have been primarily drawn from media coverage and therefore are not comprehensive, the F Line is anticipated to add 9,200 units after having only become a qualifying high frequency transitway in 2023. The established LRT corridors continue to have additional new units planned along their routes, with both the Green Line and the Blue Line reported to expect over 10,000 new units of multifamily housing. The upcoming Green Line Extension is expected to see 11,400 new units, while BRT lines are also seeing significant development. Notably, the D Line will likely add more than 8,000 new units while the E Line is expected to see over 11,100 new units after just two years of tracking.

Chart 20: Planned Multifamily Units near High Frequency Transit [8]

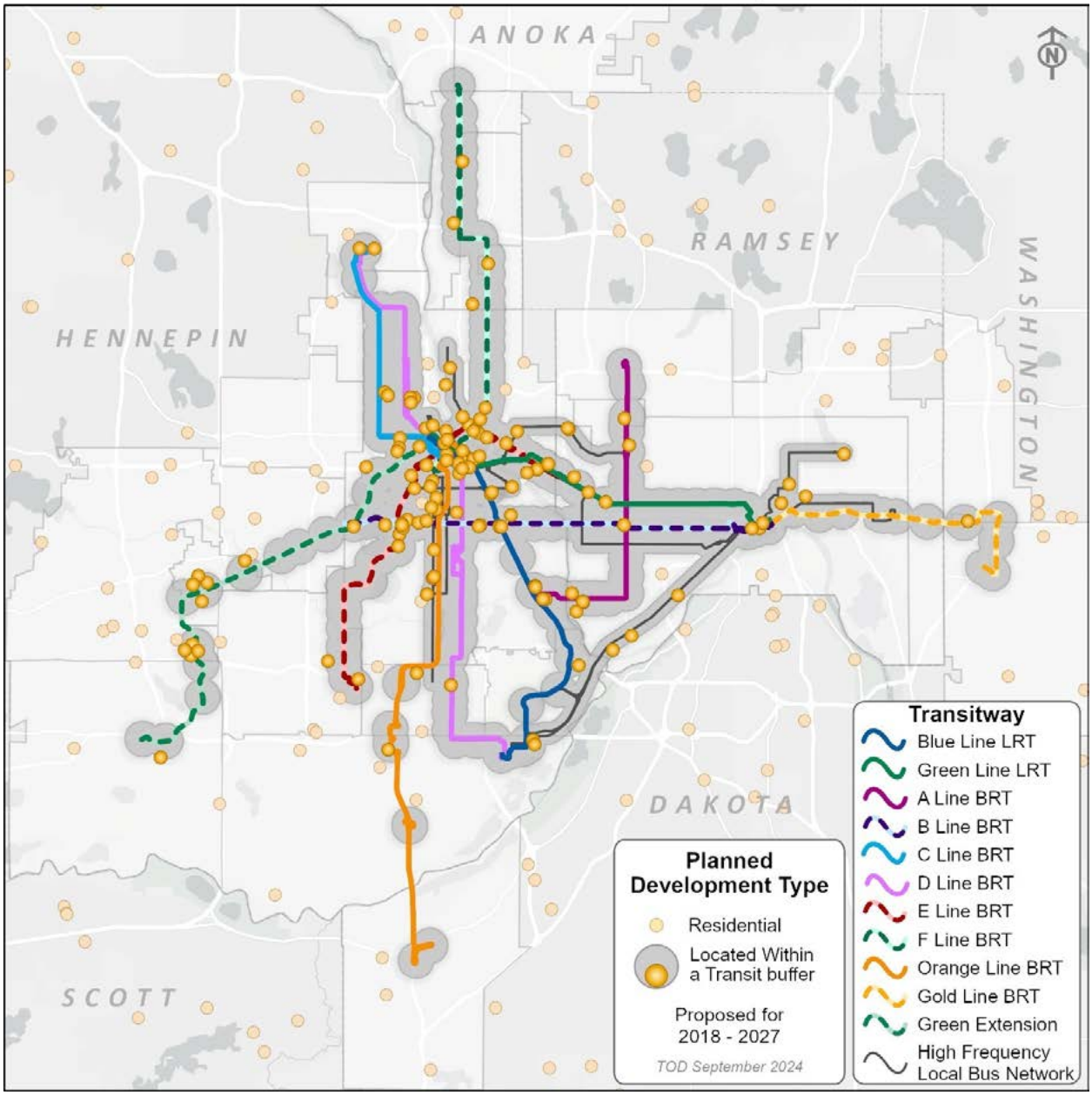


8 Permits are reported for each line – value may be double-counted.

Chart 21: Value of Planned Development near High Frequency Transit by Development Type



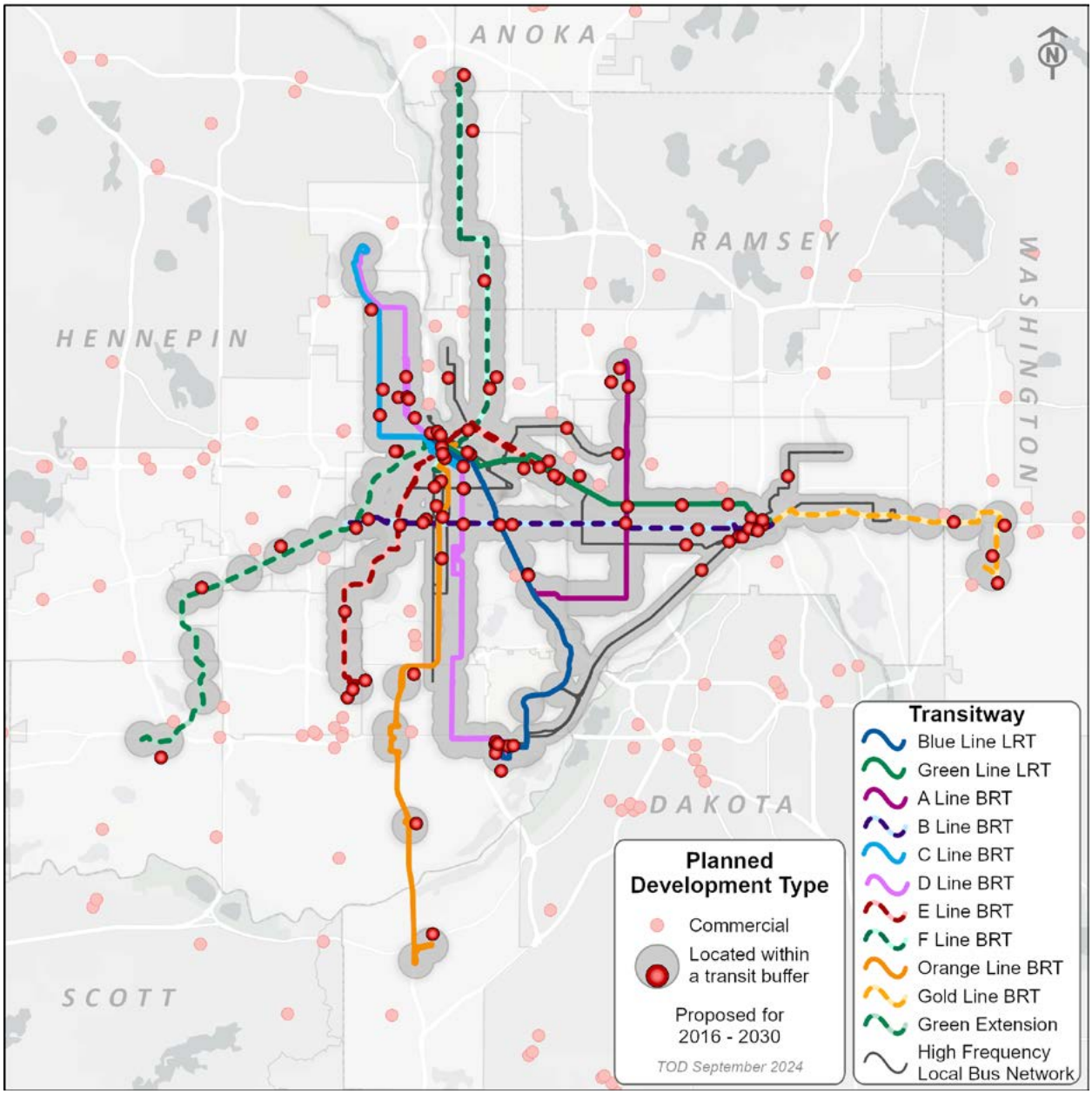
Map 5: Planned Multifamily Development



Map 5 shows the locations of planned multifamily development across the region. Because not all developers advertise the number of units or the value of the development, the map does not scale the development by size. As is evident from the map, residential developments are clustered most intensely around downtown Minneapolis. Residential clusters can also be found in Uptown Minneapolis, around the University of Minnesota and in downtown St. Paul.

Commercial

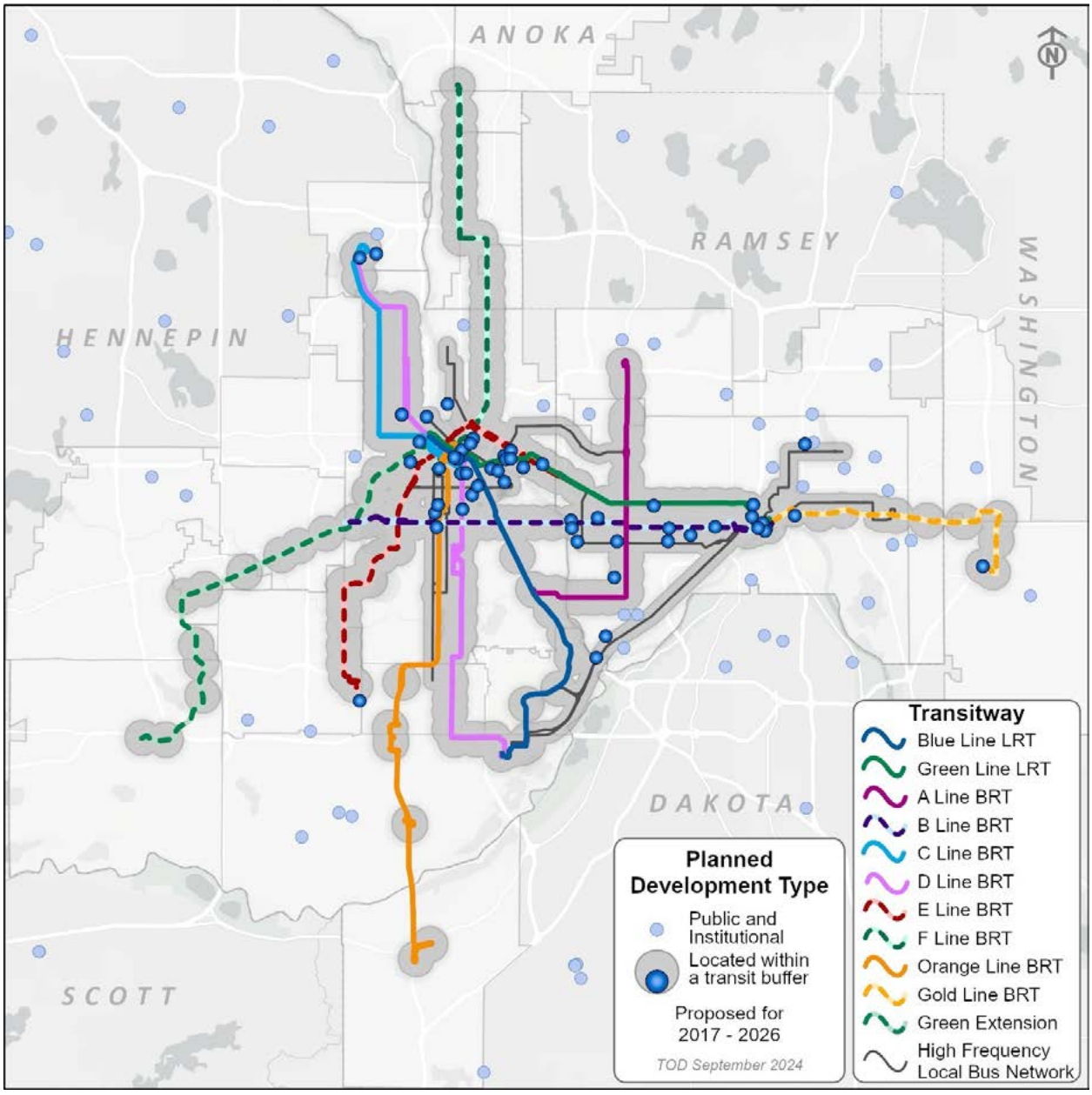
Map 6: Planned Commercial Development



Map 6 shows the locations of planned commercial development across the region. As is evident from the map, commercial developments are clustered most intensely around downtown Minneapolis. Commercial clusters can also be found in downtown St. Paul and in Bloomington around Mall of America.

Public and Institutional

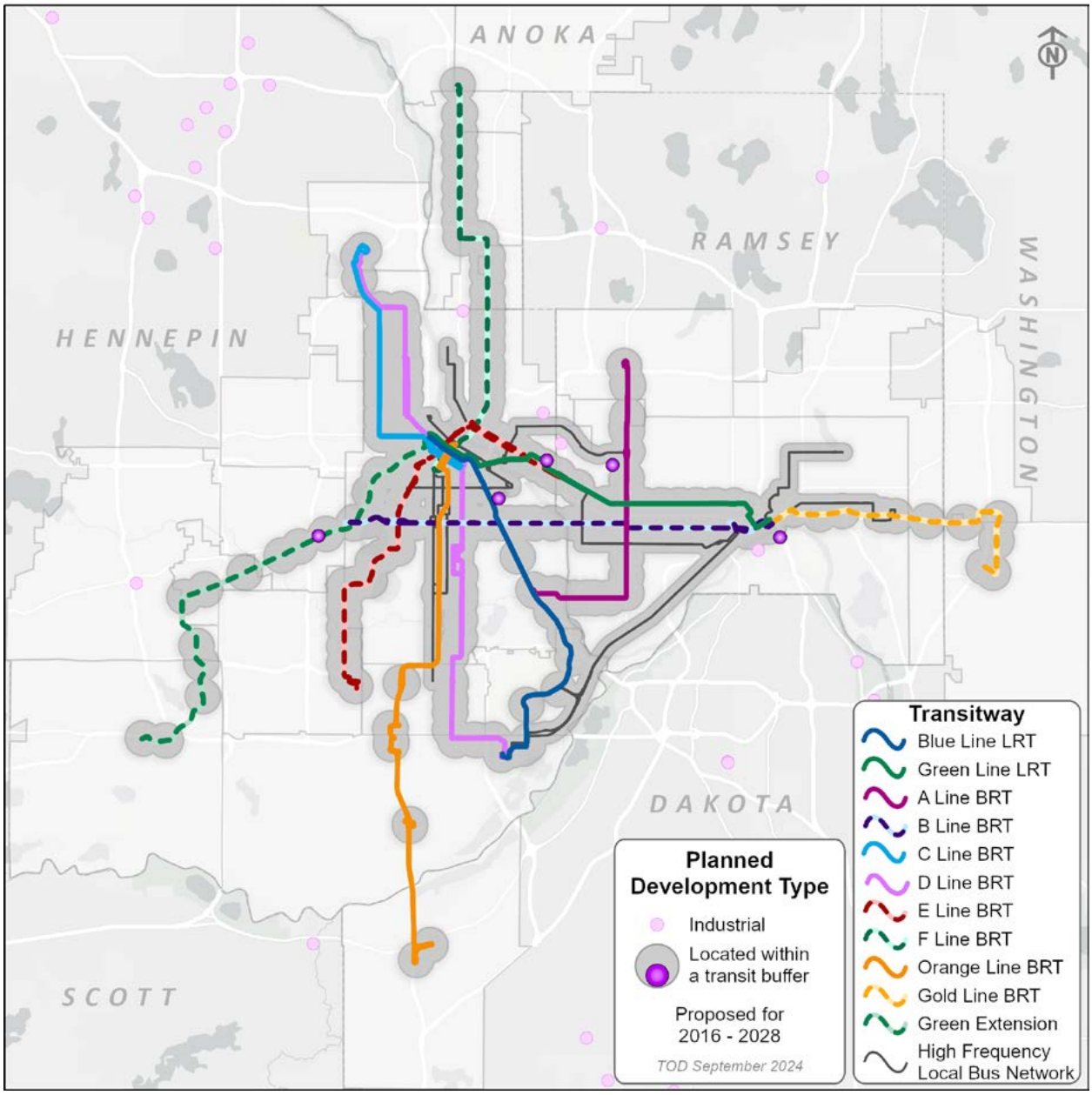
Map 7: Planned Public/Institutional Development



Map 7 shows the locations of planned public and instutional development across the region. Some clustering can be seen near both downtown Minneapolis and downtown St. Paul.

Industrial

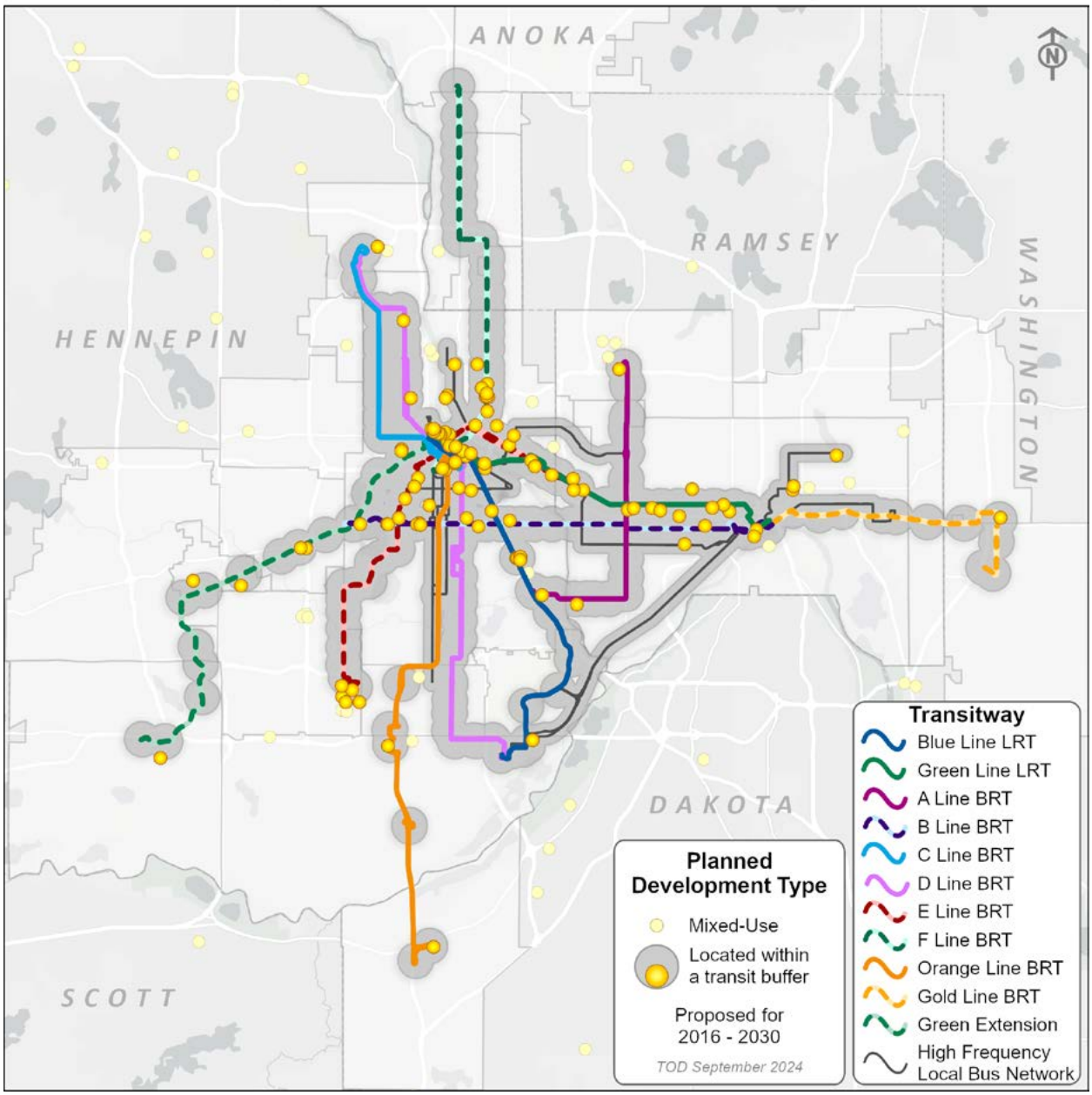
Map 8: Planned Industrial Development



Map 8 shows the locations of planned industrial development across the region. No trends are immediately apparent from the map.

Mixed Use

Map 9: Planned Mixed Use Development



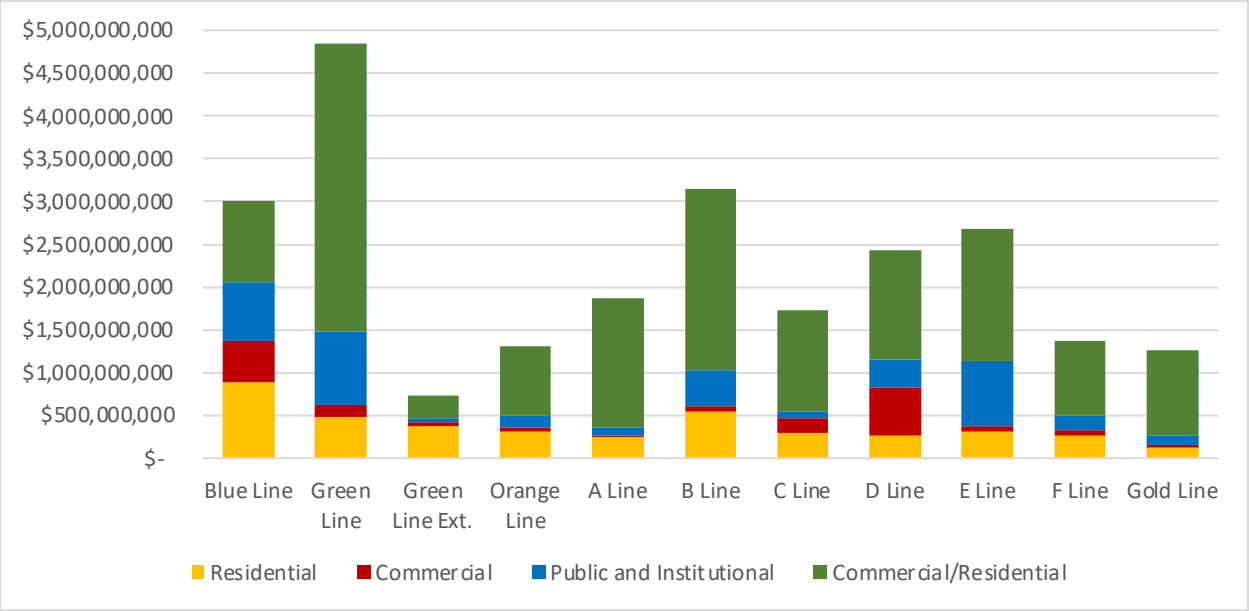
80% of mixed-use development value is planned near high frequncy transit (Map 9). More than 99% of the mixed-use development is a blend of commercial and residential development.

Planned Development by Transitway and High Frequency Local Bus

The Council has identified $15.8 billion in planned development. Of that, $11.4 billion (68%) is planned near high frequency transit. $7 billion in development is planned near LRT stations. $9.2 billion in development is planned near BRT stations. Some of these developments are planned in areas served by both LRT and BRT.

Chart 22 shows the value of development by type that is planned for each transitway. The majority of this development is commercial/residential, which means that it combines commercial and residential uses. Of the planned development, $3.4 billion is planned along the Green Line. The F Line, which became a qualifying high frequency transitway in 2023 with a Council-approved station plan, is expected to see $874 million in new development value after just a year.

Chart 22: Value of Planned Development by Transitway[9]



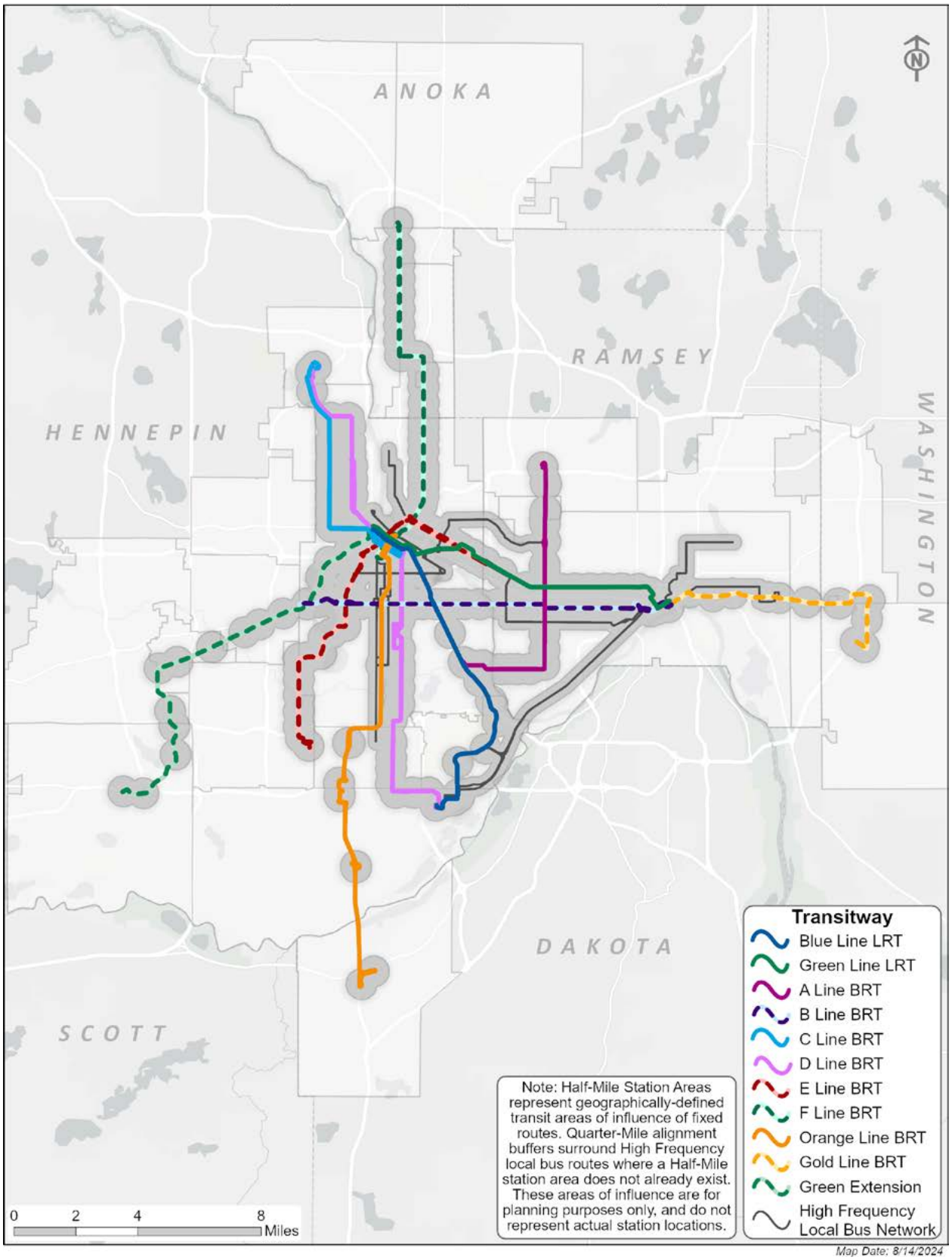
9 Entries are reported for each line – value may be double-counted

Contact Information

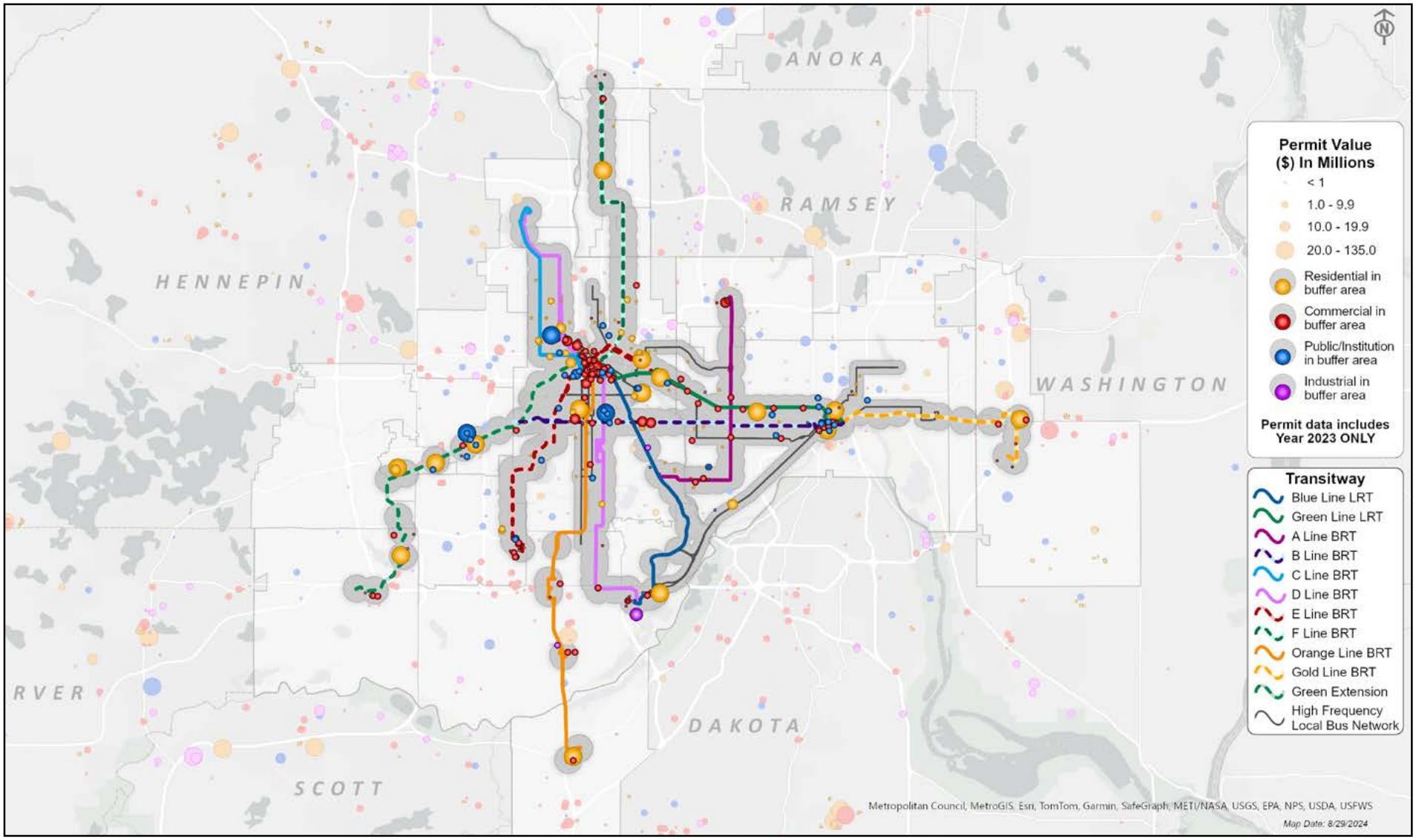
For questions or comments on the information included in this report, please email us at TOD@metrotransit.org, or check out our website at metrotransit.org/tod.

Data from the Metropolitan Council's building permits survey and the Council's population forecasts are available at metrotransit.org/data.

Appendix A – High Frequency Transit Map



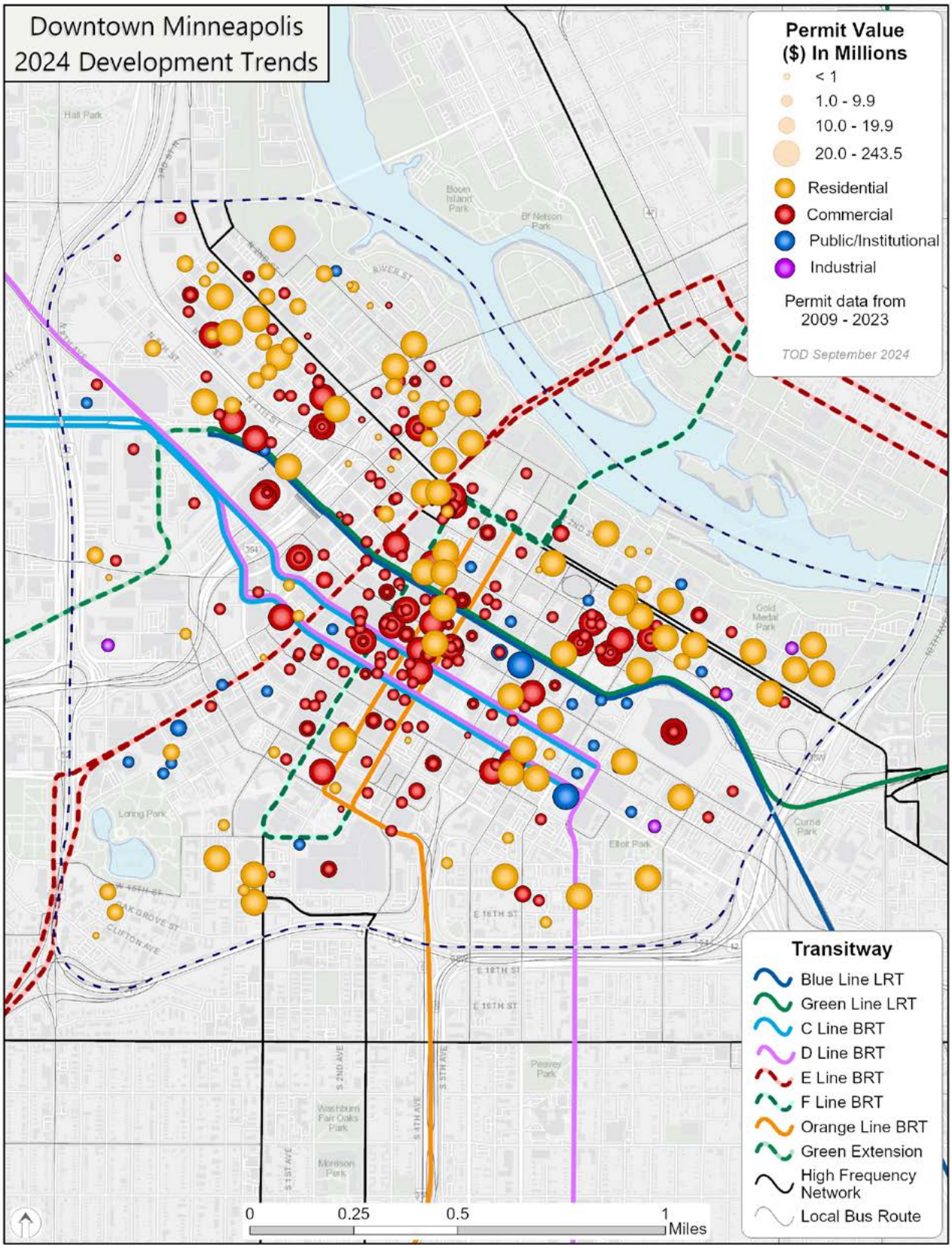
Appendix B – 2023 Permitted Development



2023	High Frequency Transit
Residential (Units)	4,184
Residential	$978,436,568
Commercial	$409,468,370
Public/Institutional	$220,455,539
Industrial	$23,290,338
Total	**$1,631,650,815**

Affordable Housing Production	
Affordable Units – 60% AMI	2,200
Affordable Units - 30% AMI	360

Appendix C – Downtown Minneapolis

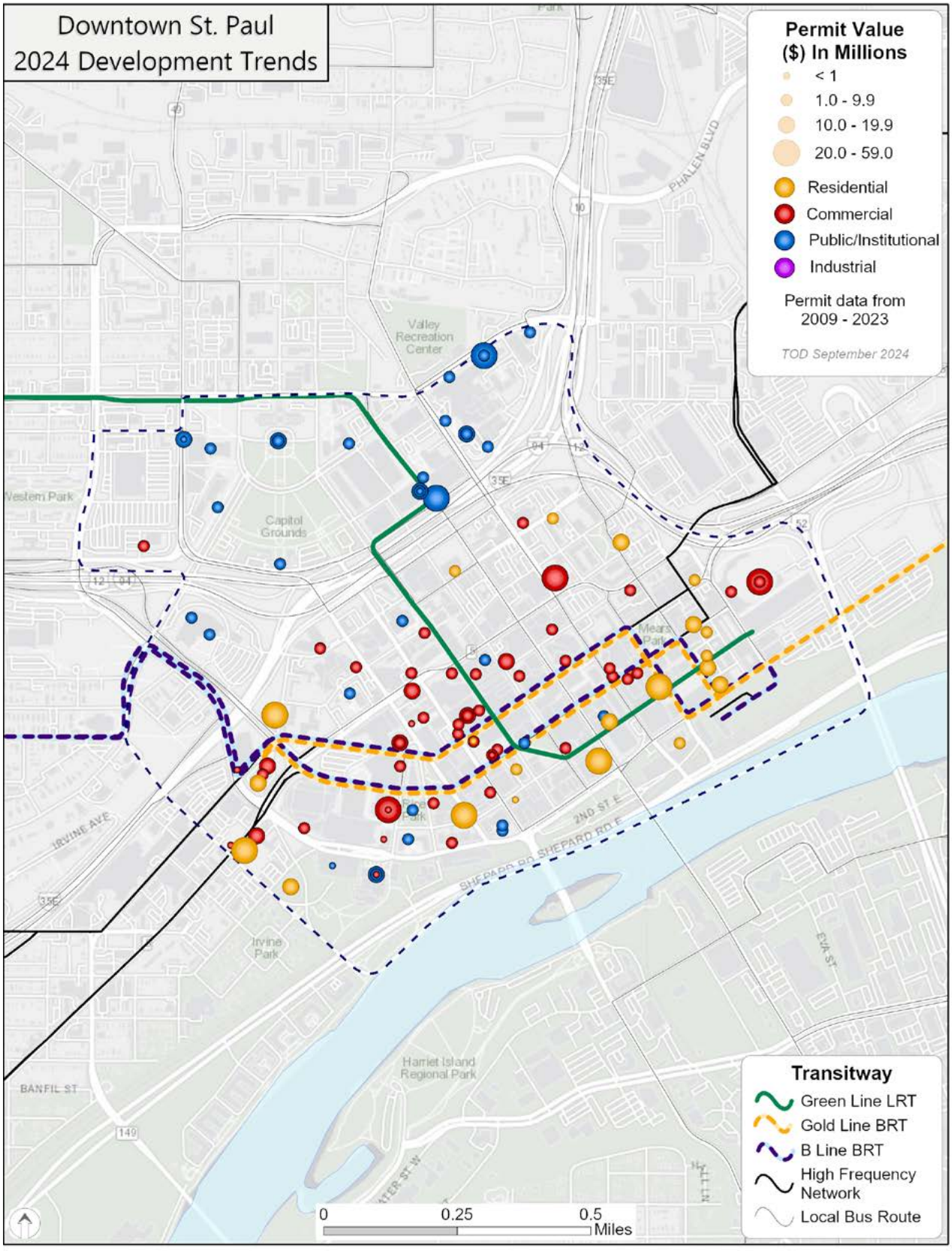


Appendix C – Downtown Minneapolis

Development Types	Permitted Development	Planned Development
Residential (Units)	13,800	6,800
Residential (Value)	$2,930,610,000	$356,260,000
Commercial (Value)	$3,377,660,000	$65,000,000
Public/Institutional (Value)	$441,440,000	165,500,000
Industrial	$ 6,910,000	$-
Mixed Use (Value)	N/A	$919,000,000
Total (Value)	$6,756,620,000	$1,505,760,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	430	3%
Affordable up to 60% AMI	1,270	9%

Appendix D – Downtown St. Paul

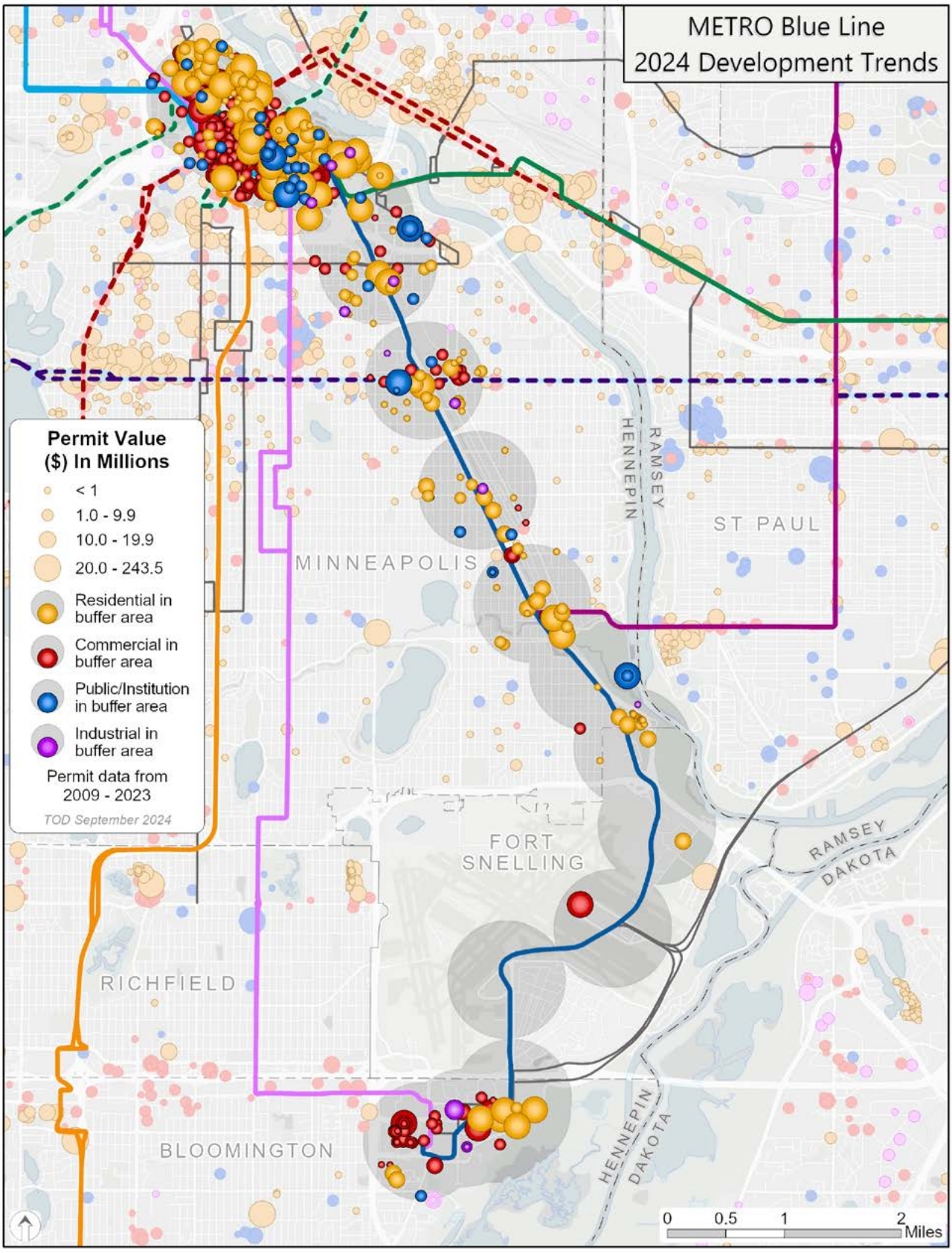


Appendix D – Downtown St. Paul

Development Types	Permitted Development	Planned Development
Residential (Units)	2,900	900
Residential (Value)	$88,630,000	$87,350,000
Commercial (Value)	$143,300,000	$31,000,000
Public/Institutional (Value)	$22,990,000	$104,500,000
Industrial	$470,000	$-
Mixed Use (Value)	N/A	$1,000,000,000
Total (Value)	$255,400,000	$1,222,850,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	285	10%
Affordable up to 60% AMI	520	18%

METRO Blue Line

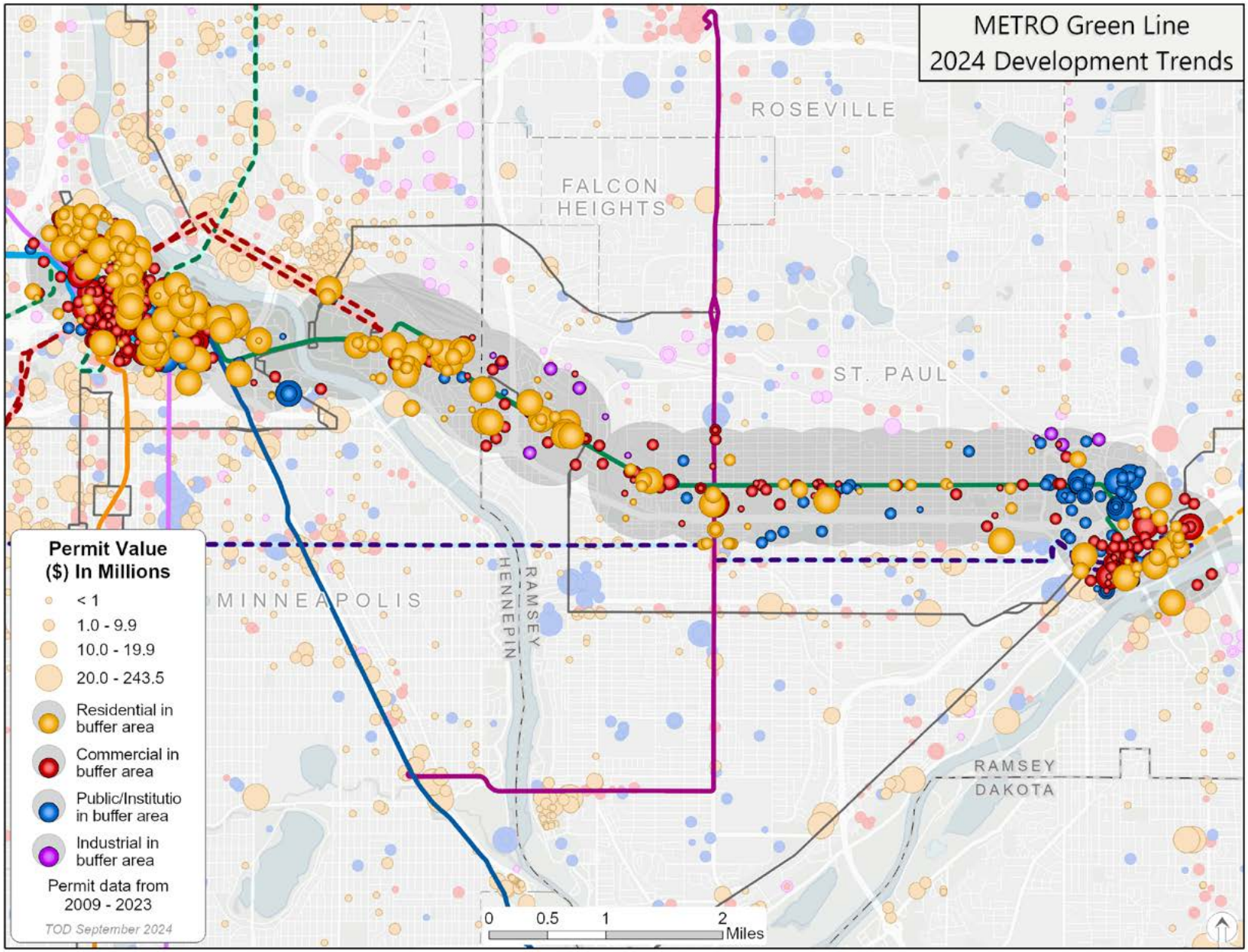


METRO Blue Line

Development Types	Permitted Development	Planned Development
Residential (Units)	17,100	10,700
Residential (Value)	$3,432,920,000	$896,340,000
Commercial (Value)	$3,679,960,000	$472,000,000
Public/Institutional (Value)	$520,420,000	$692,500,000
Industrial	$39,290,000	$-
Mixed Use (Value)	N/A	$952,900,000
Total (Value)	$7,672,590,000	$3,013,740,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	644	4%
Affordable up to 60% AMI	2,165	13%

METRO Green Line

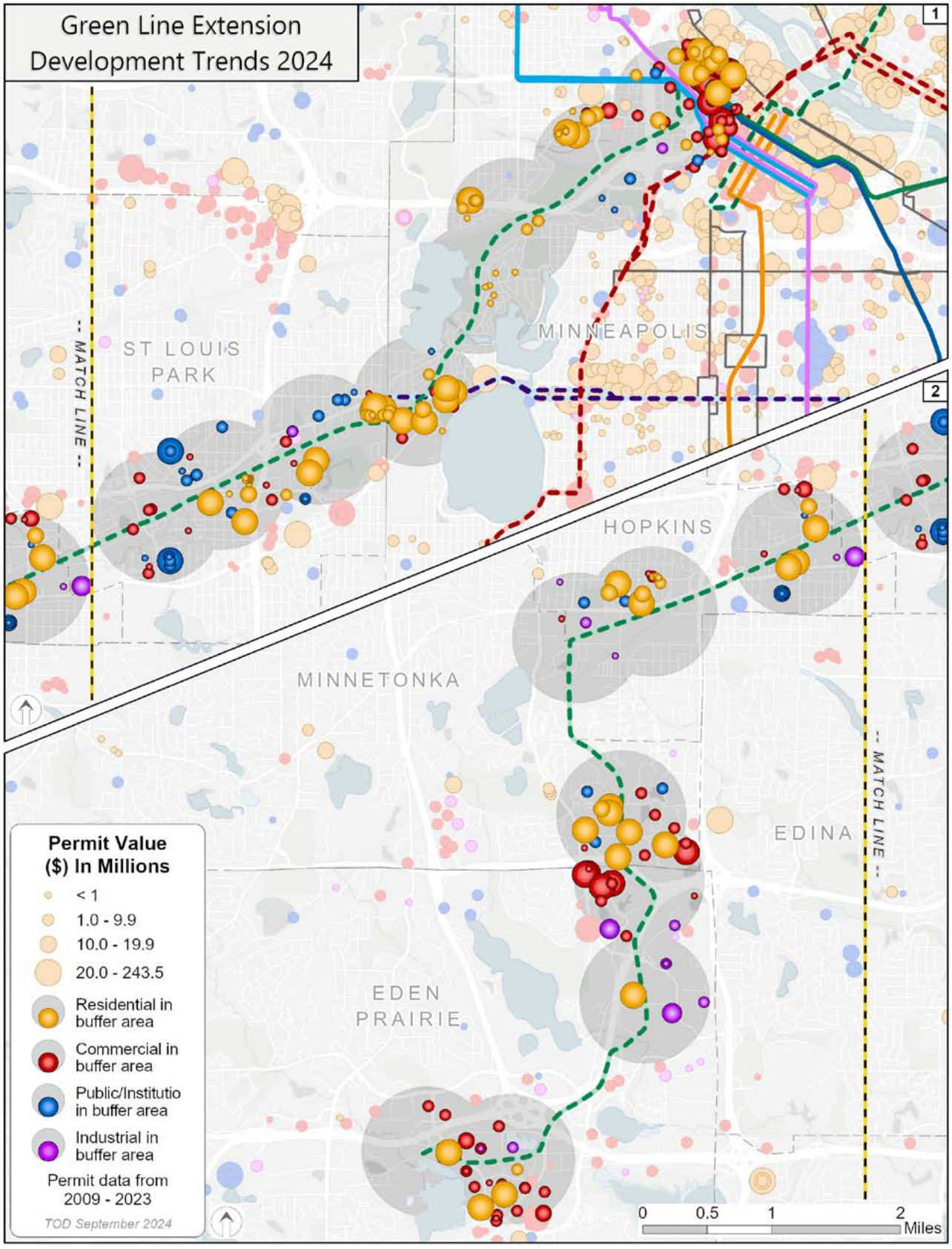


METRO Green Line

Development Types	Permitted Development	Planned Development
Residential (Units)	23,800	11,400
Residential (Value)	$4,276,960,000	$490,510,000
Commercial (Value)	$4,063,280,000	$130,700,000
Public/Institutional (Value)	$914,640,000	$862,500,000
Industrial	$36,260,000	$-
Mixed Use (Value)	N/A	$3,355,800,000
Total (Value)	$9,291,150,000	$4,839,510,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	810	3%
Affordable up to 60% AMI	3,070	13%

METRO Green Line Extension

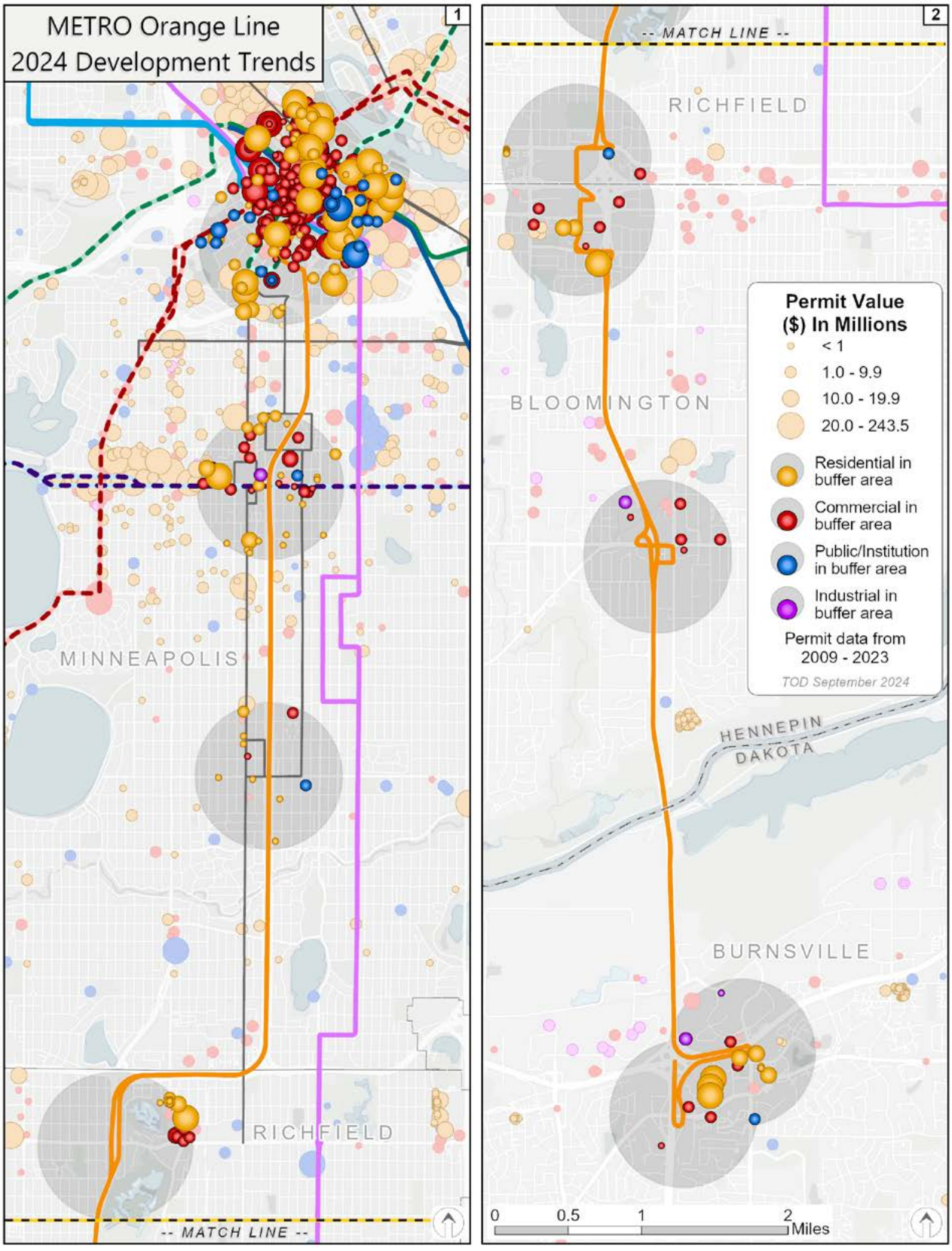


METRO Green Line Extension

Development Types	Permitted Development	Planned Development
Residential (Units)	9,300	7,200
Residential (Value)	$1,856,320,000	$376,400,000
Commercial (Value)	$960,160,000	$50,000,000
Public/Institutional (Value)	$240,730,000	$44,000,000
Industrial	$69,840,000	$-
Mixed Use (Value)	N/A	$267,600,000
Total (Value)	$3,127,050,000	$738,000,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	240	3%
Affordable up to 60% AMI	1,875	20%

METRO Orange Line

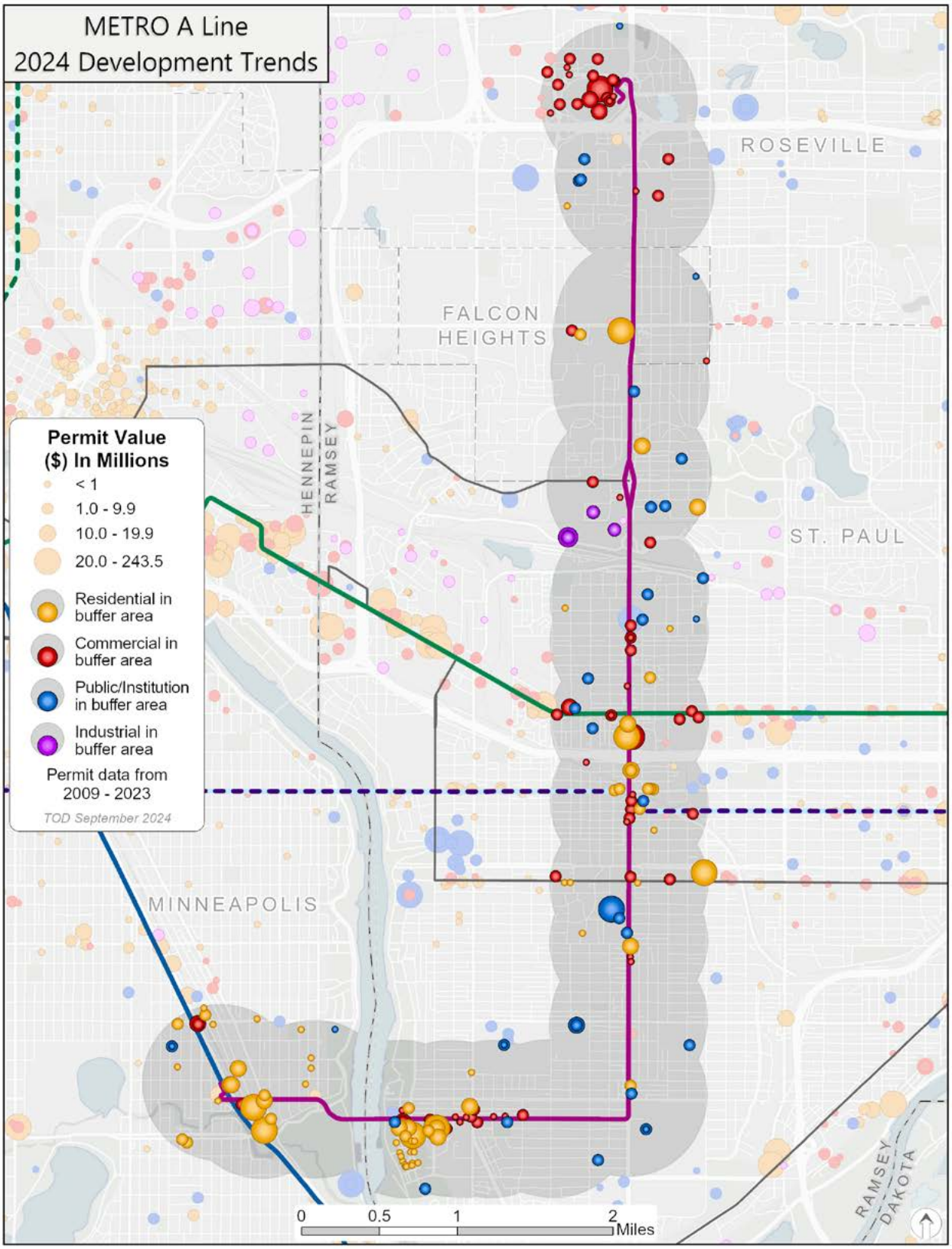


METRO Orange Line

Development Types	Permitted Development	Planned Development
Residential (Units)	9,500	6,000
Residential (Value)	$2,029,330,000	$312,760,000
Commercial (Value)	$2,089,200,000	$41,100,000
Public/Institutional (Value)	$411,000,000	$142,500,000
Industrial	$15,780,000	$-
Mixed Use (Value)	N/A	$812,000,000
Total (Value)	$4,545,320,000	$1,308,360,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	220	2%
Affordable up to 60% AMI	1,175	12%

METRO A Line

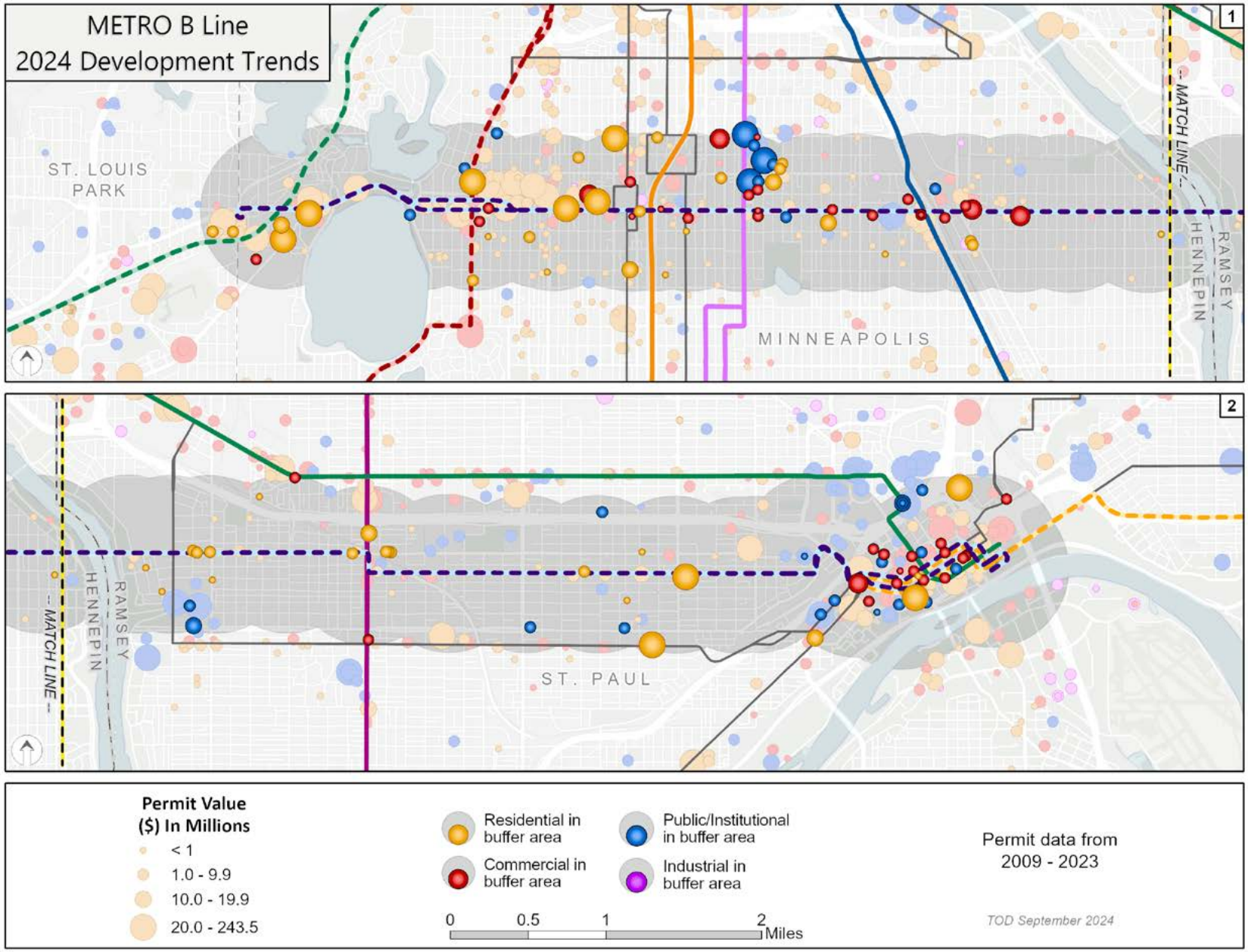

METRO A Line
2024 Development Trends
ROSEVILLE
FALCON HEIGHTS
HENNEPIN
RAMSEY
ST. PAUL
MINNEAPOLIS
RAMSEY
DAKOTA
Permit Value ($) In Millions
< 1
1.0 - 9.9
10.0 - 19.9
20.0 - 243.5
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2009 - 2023
TOD September 2024
0
0.5
1
2
Miles

METRO A Line

Development Types	Permitted Development	Planned Development
Residential (Units)	3,600	6,300
Residential (Value)	$499,790,000	$245,500,000
Commercial (Value)	$415,680,000	$27,000,000
Public/Institutional (Value)	$131,210,000	$92,200,000
Industrial	$16,700,000	$-
Mixed Use (Value)	N/A	$1,510,000,000
Total (Value)	$1,063,370,000	$1,874,700,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	150	5%
Affordable up to 60% AMI	800	24%

METRO B Line

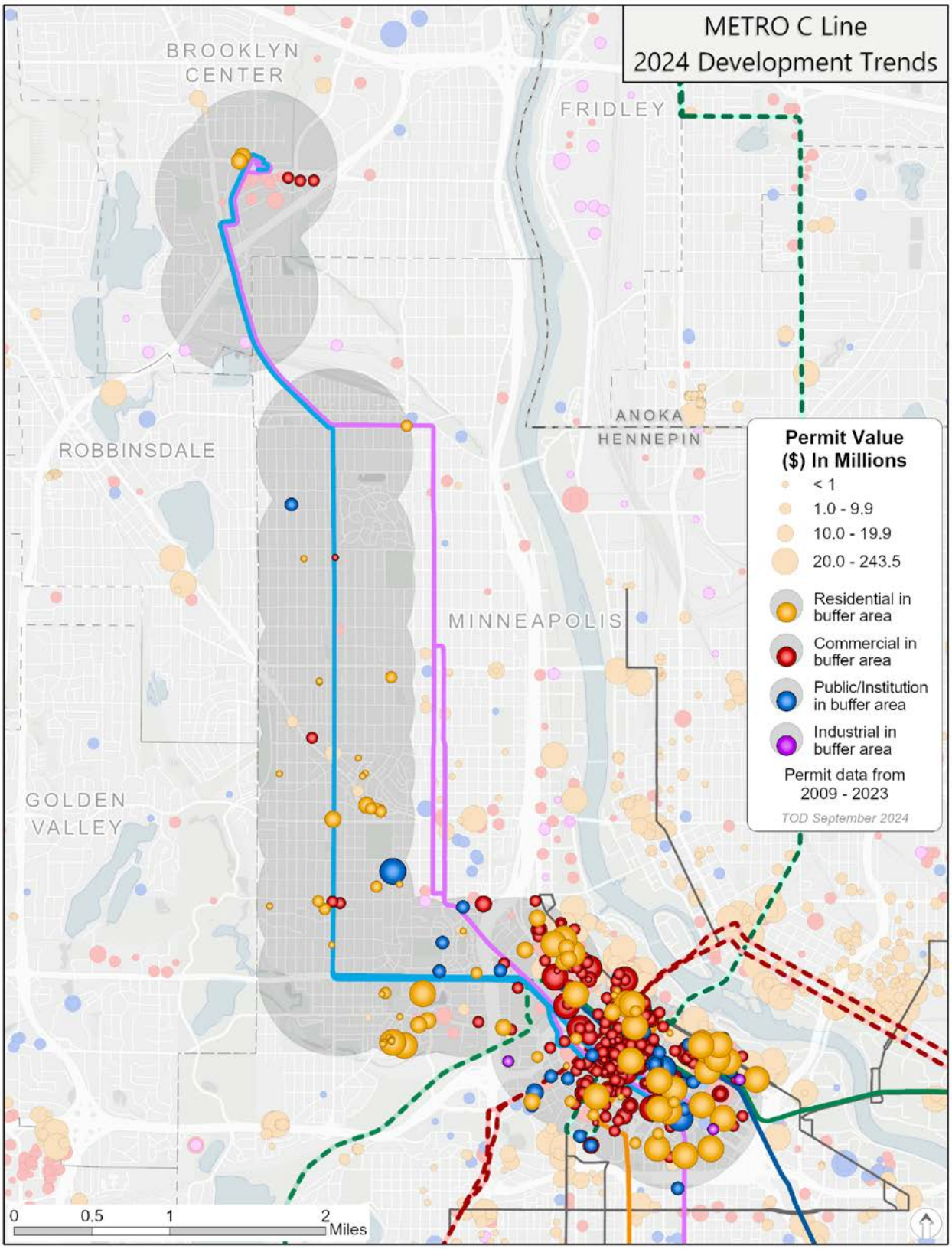

METRO B Line
2024 Development Trends
1
ST. LOUIS PARK
MINNEAPOLIS
-- MATCH LINE --
HENNEPIN
RAMSEY
2
ST. PAUL
-- MATCH LINE --
HENNEPIN
RAMSEY
Permit Value ($) In Millions
< 1
1.0 - 9.9
10.0 - 19.9
20.0 - 243.5
Residential in buffer area
Commercial in buffer area
Public/Institutional in buffer area
Industrial in buffer area
0
0.5
1
2
Miles
Permit data from 2009 - 2023
TOD September 2024

METRO B Line

Development Types	Permitted Development	Planned Development
Residential (Units)	2,300	5,000
Residential (Value)	$466,130,000	$547,350,000
Commercial (Value)	$166,400,000	$55,100,000
Public/Institutional (Value)	$277,190,000	$431,100,000
Industrial	$-	$-
Mixed Use (Value)	N/A	$2,115,000,000
Total (Value)	$909,720,000	$3,148,550,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	120	5%
Affordable up to 60% AMI	580	26%

METRO C Line

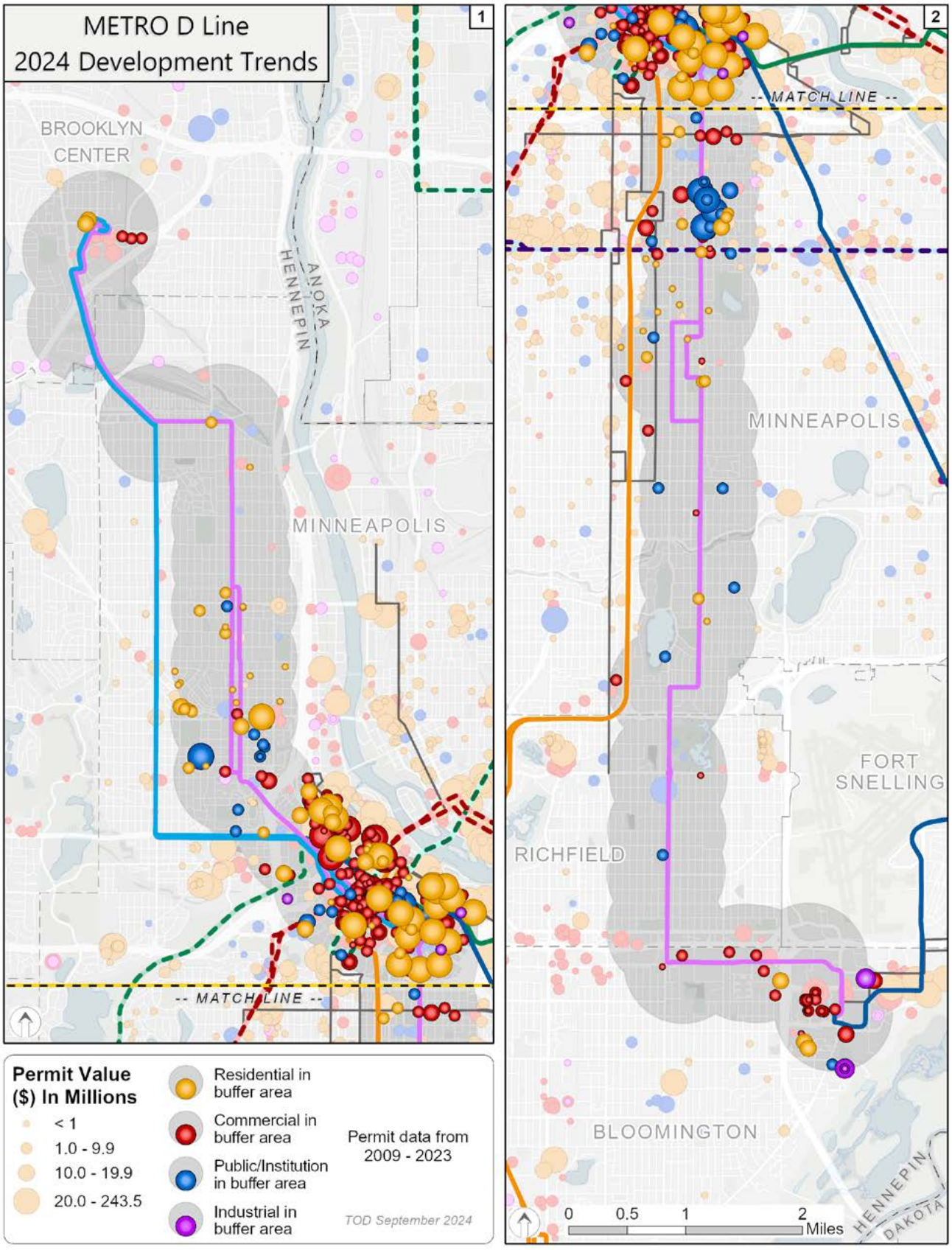

METRO C Line
2024 Development Trends
BROOKLYN CENTER
FRIDLEY
ANOKA
HENNEPIN
ROBBINSDALE
MINNEAPOLIS
GOLDEN VALLEY
Permit Value ($) In Millions
< 1
1.0 - 9.9
10.0 - 19.9
20.0 - 243.5
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2009 - 2023
TOD September 2024
0
0.5
1
2
Miles

METRO C Line

Development Types	Permitted Development	Planned Development
Residential (Units)	7,900	7,800
Residential (Value)	$1,900,650,000	$294,350,000
Commercial (Value)	$1,885,680,000	$180,200,000
Public/Institutional (Value)	$458,820,000	$68,870,000
Industrial	$5,470,000	$-
Mixed Use (Value)	N/A	$1,194,000,000
Total (Value)	$4,250,620,000	$1,737,420,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	500	6%
Affordable up to 60% AMI	1,600	22%

METRO D Line

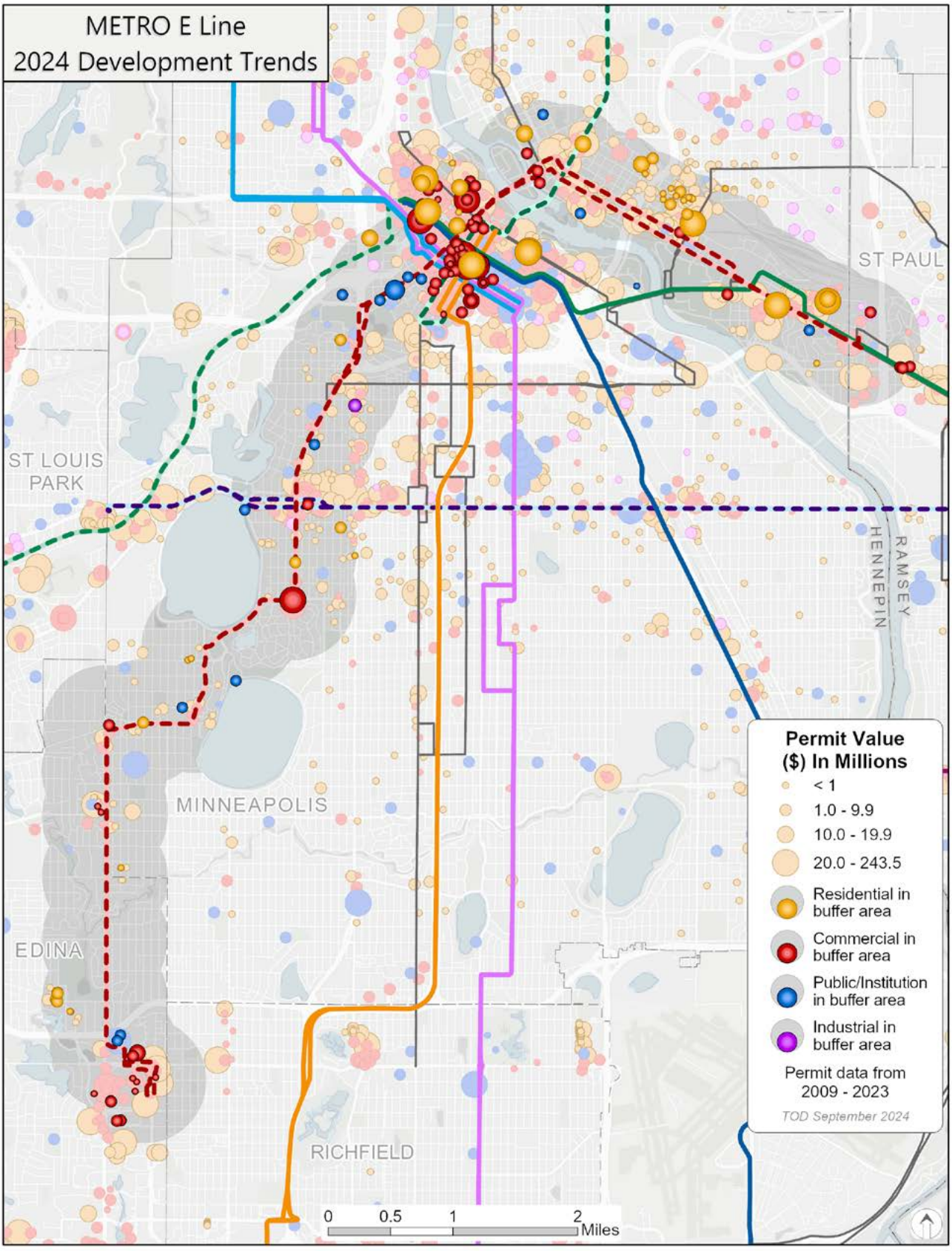

METRO D Line
2024 Development Trends
1
2
BROOKLYN CENTER
ANOKA
HENNEPIN
MINNEAPOLIS
-- MATCH LINE --
-- MATCH LINE --
MINNEAPOLIS
FORT SNELLING
RICHFIELD
BLOOMINGTON
HENNEPIN
DAKOTA
0 0.5 1 2 Miles
Permit Value ($) In Millions
< 1
1.0 - 9.9
10.0 - 19.9
20.0 - 243.5
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2009 - 2023
TOD September 2024

METRO D Line

Development Types	Permitted Development	Planned Development
Residential (Units)	6,900	8,000
Residential (Value)	$1,697,220,000	$266,560,000
Commercial (Value)	$1,463,500,000	$567,200,000
Public/Institutional (Value)	$536,380,000	$327,870,000
Industrial	$47,740,000	$-
Mixed Use (Value)	N/A	$1,269,600,000
Total (Value)	$3,744,830,000	$2,431,230,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	420	6%
Affordable up to 60% AMI	1,700	25%

METRO E Line

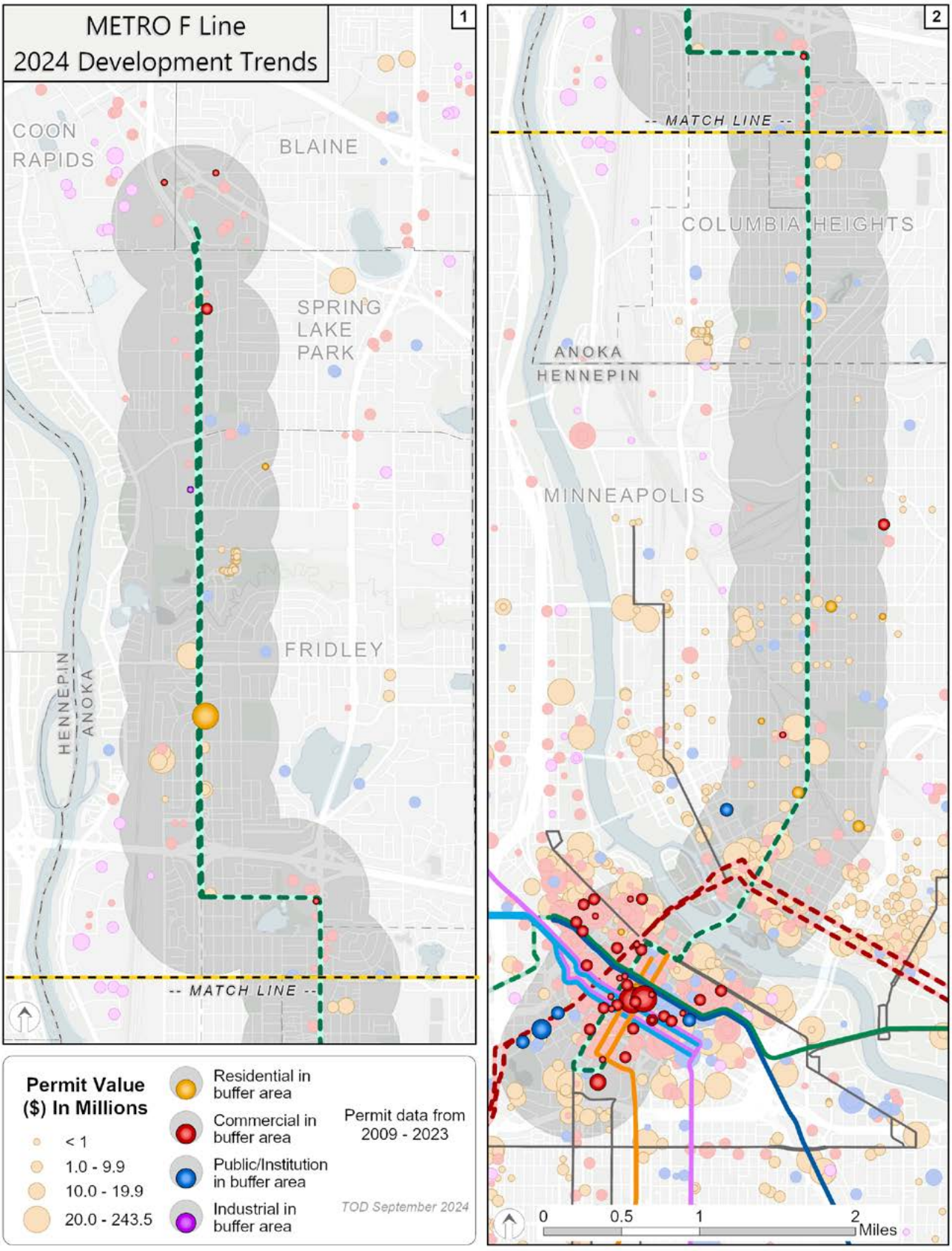

METRO E Line
2024 Development Trends
ST PAUL
ST LOUIS PARK
MINNEAPOLIS
EDINA
RICHFIELD
HENNEPIN
RAMSEY
0
0.5
1
2
Miles
Permit Value ($) In Millions
< 1
1.0 - 9.9
10.0 - 19.9
20.0 - 243.5
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2009 - 2023
TOD September 2024

METRO E Line

Development Types	Permitted Development	Planned Development
Residential (Units)	3,100	11,200
Residential (Value)	$916,290,000	$314,260,000
Commercial (Value)	$356,440,000	$58,700,000
Public/Institutional (Value)	$53,400,000	$761,400,000
Industrial	$1,970,000	$-
Mixed Use (Value)	N/A	$1,540,000,000
Total (Value)	$1,328,110,000	$2,674,360,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	40	1%
Affordable up to 60% AMI	360	12%

METRO F Line

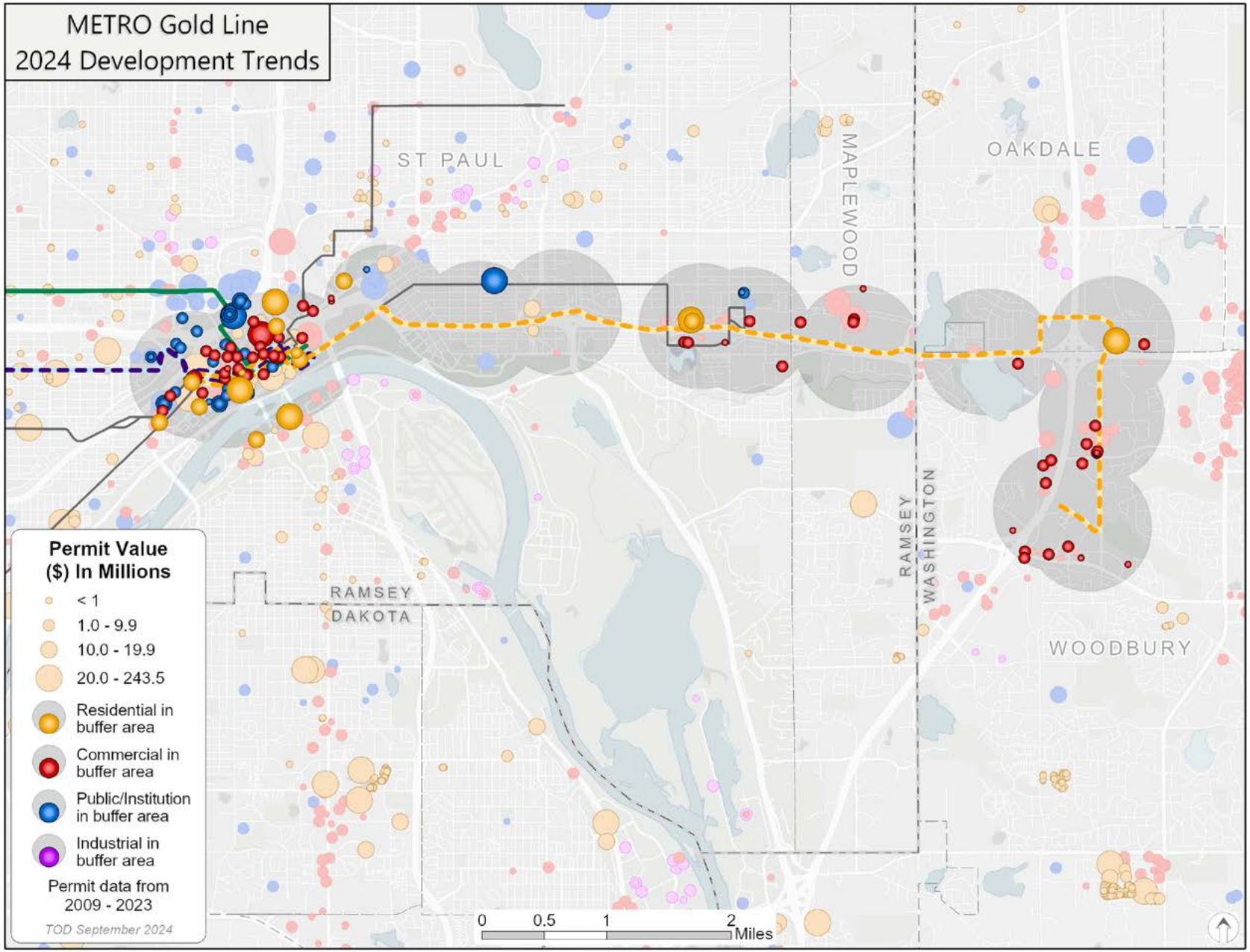

METRO F Line
2024 Development Trends
1
2
COON RAPIDS
BLAINE
SPRING LAKE PARK
FRIDLEY
HENNEPIN
ANOKA
-- MATCH LINE --
-- MATCH LINE --
COLUMBIA HEIGHTS
ANOKA
HENNEPIN
MINNEAPOLIS
Permit Value ($) In Millions
< 1
1.0 - 9.9
10.0 - 19.9
20.0 - 243.5
Residential in buffer area
Commercial in buffer area
Public/Institution in buffer area
Industrial in buffer area
Permit data from 2009 - 2023
TOD September 2024
0
0.5
1
2
Miles

METRO F Line

Development Types	Permitted Development	Planned Development
Residential (Units)	425	9,200
Residential (Value)	$88,630,000	$259,860,000
Commercial (Value)	$143,300,000	$75,000,000
Public/Institutional (Value)	$22,990,000	$161,500,000
Industrial	$470,000	$-
Mixed Use (Value)	N/A	$874,000,000
Total (Value)	$255,400,000	$1,370,360,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	10	3%
Affordable up to 60% AMI	180	43%

METRO Gold Line



METRO Gold Line

Development Types	Permitted Development	Planned Development
Residential (Units)	2,300	1,900
Residential (Value)	$330,650,000	$121,650,000
Commercial (Value)	$239,150,000	$32,000,000
Public/Institutional (Value)	$235,280,000	$111,200,000
Industrial	$-	$-
Mixed Use (Value)	N/A	$1,000,000,000
Total (Value)	$805,080,000	$1,264,850,000

Affordable Housing Production (2014-2022)	Units	Share
Affordable up to 30% AMI	240	11%
Affordable up to 60% AMI	1,875	83%

2024 REGIONAL ROUTE PERFORMANCE ANALYSIS

METROPOLITAN COUNCIL

October 2025

The Council's mission is to foster efficient and economic growth for a prosperous metropolitan region

Metropolitan Council Members

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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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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 online[1].

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://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 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 SLIGHTY 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 webpage[2].

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.

	Subsidy Per Passenger Trip						
	Average Route Performance[1]			System-Wide Performance[2]			
Service Type	**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://metrocouncil.org/Transportation/System/Transit/Studies/Regional-Route-Performance-Analysis.aspx*

	Subsidy Per Passenger Trip						
	Average Route Performance[1]			System-Wide Performance[2]			
Service Type	**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 it's 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
	Saturdays	$12.51	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
	Sundays	$6.59	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 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
- 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	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	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**

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NetworkNOW

Framework

MARCH 2025

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Introduction

Network Now

Network Now is a vision for transit service that best meets the needs of our region through 2027. This framework guides improvements to grow ridership, enhance mobility, and meet travel needs.

The framework outlined in this report represents the region's top priorities for transit as captured in over 8,000 comments over multiple years, coupled with policy guidance, and technical evaluation. Changes made to this report from the draft concept were guided by community feedback.

Network Now responds to the priorities outlined in Forward, Metro Transit's strategic plan, by delivering on service goals.

When fully implemented the Network Now framework will:

- Expand transit service by more than 40% to help attract more riders.
- Improve access by providing new bus routes and Metro micro service.
- Modify commuter and express service to meet today's travel patterns.
- Reduce greenhouse gas emissions by encouraging transit use.

The framework will also resolve questions related to suspended service and facilities, as shown in Figure1.

Figure 1. What Network Now does

What Network Now does:	
Improves:	Resolves:
• New or redesigned bus routes • Frequent service at more times of day • New METRO light rail and BRT lines • Additional Metro micro service areas	• Status of suspended bus routes • Facility closure needs

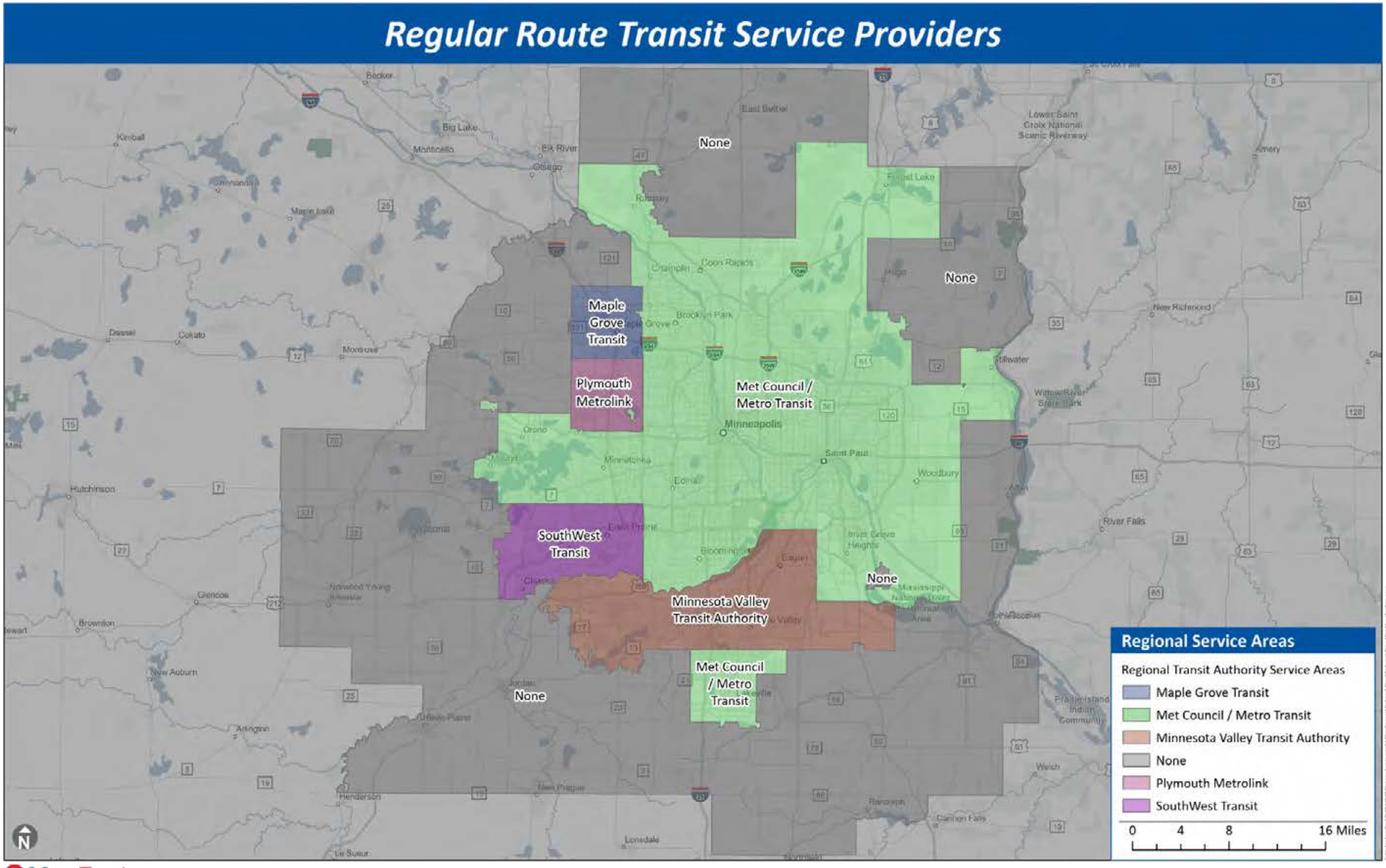
Many service investments have been made since this project began that respond to the Network Now principles and are included in the framework. Metro Transit will continue to implement improvements to the transit system as personnel and fleet resources allow, and ridership markets develop. In creating Network Now, Metro Transit collaborated across the agency to consider all the support needed to deliver this framework. This included looking at hiring trends, bus fleet expansion, and other support staff needs such as police and mechanics. We also considered the METRO projects in development through 2027 to ensure this framework prepared us for upcoming opening days.

As we continue to implement improvements, each investment helps make our transit more attractive and our region more accessible, while offering our community a greener way of travelling. As we make these changes we will keep our customers in mind, ensuring buses arrive on time, connections between routes are considered, and new METRO service is supported.

Network Now scope

Network Now describes changes to the Metro Transit service network within the Metropolitan Council service area. The framework includes routes operated directly by Metro Transit, as well as routes operated by private providers under contract with the Metropolitan Council. The framework does not include the service operated by the region's other suburban transit agencies: Minnesota Valley Transit Authority (MVTA), Maple Grove Transit, Plymouth Metrolink, or SouthWest Transit. Figure 2 shows Metro Transit's service area.

Figure 2. Metro Transit's service area



Project background

Metro Transit has considered and integrated community feedback throughout the Network Now planning process to develop a framework that is driven by values, informed by data, and consistent with regional and local priorities.

In 2023, Metro Transit engaged customers, community members, cities and counties from across the Twin Cities region on their values and priorities for transit. While collecting this feedback, Metro Transit also reviewed regional policy guidance and assessed recent network performance to understand how existing services have been meeting customers' needs. This stakeholder input informed the development of a decision-making framework, including the five Network Now guiding principles.

Network Now principles

These principles are:

Adapt service to changes in transit markets and travel patterns.
Recognizing changes to travel patterns over the past several years, this framework adds Metro micro service and focuses on multi-purpose trips such as all-day express service into an updated network.

Prepare for new METRO and high frequency routes.
From now to 2027 Metro Transit will open new bus rapid transit lines and one light rail extension. Transitway investments involve substantial resources for operations, including bus operators, supervisors, and maintenance employees.

Maintain the reliability of scheduled service consistently over time.
Metro Transit has received consistent feedback on the importance of reliability for customer experience. Metro Transit is making investments to reduce delays, improve bus speeds, and minimize unscheduled trip cancellations.

Build on success to grow ridership by adding service where people use transit the most.
Focusing resources on existing markets while planning incrementally for growth in emerging markets allows us to grow ridership.

Provide access to opportunities and services with a focus on advancing equity and reducing regional disparities.
In addition to focusing resources where ridership is already highest, Metro Transit will allocate resources to routes that may provide lifeline access to people and locations with few transportation options.

These principles as well as the Network Now decision-making framework are summarized in the Establishing the Foundation report released in fall 2023. The decision-making framework is informed by regional policy guidance, recent transit system performance, and customer feedback.

From late 2023 to mid 2024, Metro Transit conducted an agency-wide process to develop, evaluate, and prioritize transit service improvements based on the Network Now principles. These efforts culminated in the draft concept plan, which was available for more than 60 days of public comment, from Sept. 12, 2024 to Nov. 18, 2024.

Community feedback on draft Network Now draft concept plan

Metro Transit received nearly 1,600 comments during the Network Now Draft concept plan public feedback period. Over 420 hours were spent onboard buses, trains and at transit centers directly where staff talked to or handed material to over 4,000 customers.

Metro Transit held an official Public Hearing on Tuesday, October 29, from 5 – 7 p.m. Five additional in-person community meetings were held around the metro area. All locations were accessible by transit or held virtually. Staff also attended 75 community events, presented at standing meetings and connected with partner municipalities and counties.

What we heard

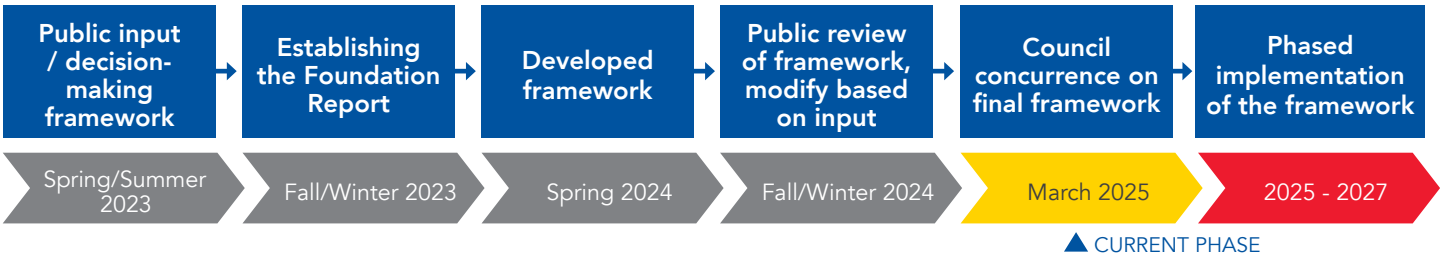
We heard that people overall like the direction of the plan. In particular, people we heard from indicated support for:

- Investments in the METRO network, speed and reliability initiatives, and in demonstrated markets where ridership can grow.
- Emphasis on all-day service meeting a variety of needs.
- Simplify routes.
- Desire for express service that operates for more of the day, giving people better options.

Of the items requested the main themes emerged:

- More frequency, late night service, and suburban to suburban connections.
- Additional microtransit services.

For more details on engagement efforts and what we heard, reference appendix B.

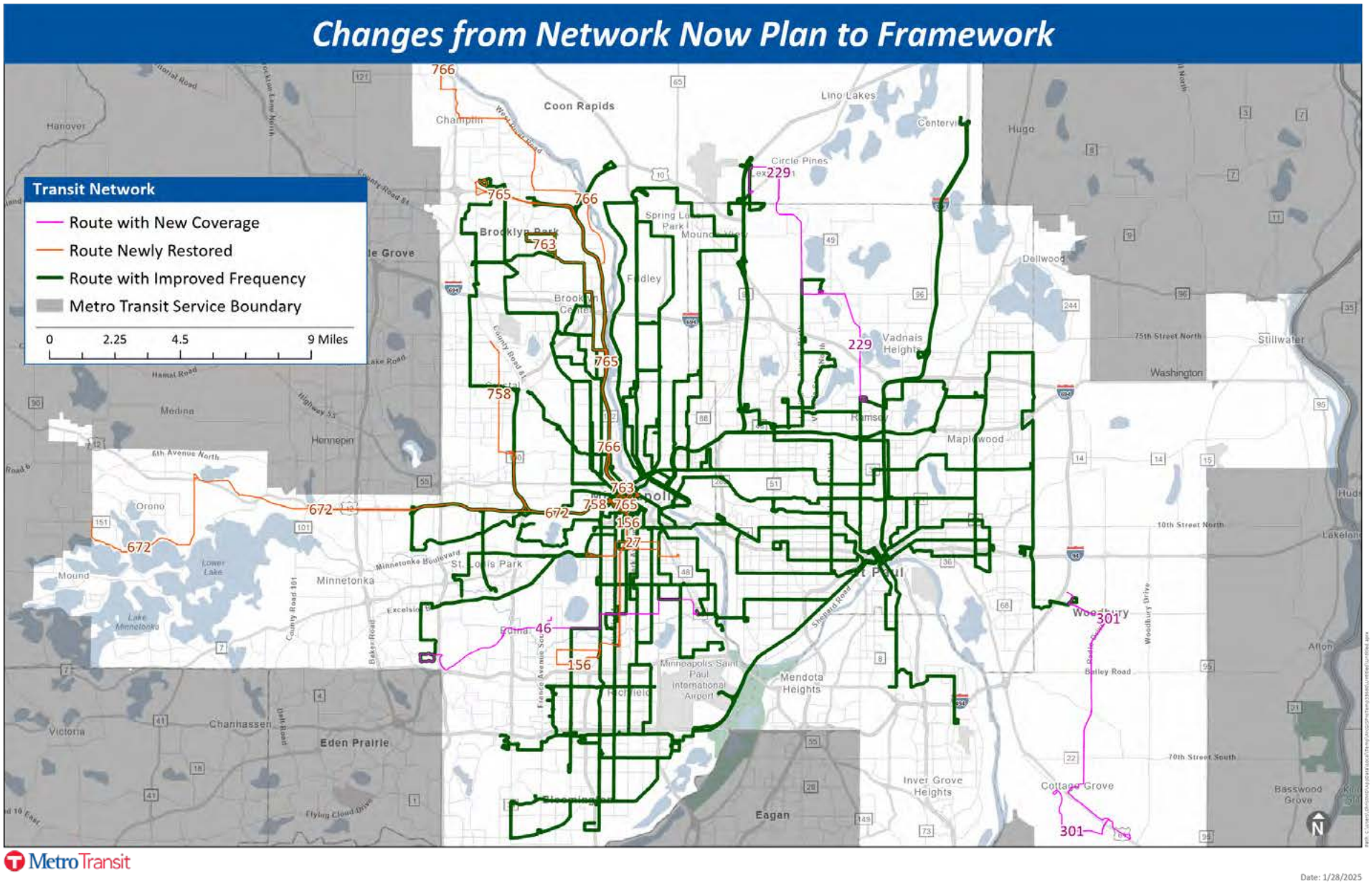


With feedback from the public considered, along with additional technical analysis, Metro Transit will bring the Network Now framework to the Metropolitan Council. Following the Council action, suspended routes will be officially discontinued, and Metro Transit will continue to focus on improvements.

Changes made to Network Now concept plan

After careful review of the feedback received during the fall 2024 public comment period, Metro Transit has modified some of the changes and improvements presented in the initial plan. The feedback helped us understand which proposals stakeholders felt needed to be revisited and highlighted those proposals that were well-received. As a result of the feedback, we are recommending additional improvements and changes to routes shown in Figure 3; these changes are also noted in Appendix A for each individual route.

Figure 3. Changes from Network Now Plan to Framework



Changes from the concept plan include:

- Frequency improvements on 48 routes.
- Restoration of seven routes.
- Significantly new coverage on three routes.

These modifications support the Network Now guiding principles and respond to the public comment period feedback in a variety of ways, including:

- Additional METRO lines and frequency improvements are ways to make investments in existing markets that already demonstrate strong ridership.
- More consistent mid-day service on the Key Express Network routes provides additional opportunities for travel outside the rush hour between downtown Minneapolis and some suburban areas.
- The frequency changes provide more service and improve transfer connections.
- Span of service improvements will benefit customers wanting to travel in the early morning and late-night hours.
- Modified route restructurings will make suburb-to-suburb trips easier.

All the feedback received was insightful but not every suggested improvement or change can be accommodated. Metro Transit determined which feedback to incorporate into the revised Network Now framework based on how often a comment was made, if proposed changes aligned with Network Now guiding principles, and whether proposed changes fit the level and type of service appropriate for the transit market area. The additional workforce, fleet and facilities needed to implement the additional projects needs to be within the resources expected to be available through 2027 based on current trends.

The following list represents some of the specific ways public feedback has been incorporated into the revised framework:

Invest in METRO network

- Improve G Line frequency from every 15 minutes to every 10 minutes.
- Add Gold Line Extension between downtown St. Paul and downtown Minneapolis.

Frequency changes

- Most suburban local routes improved to every 30 minutes or better
- More hours of **high frequency** service on Routes 2, 4, 10, 18, 54, 74
- Saturday and/or Sunday frequency improvements
    - Improved to every 10-15 minutes on Routes 11, 54, 63, 64, 74, 515
    - Improved to every 20-30 minutes on Routes 4, 22, 61, 70, 219
    - New weekend service every 31-60 minutes on Routes 25, 75, 223, 534, 852
- Midday service on Key Express Network routes will operate every 60 minutes in both directions.
- Better frequency at **night**, generally increasing from every 60 minutes to periods of 30-minute service
    - Every day of the week on Routes 9, 10, 11, 14, 17, 22, 46, 64, 65, 68, 539, 724
    - Weekday evening improvement on Routes 3, 61, 71
    - Saturday evening improvement on Routes 71, 722
    - Sunday evening improvement on Route 58

Service hour improvements

- Several routes will start earlier morning/end later evening (about one hour)
    - Weekdays on Routes 80, 83, 219
    - Saturdays on Routes 61, 80, 83
    - Sundays on Routes 80, 83, 539, 546
- Late-night routes operating one hour later on routes 10, 18, C and D Lines

Commuter express routes

- Six routes that were proposed to be discontinued will be restored (Routes 156, 672, 758, 763, 765, 766).
- Three Park & Ride facilities initially planned to close will remain open (Hwy. 100 & Duluth St., Richardson Park, Wayzata Blvd. & Barry Ave.)
- Additional rush-hour service added on five routes (Routes 264, 275, 763, 764, 824).
- Route 146 will not be restored. Alternative service is available on Route 46 and Orange Line.
- Key Express Network modifications
    - Service will improve to every 60 minutes in both directions in the midday to provide reliable all-day service on five routes (Routes 250, 270, 673, 768, 850).
    - Routes 94 and 355 will no longer be part of the network because the new Gold Line extension will provide fast frequent service all day in these corridors.

Service restructurings

- Local service in the B Line corridor has been modified.
    - Instead of Route 21, service will be provided by restoring Route 27 between Uptown and Lake St. & Hiawatha Ave. via 26th and 28th streets every hour on all days.
    - Instead of new Route 60, Route 70 will be extended west of downtown St. Paul to provide a direct local trip between Selby Ave. neighborhoods and Midway shopping and service destinations north of I-94.
    - Route 83 will remain on Lexington Ave. between Hamline and University avenues every 30 minutes.
- When METRO Green Line Extension opens, Route 6 will extend to Lake St. & France Ave. to connect with B Line and Green Line extension at Beltline Station.
- No trips on Route 7 will serve Upper Harbor Terminal instead of Plymouth Ave. and Wirth Park.
- New Route 8 will connect areas of Robbinsdale, Golden Valley and Crystal, currently served by Route 14. This new route will connect Penn and Glenwood avenues in north Minneapolis with the Bassett Creek Valley station on the Green Line extension, Dunwoody and Hennepin avenues to downtown Minneapolis.
- Routes 225 and 229 will be extended north to provide all-day service in more of Shoreview, Lexington and southeast Blaine.
- In Cottage Grove Route 301 will be extended south of Highway 61 instead of Jamaica Ave.
- Routes 701, 702 and 703 will not be implemented. Routes 763 and 766 will continue to provide a direct connection with downtown Minneapolis, so customers in Brooklyn Park, Champlin and Brooklyn Center do not have to transfer to express routes at Park & Rides.
- Service on Routes 805 and 852 in western Anoka County will be modified. Route 852 service north of Northtown will be replaced by Route 805 and new Route 802. Route 805 will travel north of downtown Anoka and serve Anoka Tech. Route 852 will remain on East River Road & Marshall St. NE south of I-694 to serve Fridley and northeast Minneapolis.
- Several local routes in Bloomington are being restructured to improve frequency and on-time performance. Local routes will be realigned to connect customers to important destinations like Mall of America, Normandale Community College, 98th St. Station, Valley West Shopping Center, and Normandale Village Shopping Center in a quicker and more direct way, reducing the number of transfers required.

METRO G Line and local service adjustments

G Line is scheduled to open in two phases: Phase 1 (north of downtown St. Paul) in 2027 and Phase 2 (south of downtown St. Paul) in 2028 in conjunction with the reconstruction of Rice St. in 2027 and Robert St. in 2028. While G Line Phase 2 is planned to open beyond the 2027 framework in 2028, it is referenced in the framework with associated route restructuring to illustrate the full impact of the changes associated with the new transitway, and improvements in West St. Paul and surrounding communities.

All changes highlighted below are also included on all maps and in resource estimates throughout the framework report, as well as in Appendix A.

When Phase 1 opens, Route 62 will be discontinued north of downtown. New Route 229 will replace Route 62 north of Little Canada Transit Center and Shoreview Community Center via Rice St., Hodgson Rd., Tanglewood Dr. and Victoria St.

When Phase 2 opens, there will be additional changes on some local routes south of downtown St. Paul and in northern Dakota County:

- Route 62 south of downtown will be replaced by Route 68.
- Route 68 will be modified west of Robert St.
    - It will serve Smith Ave. between Winifred St. and Wentworth Ave.
    - The current Route 68 alignment east of Robert St. will continue to serve West St. Paul, South St. Paul and Inver Grove Heights.
    - Service will be reduced to every 30 minutes. Customers will have the option of transferring at Robert St. to the G Line for a more direct trip to downtown St. Paul.
- Route 75 will be modified to serve east of Robert St.
    - It will travel between Marie Ave. and 5th Ave. & South St. to supplement Route 68.
    - The Route 75F service south of Mendota Rd. to Lake Cove Village and Salem Green Apts. in Inver Grove Heights will be replaced by a new Metro micro zone. This new microtransit service is designed to connect with the G Line at the Northern Dakota County Service Center Station and will operate a wide span of on-demand service on all days. This is an improvement for current Route 75 customer in Inver Grove Heights.
    - Route 75 will operate every 30 minutes, which, when combined with Route 68 and G Line, will maintain service every 15 minutes between 5th Ave. & South St. and downtown St. Paul via Robert St.
    - Please note these Route 75 changes vary from what is outlined in the G Line Final Plan report.

Recent ridership and service changes

During the Network Now planning process, Metro Transit has continued to implement service changes that are consistent with performance trends and compatible with the Network Now principles. As Metro Transit's workforce situation has improved, service improvements have been implemented to aid the system's recovery from pandemic-era service levels.

The following section documents changes between March 2023, where Establishing the Foundation report left off, and March 2025, when the revised framework is be presented to the Metropolitan Council. These changes form the baseline for the Network Now framework.

Service changes in 2023

Metro Transit made modest service improvements in 2023 as it began to successfully recruit and hire more bus operators, as shown in Table 1. Key improvements included ensuring that all-day bus routes operate at least every 60 minutes, as well as improving service on high-ridership BRT and local bus routes.

Table 1. Service changes in 2023

Implementation	Description of changes
Summer 2023	• Improved service frequency on 13 local bus routes. • Orange Line improved from every 30 minutes to every 15 minutes during weekday midday hours. • Added more trips to some Commuter Express routes. • Restored some branches on suburban local bus routes.
Fall 2023	• Implemented the Route 17 Better Bus Route project, which improved speed, reliability, and service frequency in northeast Minneapolis and along Minnetonka Blvd. • Improved service frequency on 17 routes, including the A Line, which improved to 10-minute service. • Minor service changes to improve weekday frequency and schedule reliability on routes still affected by construction.
Winter 2023	• Upgraded Route 724 from every 30 minutes to every 15 minutes. • Extended service on Route 21 along Lake St. in preparation for Uptown construction and the opening of the B Line in 2025. • Express route improvements in the east metro were made in advance of the opening of the Gold Line in 2025.

Service changes in 2024

As workforce continued to grow, Metro Transit was able to implement additional service changes in 2024, as shown in Table 2. Key improvements include improving frequency on the Orange, Green and Blue Lines, as well as adding trips on six Commuter Express routes and restoration of suspended service on four routes.

Table 2. Service changes in 2024

Implementation	Description of changes
Spring 2024	• Resumed east-west service through the intersection of 38th St. & Chicago Ave. • Extended a new route to Rosedale Transit Center.
Summer 2024	• Restored midday service in Mounds View on Route 25. • Restored Saturday service on Route 805 in the north metro. • Increased frequency on Route 32 from every 30 minutes to every 20 minutes.
Fall 2024	• Blue Line and Green Line improved from every 15 minutes to every 12 minutes. • Sunday service on the Orange Line improved from every 30 minutes to every 15 minutes. • Additional trips were added on six express routes.
Winter 2024	• Weekday rush-hour service on the Orange Line improved from every 15 minutes to every 10 minutes, and the span of service grew to 4:30 a.m.-12:00 a.m. daily. • All trips on Route 17 were extended to serve the Blake Road Station and service improved from every 30 minutes to every 15 minutes on weekdays and Saturdays in Hopkins and St. Louis Park. • Service on Route 54 between downtown St. Paul and the Mall of America improved from every 15 minutes to every 10 minutes on weekdays between 11 a.m. to 6 p.m. • Service was restored on Route 223 on weekdays and Route 46 on weekends.

Service changes in early 2025

New Metro micro zones in the Woodbury and Roseville areas opened in January. The Gold Line will open in March and service changes will again be needed to accommodate construction along I-94, Hennepin Ave. S. and Robert St. in downtown St. Paul.

Please note that there are some changes included in the Network Now framework that were implemented in late 2024 and early 2025 as workforce has continued to grow. These changes were included in the initial concept plan released in Fall 2024, so they are also included in the framework as a baseline. Specific route improvements already implemented are called out in the individual route profiles in Appendix A. They include additional rush- hour service on Orange Line, opening Gold Line and the Woodbury and Roseville area Metro micro zones, restoring service on Routes 223 on weekdays and 46 on weekends, new Route 9 alignment on 7th St. in downtown Minneapolis and frequency improvements on Routes 4, 17 and 54.

Ridership and operating trends

Since early 2023, Metro Transit has increased service, hiring, and ridership across all transit services. From March 2023 to March 2025, Metro Transit increased service by more than 15%, aided by the addition of nearly 200 bus operators. By the end of 2024, Metro Transit operated 80% of trips scheduled prior to the pandemic. Local bus routes and BRT lines were operating at 90% of 2019 service levels and light rail was at 76% of 2019 service levels.

Customers have responded positively to these service improvements. Ridership increased 16% between 2022 and 2023 and an additional 5.6% in 2024. The largest ridership increases have occurred on BRT, which grew by 13.9% in 2024 compared to 2023.

Revised Network Now framework

This section represents the entirety of the Network Now framework, incorporating the changes noted in the previous section. Changes initially proposed in fall of 2024 that have not been modified are also included. Improvements implemented in summer 2023 through early 2025 noted in the "Recent ridership and service changes" section are also still included.

The Network Now framework calls for frequency and/or span improvements on most local routes, while express bus routes will be consolidated to offer more frequent service in major travel corridors. The METRO network will see significant service expansion as new light rail and bus rapid transit projects are implemented. Coverage will be supplemented by the expansion of Metro micro, the agency's microtransit service, to eight new zones within the Metro Transit service area. Figure 4 and 5 summarize the service and frequency changes that will be implemented as part of the Network Now framework. More detail on each of these changes can be found in subsequent sections and the appendices.

Figure 4. Network Now framework – summary of service changes

Figure 5. Network Now framework - summary of weekday midday service levels

METRO regional transitways

The METRO network (Figure 6), which includes arterial bus rapid transit, highway bus rapid transit, and light rail transitways, represents a significant portion of Metro Transit's planned investment in regional transit service. The Network Now framework includes frequency and span improvements on existing transitways, as well as the implementation of four new bus rapid transit lines and extension of one light rail corridor.

The changes listed below will all occur by the end of 2027 except for Phase 2 of the G Line, which is planned for 2028. Other transitways are planned beyond 2027, including the implementation of the F Line, H Line, Purple Line, and Blue Line Extension. Specific supporting service decisions have yet to be finalized for these lines, but decisions made as part of Network Now for local and regional service will affect their planning and development.

Arterial bus rapid transit service

- A, C, and D Lines: Existing arterial BRT lines will receive 10-minute service during more times of day, including from morning rush hour into the early evening on weekdays.
- B Line: B Line is planned to open in June 2025. It will provide 10-minute weekday, Saturday, and Sunday service between Minneapolis' Uptown neighborhood and downtown St. Paul via Lake St., Marshall Ave., and Selby Ave. The existing Route 21 will be discontinued. Route 27 will provide supporting service every 60 minutes between Uptown Transit Station and Lake St. & Minnehaha Ave. in Minneapolis along Lake St. and portions of 26th St., 28th St., Cedar Ave., and Nicollet Ave. An extension of Route 70 will also provide supporting service, operating every 30 minutes from the Midway shopping district in St. Paul along Selby Ave. into downtown St. Paul and along the existing Route 70 to Sun Ray Transit Center.
- E Line: E Line is planned to open in December 2025, providing service between University of Minnesota and Southdale Transit Center via University Ave. & 4th St., Hennepin Ave., and France Ave. in Minneapolis and Edina. Service will operate every 10 minutes on weekdays and every 12 minutes service on weekends. The existing Route 6 will continue to operate every 30 minutes as supporting service south of Southdale Transit Center and along Xerxes Ave. in Minneapolis. Route 6 will end at the Uptown Transit Center, where connections can be made to the B and E Lines. When Green Line Extension opens in 2027, Route 6 will have its northern endpoint at Lake St. & France Ave., connecting with B Line. Route 6 will then travel via Xerxes Ave., 39th St., Monterey Dr., Beltline Blvd., and Lake St.
- G Line: G Line will provide 10-minute weekday, Saturday, and Sunday service between Little Canada and Dakota County Northern Service Center along the Rice Street and Robert Street corridors. G Line will open in two phases. G Line Phase 1 is planned to open in 2027 in coordination with Ramsey County's reconstruction along Rice Street and will provide service between Little Canada and downtown St. Paul. Phase 1 of the project will substantially replace Route 62 along Rice Street, and new Route 229 will provide a connection from the G Line to Blaine. G Line Phase 2 will include the southern portion of the corridor from Robert St. & Fillmore Ave. to the Dakota County Northern Service Center in West St. Paul. These stations are planned to be constructed by the end of 2028. Routes 62, 68, and 75 south of downtown St. Paul will be restructured to provide supporting service when G Line Phase 2 opens in 2028.

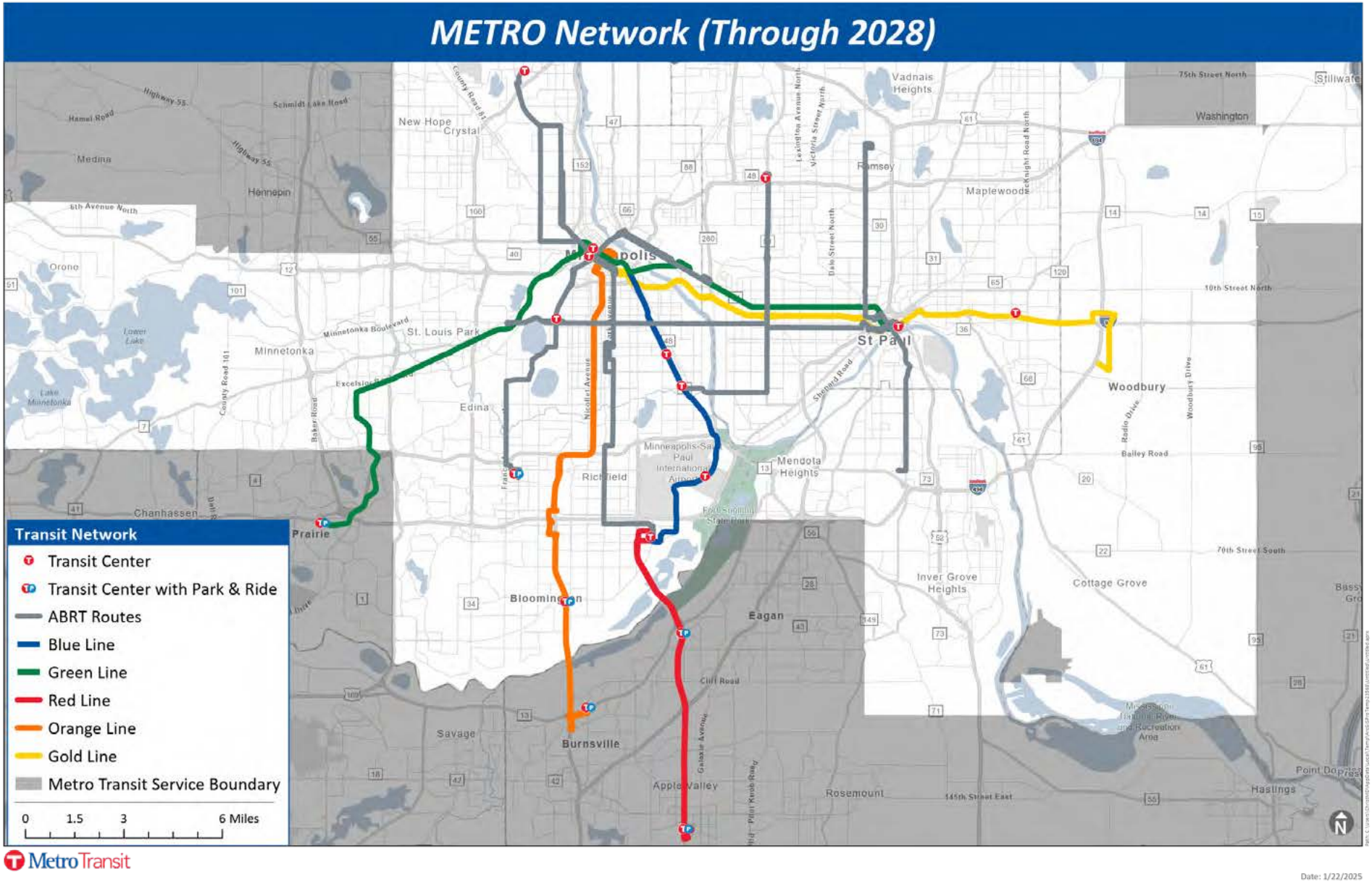
Highway and dedicated guideway bus rapid transit service

- Gold Line: Gold Line is planned to open in March 2025. It will provide 10-minute weekday and 15-minute weekend service between Woodbury and downtown St. Paul. Gold Line will connect with a new microtransit zone at four suburban stations. The opening of Gold Line Extension is scheduled for 2027. This project will extend highway BRT service from downtown St. Paul to downtown Minneapolis, replacing the existing Route 94.
- Orange Line: This existing highway BRT line will receive frequency improvements to every 10 minutes during rush hour and every 15 minutes on weekends. A new microtransit zone will provide connections at I-35W & 98th St. Station.
- Red Line: No changes are planned on this existing highway BRT line as part of Network Now.

Light rail service

- Green Line Extension: The opening of the Green Line Extension is scheduled for 2027. This project will extend light rail service from Target Field to Eden Prairie. The project's implementation plan will include changes to supporting bus routes as described in the Local Bus Service section. Fixed-bus route changes associated with the Green Line Extension will be implemented with the start of rail service. Changes include improved access to destinations for Route 9 customers on Louisiana Ave., as well as improved Sunday service. On Route 17, 15-minute service has been extended west of Uptown to the new Blake Rd. Station. New Route 38 will cover most of the existing Route 612 alignment in Hopkins and Minnetonka, while Route 615 will have Sunday service added and will be rerouted to serve the Beltline Station. Route 6 will also be rerouted to connect with the West Lake Station. A new microtransit zone will provide connections at light rail stations in Minnetonka.
- Frequency and span improvements on Blue and Green Lines: The Blue and Green Lines currently operate every 15 minutes from 5 a.m. to 10:30 p.m., and every 30 minutes from 10:30 p.m. to midnight. Under Network Now, light rail service will improve to 10-minute frequency during the rush hour, midday, and early evening. Service will operate every 15 minutes during the evening and night periods, and every 30 minutes during late-night hours. As with fixed-route service, there are changes to rail service that are expected to take place after 2027, namely, the METRO Blue Line Extension. Supporting bus service changes for the rail network expansion are in development and will be informed by bus service decisions included in this report.

Figure 6. METRO Network



Metro micro service

Metro micro is the Metropolitan Council's shared ride, curb-to-curb microtransit service allowing customers to be picked up and dropped off at any location within a designated service area. Customers can request a trip by phone or using a smartphone app, like the experience of using private transportation services like Uber and Lyft. Trips are shared, which means that during any given ride, other individuals requesting service to or from nearby locations may also be picked up or dropped off. Metro micro uses ADA-accessible mini-buses to accommodate small groups. The program initially began as a 24-month pilot within a single north Minneapolis zone, and the program was implemented permanently in October 2024. Expansion zones are planned to be piloted as part of a phased process, with a goal of up to two new zones implemented each year through 2027. New pilot zones in the Roseville and Woodbury areas were launched in January 2025.

Integration with fixed route network

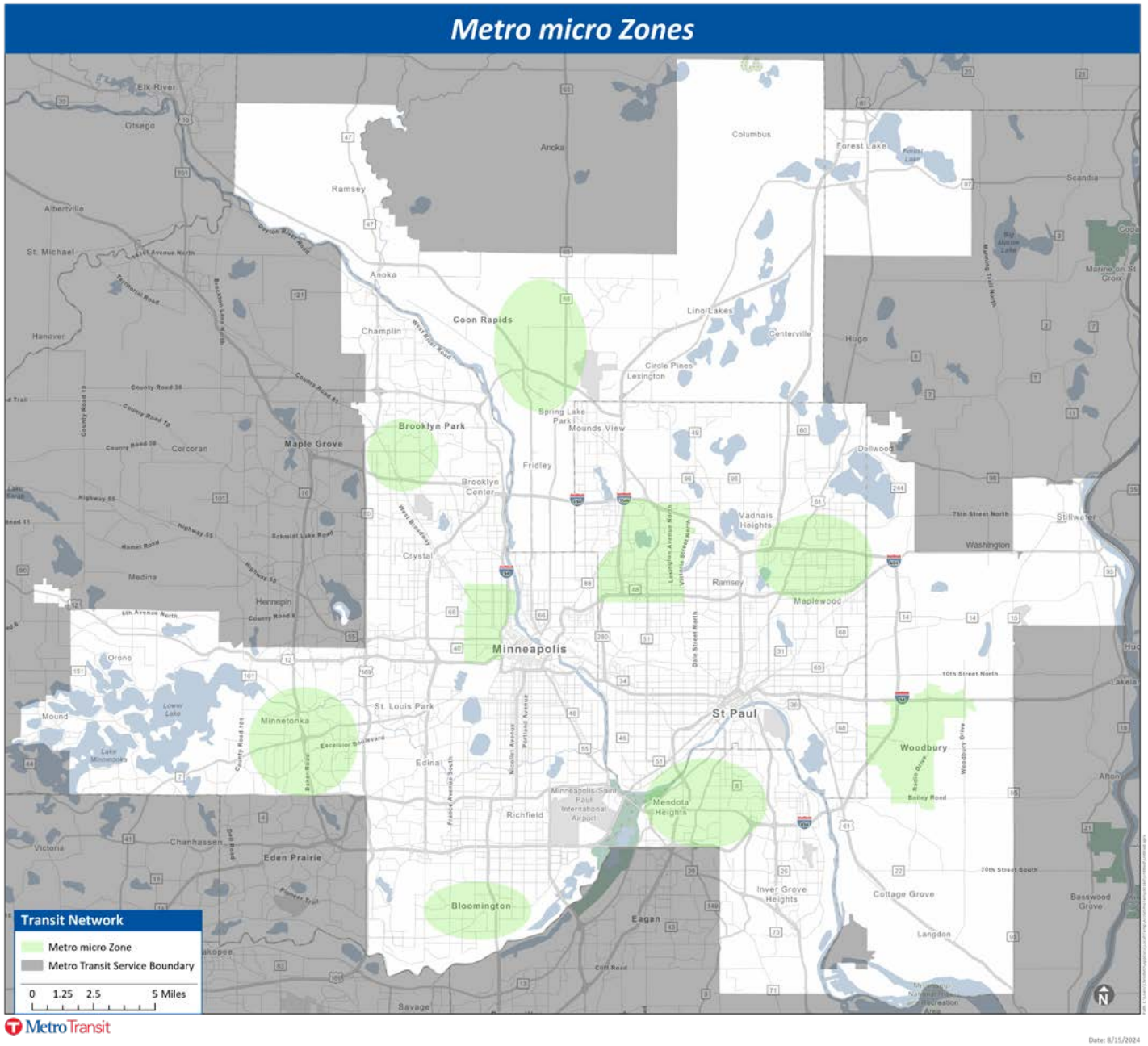
Eight pilot project areas have been identified to serve different travel markets than the current North Minneapolis project. These projects will serve lower density areas that are more difficult to serve with regular bus route service, providing access to the transit network at transit centers or transit stations, as well as access throughout the project area. Transfers between Metro micro and local buses are free and valid for 2 1/2 hours from the time of fare activation. The overall goal is to connect riders into our METRO network. The initial Metro micro zone in north Minneapolis includes multiple transfer points to the C and D Lines, as well as to several local bus routes.

Expansion plan and prioritization

Metro Transit plans to implement up to two new zones annually through the end of 2027. Each of these zones is designed to be served by five vehicles given the anticipated demand. Figure 7 shows the full extent of the future Metro micro network. The first two new zones were implemented in January 2025 in the Roseville and Woodbury areas anchored at Rosedale Transit Center and Queens Dr. Station on Gold Line respectively. Metro Transit will develop zone boundaries based on engagement with stakeholder cities and counties.

Each of the planned Metro micro zones will be developed with input from local government partners and customers, and evaluated on various metrics to ensure appropriate prioritization. These include coordination with implementation of transitways, access to transit routes within the zone and transit center connections, auto ownership statistics, demographic and land use attributes, employment opportunities and affordable housing sites, as well as connectivity with the broader transit network. Metro Transit is also developing measures for success for each zone to continue monitoring progress as the Metro micro system grows. Each zone shown on the map is subject to change, though it does represent the general area where Metro Transit plans to invest in microtransit service.

Figure 7. Metro micro zones



Local and express bus service

The Network Now framework includes service changes for every type of bus service operated by Metro Transit. The planned changes will address the status of routes that are currently suspended, increase service on local bus routes, and consolidate commuter-oriented bus routes into a new Key Express Network, which will provide frequent, reliable service to a limited number of Park & Ride locations in major freeway corridors. These changes are described in the following sections, first by service category and then by geographic subregion.

Suspended service

Metro Transit suspended service on 60 bus routes and segments of 18 other routes starting in March 2020. The Network Now framework includes restoration of a limited number of bus routes and discontinuation of others. Route restoration is considered based on performance and public input, as well as service design and the presence of alternatives. Guidelines for restoration include the following:

- Prioritizing service to large Park & Ride facilities with sufficient capacity for service expansion. Many Park & Ride customers have the flexibility to drive to a different facility in the corridor to access a better level of service.
- Reviewing the performance of the route in 2019 and expected performance today given changes in travel patterns and transit demand.
- Prioritizing service on routes where there are no reasonable alternatives for customers. For Network Now, an alternative is defined as a trip that requires no more than one transfer and where the new travel time does not exceed the original trip length by more than 50%. For a commuter express customer an alternative may require driving to a different Park & Ride in the same highway corridor.

Many routes and branches are planned for discontinuation are in areas where alternatives are available, as defined above. Conversely, bus routes slated for discontinuation are primarily those with lower ridership, inefficient travel times, or where higher-frequency alternatives are available. A public hearing was held on Tuesday, October 29, 2024 for all discontinued service.

Routes 501 and 761 are the only routes currently operating that will be discontinued. Five additional routes (Routes 39, 133, 353, 535, and 597) have already had official public hearings to discontinue or replace service as part of earlier service changes. A full list of routes that are planned for discontinuation can be found in Figure 8, with additional details about discontinued segments in Table 3 and Table 4.

Figure 8. Discontinued service

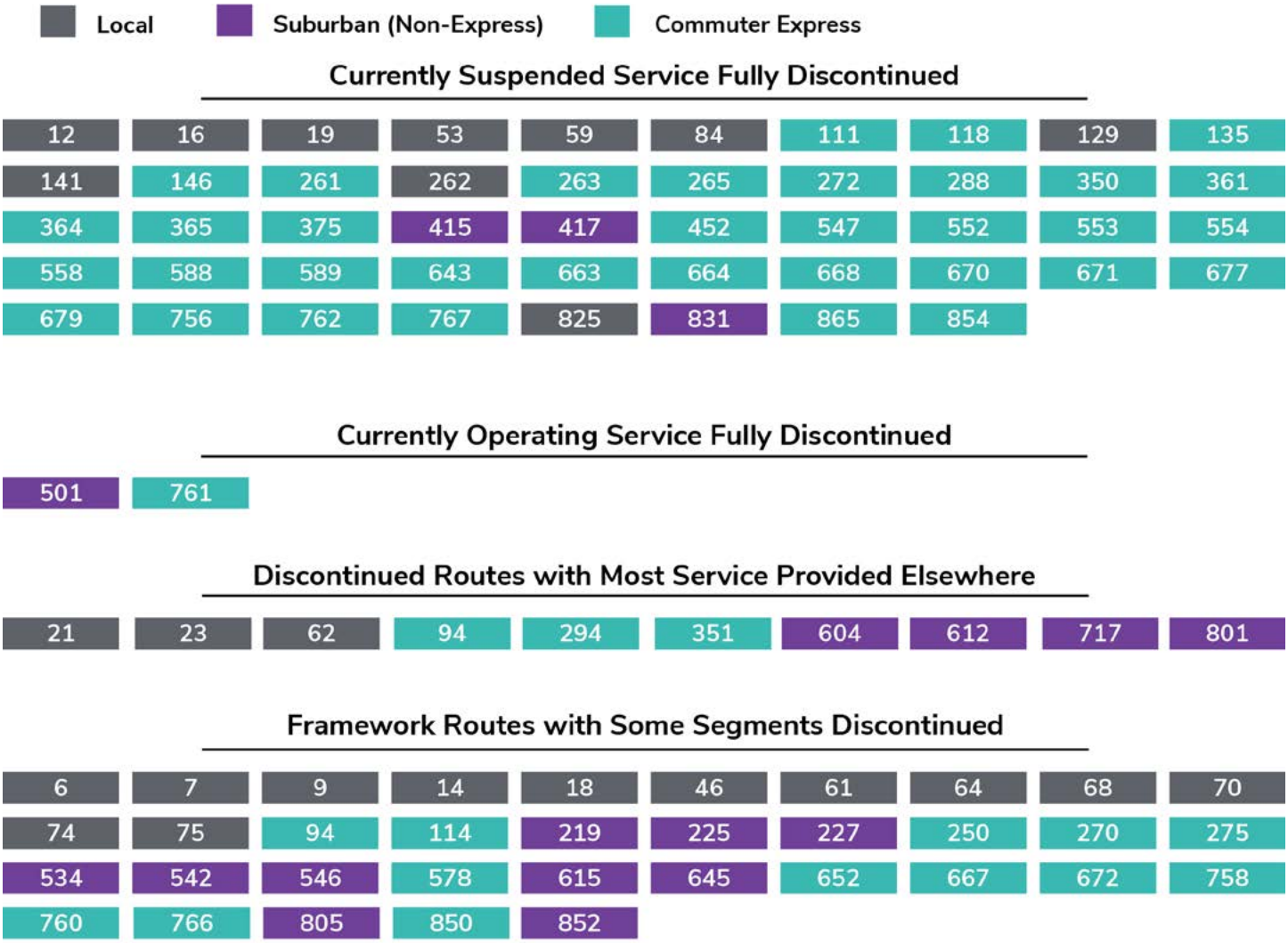


Table 3. Network Now framework discontinued routes with most service restructured

Route	Discontinued Segment
21	Lake St. (Minnehaha Ave. to Mississippi River), Marshall Ave. (Mississippi River to Snelling Ave.), Selby (Snelling Ave. to Hamline Ave.)
23	36th St. (Hennepin Ave. to Bryant Ave.)
62	W. Demont Ave. (Rice St. to Canabury Dr), Canabury Dr. (Demont Ave. to Co Rd B2), Co Rd B2 (Canabury Dr. to Rice St.); Hodgson Rd. (Highway 96 to Tanglewood Dr.), Tanglewood Dr. (Hodgson Rd. to Victoria St.), Victoria St. (Tanglewood Dr. to ShorevieW. Community Center driveway)
294	Conway Ave. (McKnight Rd. to Century Ave.), 10th St. (Century Ave. to Hadley Ave.), Stillwater Blvd. (Hadley Ave. to Curve Crest Blvd.), Curve Crest Blvd. (Stillwater Blvd. to Greeley St.), Pine St. - 3rd St. - Myrtle St. - Main St. - Water St. - Mulberry St. loop
351	Radio Dr. (I-94 to Hudson Rd.), Hudson Rd. (Radio Dr. to Bielenberg Dr.)
604	Louisiana Ave. (Cedar Lake Rd. to Louisiana Transit Center)
612	Mainstreet (Shady Oak Rd. to 11th Ave.), Excelsior Blvd. (Shady Oak Rd. to 11th Ave.), Smetana Dr. (Opportunity Ct. to Opportunity Ct.), Bren Rd. (Opportunity Ct. to Shady Oak Rd.), YelloW. Circle Dr. / Blue Cir. Dr. (Shady Oak Rd. to Bren Rd. E.)
717	Rockford Rd. (Boone Ave. to Nathan Ln.)
801	Route number change

Table 4. Network Now framework - Routes with some segments discontinued

Route	Discontinued Segment
6	France Ave. (44th St. to 39th St.), Wooddale (54th St. to Valley View Rd.)
7	1st St. N. (Hennepin Ave. to 8th Ave. N.), 2nd St. N. (8th Ave. N. to Plymouth Ave.)
9	Glenwood Ave. (Penn Ave. to Xenia Ave.), Louisiana Ave. (Cedar Lake Rd. to Wayzata Blvd.), 9th St. (Park Ave. to Hennepin Ave.)
14	Noble Ave. (36th Ave. to Golden Valley Rd.), 36th Ave. (Noble Ave. to France Ave.), 38th St. (Bloomington Ave. to Cedar Ave)*, Cedar Ave. (38th St. to 42nd St.)*, 42nd St. (Cedar Ave. to 28th Ave.)*, 28th Ave. (42nd St. to 38th St.)*
18	Grand Ave. (31st St. to 46th St.)
46	St. Paul Pkwy. (Cleveland Ave. to Edgcumbe Rd.)
61	Arcade Ave. (Maryland Ave. to Larpenteur Ave.)
64	Prosperity Ave. / Hazelwood St. (Maryland Ave. to Larpenteur Ave.), English St. (Frost Ave. to Co. Rd. B E), Co. Rd. B E. (English St. to White Bear Ave.)
67	26th Ave. S. (Franklin Ave. to Riverside Ave.), Riverside Ave. (26th Ave. to Franklin Ave); Thomas Ave. (Western Ave. to Marion St.), Marion St. (Thomas Ave. to Como Ave.), Como Ave. (Marion St. to Rice St.)
68	Oakdale Ave. (Marie Ave. to Thompson Ave.), Thompson Ave. (Oakdale Ave. to 12th Ave.), 12th Ave. (Thompson Ave. to Southview Blvd.)
70	Cretin Ave. (Ford Pkwy. to St. Clair Ave.), St. Clair (Cretin Ave. to W. 7th St.)
74	Minnehaha Ave. (Ruth St. to McKnight Rd.)*, McKnight Rd. (Minnehaha Ave. to Stillwater Rd.)*, Stillwater Rd. (McKnight Ave. to Hazel St.)*, Nokomis Ave. (Stillwater Rd. to Maryland Ave.)*, Maryland Ave. (Nokomis Ave. to Century Ave.)*, Century Ave.*, Ivy Ave.*, Ferndale St.*, Edgewater Blvd.*, Edgcumbe Rd. - Jefferson Ave. - Lexington Pkwy. loop*

Route	Discontinued Segment
75	Mendota Rd. (Dodd Rd. to Delaware Ave.), Delaware Rd. (Mendota Rd. to Marie Ave.), Marie Ave. (Delaware Ave. to Carlton St.), Carlton St. (Marie Ave. to Thompson Ave); Wentworth Ave. (Robert St. to Livingston St.), Livingston St. (Wentworth Ave. to Marie Ave.), 50th St. (Robert Tr. to Babcock Tr.), Babcock Tr. (50th St. to Upper 55th St.), 55th St. (Babcock Tr. to Audobon Ave.), Audobon Ave. (55th St. to Lake Cove Apartments), Upper 55th St. (Babcock Tr. to Robert Tr.), Robert Tr. (Upper 55th St. to 54th St.), 54th St. (Robert Tr. to Alta Ave.), Alta Ave. (54th St. to 55th St.)
94	Robert St. (5th St. to Fillmore Ave.), River Park Plaza (Fillmore St. to Fillmore St.)
114	Lake St. (Hennepin Ave. to Excelsior Blvd.), Excelsior Blvd. (Lake St. to Quentin Ave.)
219	McKnight Rd. (Lydia Ave. to Co. Rd. E), 15th St. (Century Ave. to Hadley Ave.), Conway Ave. (Howard St. to Century Ave.), 3rd St. (Howard St. to Ruth St.), Ruth St. (3rd St. to Old Hudson Rd.), Pederson St., Wilson Ave.
225	Victoria St. (Co. Rd. E to Co. Rd. F), Co. Rd. F (Lexington Ave. to Victoria St.)
227	Victoria St. (Co Rd. E to Island Lake County Park)
250	95th Ave. (Naples St. to Lexington Ave.), Lexington Ave. (95th Ave. to North Rd.), North Rd. (Lexington Ave. to Sunset Ave.), Sunset Ave. (North Rd. to Elm St.)
270	Lydia Ave. (McKnight Rd. to Century Ave.), Co Rd. D (Century Ave. to Bellaire Ave.), Bellaire Ave. (Co Rd. D to Co Rd. F), Co Rd. F (Bellaire Ave. to Century Ave.), Century Ave. (Co Rd. F to Wildwood Rd.), Wildwood Rd. (Century Ave. to Maple St.), Maple St. (Mahtomedi Ave. to Warner Ave.), Warner Ave. (Maple St. to Dahlia St.)
275	I-35E (I-35E & Co. Rd. 14 P & R to Running Aces P & R), Hwy 97 (Running Aces P & R to Forest Lake Transit Center)
534	90th St. (Penn Ave. to France Ave.), France Ave. (90th St. to 98th St.)
542	78th St. (Washington Ave. to Bush Lake Rd.)
546	Penn Ave. (98th St. to 94th St.)*, 94th St. (Penn Ave. to James Ave.)*, James Ave. (98th St. to 94th St.)*
578	70th St. (York Ave. to Antrim Rd.), Valley View Rd. / Tracy Ave. (70th St. to Benton Ave.), Benton Ave. (Tracy Ave. to Normandale Rd.)
645	Ford Rd. (Shelard Pkwy. N. to Shelard Pkwy. S.)
652	Plymouth Rd. P & R, Wayzata Blvd. (Plymouth Rd. to Ridgedale Dr.)
667	Co. Rd. 101 (Hwy 7 to Townline Rd.), 36th St. (Hwy 169 to Texas Ave.), Texas Ave. (36th St. to Minnetonka Blvd.)
672	W. Branch Rd. to Maple Plain
758	Noble Ave. (36th Ave to Golden Valley Rd.)
760	Candlewood Dr. (Broadway Dr. to Douglas Dr.), Douglas Dr. (Candlewood Dr. to 85th Ave.), Neddersen Pkwy. (Zane Ave. to Setzler Pkwy.), Setzler Pkwy. (Neddersen Pkwy. to Broadway Ave.), Broadway Ave. (Setzler Pkwy. to 85th Ave.)
766	Russell Ave. (97th Ave. to 101st Ln.), West River Rd. (101st Ln. to Noble Pkwy.), Great River Rd. (117th Ave. to Dayton Rd.)
805	119th Ave. (Northdale Blvd. to Round Lake Blvd.), Round Lake Blvd. (119th Ave. to Main St.), Riverdale Commons (thru parking lot), 9th Ln. (Lincoln St. to Grant St.)
850	(VD) Crooked Lake Blvd. / 124th Ave. (Northdale Blvd. to Riverdale Station)
852	Thurston Ave. - Lund Blvd. - McKinley St. loop, I-94 (I-694 to 2nd Ave. N.)

*Limited service trips only

Some communities in the region that had bus service available prior to 2020 will not have fixed-route service under the Network Now framework. These communities are primarily located in the northeast metro and near Lake Minnetonka. In all cases, the number of trips available in these communities was relatively low, ranging from two to eight trips per direction per weekday. Cities in the Transit Capital Levy District that will no longer have fixed-route bus service include: Forest Lake, Columbus, St. Paul Park, Maple Plain, Minnetonka Beach, Deephaven, Tonka Bay, and Shorewood. Residents of these communities can access park and ride commuter routes in adjacent areas, and can use the Metropolitan Council's Transit Link program, which provides demand-response transit service in areas where no fixed-route service is available.

Local bus routes

To focus on providing frequent, reliable service on local routes in the region's core and suburban areas, Network Now includes strategic changes to the existing system to provide coverage where it is most needed and increase frequency where it is most effective. Many routes will also be restructured to some degree to improve their performance and create better connections to high frequency transitways. Improvements to specific routes are detailed in the appendices. Key changes include the following:

- More routes with service every 10 minutes: Five more local routes including the 4, 11, 54, 63, and 724 will be improved to have periods of weekday 10-minute service. Customers in parts of south Minneapolis, northeast Minneapolis, St. Paul, Brooklyn Center, and Brooklyn Park will have service upgraded.
- More high frequency routes: High frequency service (Figure 9), comprised of routes or sections of routes offering service every 15 minutes or better on weekdays and Saturdays, will expand to include Routes 14, 17, 58, 74, 515, and 724, as well as the restructured Route 64. Customers in parts of Bloomington, Richfield, St. Louis Park, Brooklyn Park, St. Paul, West St. Paul, South St. Paul, and Maplewood will see improved service. More of the region will have connections to high frequency service in the Network Now framework, making transfer connections and travel times shorter. (Figure 10).
- 60-minute minimum frequency: All suburban local routes will operate at least every 60 minutes as compared to 90-120 minute service on some routes.
- New or restored local bus routes: New local routes will provide coverage in some areas of Brooklyn Park, Osseo, Oakdale, Cottage Grove, Woodbury, Arden Hills, Shoreview, Blaine, Lexington, and Circle Pines that do not currently have service. Route 223 was restored to provide connections with routes in Roseville, Little Canada, and Maplewood.
- Establishing new crosstown connections: New Route 354 will connect Woodbury, Newport, West St. Paul, and Mendota Heights with Minneapolis-St. Paul International Airport and Mall of America, offering connections with Blue Line, Gold Line, G Line, and Routes 68 and 75. Routes 717 and 801 will be combined into the new Route 817, creating a better crosstown connection for customers in Plymouth, New Hope, Crystal, Robbinsdale, Brooklyn Center, Columbia Heights, St. Anthony, and Roseville. Route 3A will be restructured to provide crosstown service on Maryland and White Bear avenues to Sun Ray Transit Center in advance of the H Line. Service to downtown St. Paul will be available via a transfer to G Line at Maryland Ave. & Rice St. In St. Paul, Route 61 will become a Larpenteur Ave. cross-town route. All Route 61 trips will be extended east from Larpenteur Ave. & Arcade St. to Larpenteur Ave. & Century Ave.
- Discontinuation of current service: Due to very low ridership, Route 501 will be discontinued, as will Saturday service on Route 33.

Figure 9. Network Now framework – High frequency routes

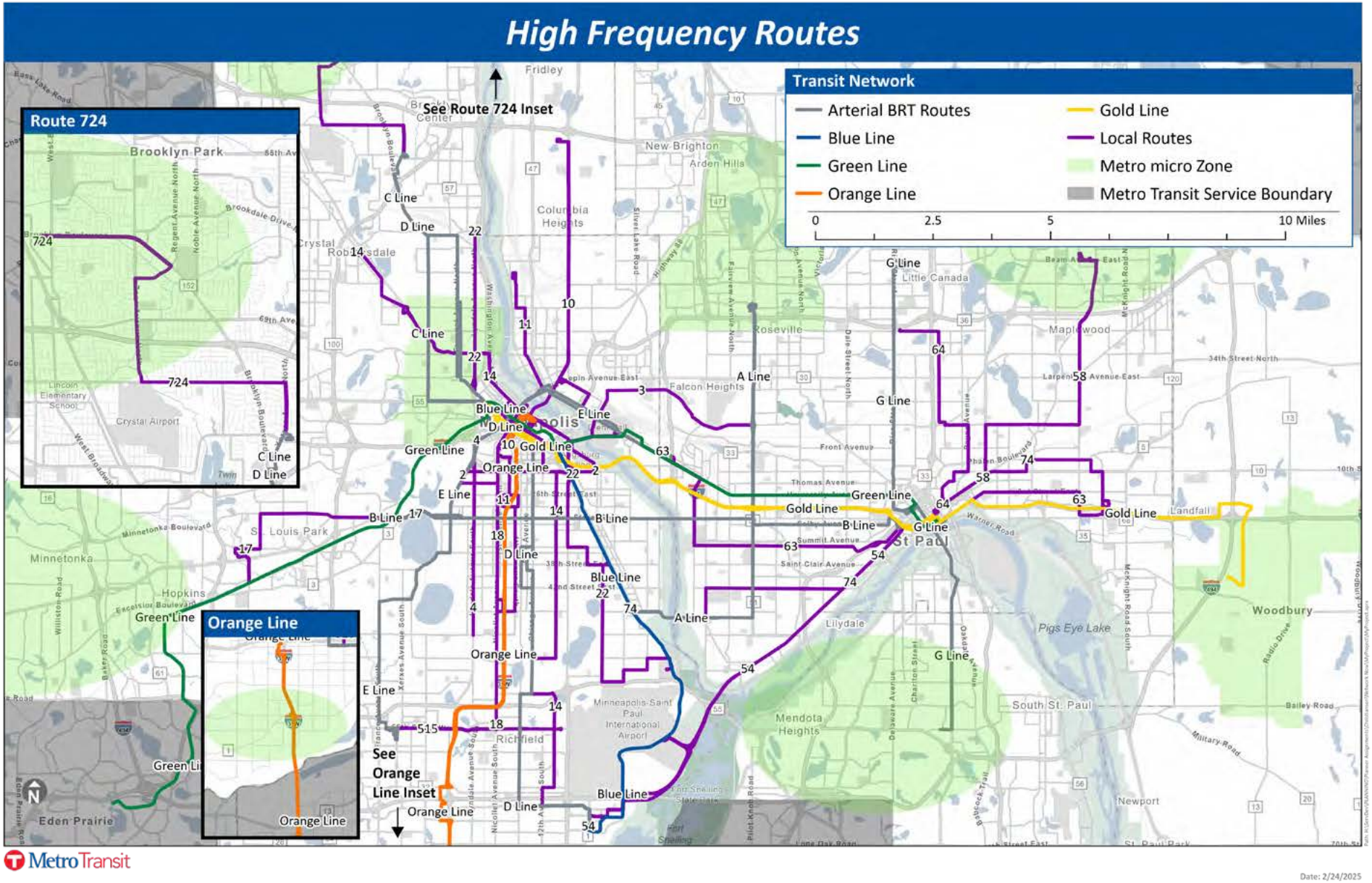
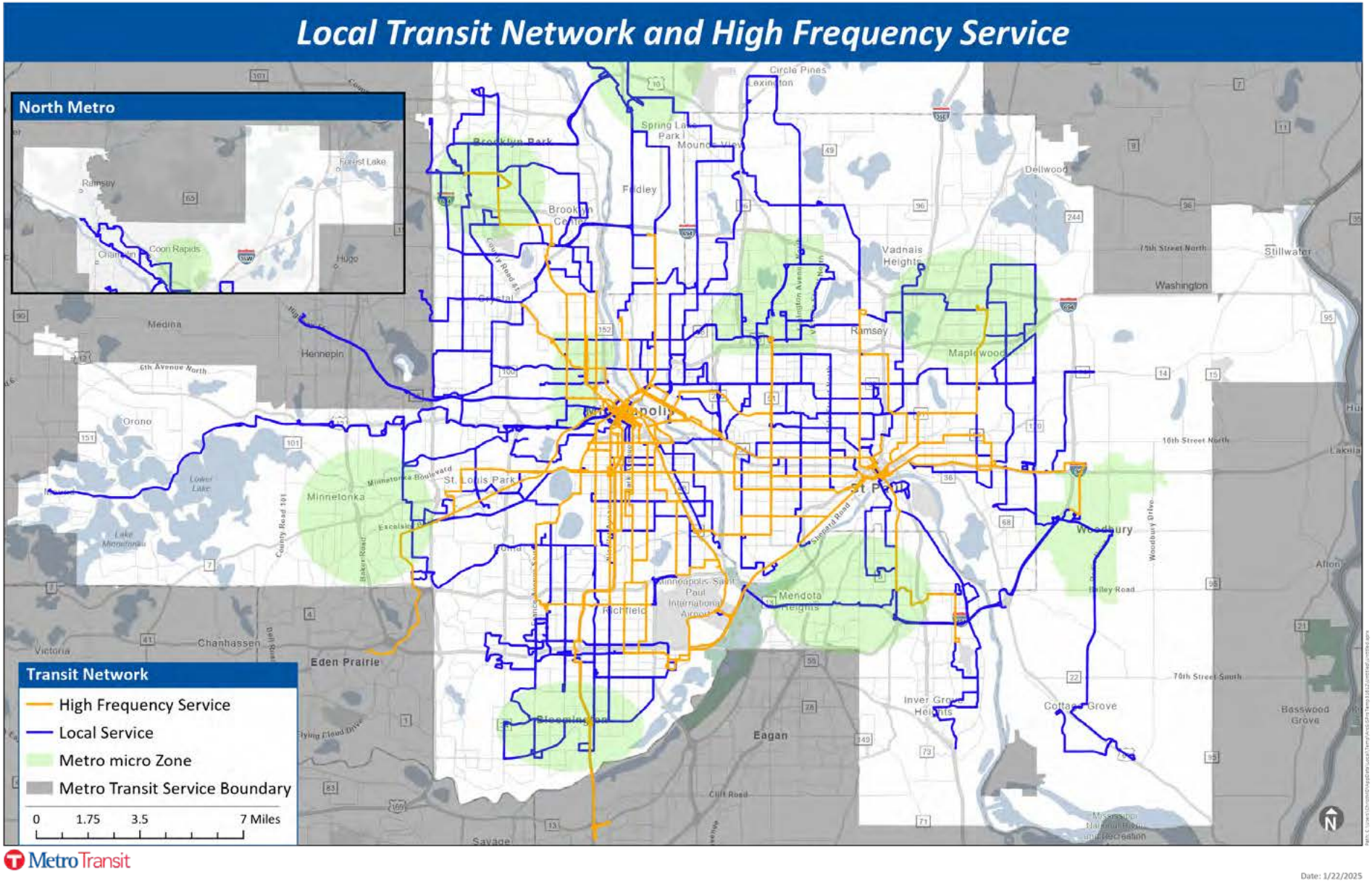


Figure 10. Local transit network and high frequency service



Commuter-oriented bus routes

Commuter-oriented routes connect suburban areas to major employment centers and destinations, including downtown Minneapolis, downtown St. Paul, and the University of Minnesota. Since 2020, express routes have been most affected by changes in commuting patterns due to the COVID-19 pandemic, remote work practice and investments in regional transitways. These routes experienced the biggest loss in percentage of riders in 2020 and have been the slowest to rebound as ridership recovers on other types of service in the region.

Rush-hour commuter express routes are designed for the primary purpose of bringing suburban residents to traditional 9-to-5 jobs in congested areas where parking is inconvenient and may be expensive. The growth in telecommuting at least some days of the week means that ridership on Mondays and Fridays is less than half of the ridership in the middle of the week, and more people are choosing to drive because parking has become less expensive. Metro Transit has evaluated these conditions in the development of the framework.

Through 2027, Metro Transit will more than double our investment of service hours on frequent and reliable commuter-oriented routes throughout the region compared to our baseline of service offered in Dec. 2023.

Commuter-oriented service in the framework, including bus rapid transit, commuter rail and light rail is shown in Figure 11. The framework primarily focuses on strengthening primary express corridor service in the Key Express Network, and restoring some suspended service. Some routes in far-reaching areas with few trips that have not operated for several years will be discontinued. Figure 12 shows the number of weekly trips previously offered on discontinued routes, which are shown in red. Key Express Network, light rail and highway BRT routes are shown in purple and are also weighted by the number of weekly trips. Park & Ride lots that will close are shown in red.

Changes to commuter-oriented routes are summarized as follows:

- Maintain existing express service: Most express routes operating as of March 2025 will continue to operate. Service on Route 761 which is currently operating in Brooklyn Park and Brooklyn Center will be discontinued.
- Service restoration: Service on eight routes that are currently suspended will be restored: Routes 115, 134, 156, 579, 587, 652, 765, and 860. Route 46 will have service to Opus station restored during the rush-hour periods when Green Line Extension opens. Route 264 will be extended along Co. Rd. B and Lexington Ave. to Shoreview Community Center along portions of the former Route 261. These routes will offer improved service for customers in south Minneapolis, St. Paul, Edina, Minnetonka, Mounds View, Brooklyn Park, Coon Rapids, Arden Hills, and Shoreview.
- Expand service to the University of Minnesota: Due to the significant increases in ridership experienced since students, faculty and staff at the University of Minnesota were given a Universal Transit Pass, more service to the Minneapolis campus will be added:
    - New Route 352 will be added serving Woodbury to replace Route 355U trips.
    - One additional trip in each direction will be added on Route 252 in Blaine.
    - Additional frequency will be provided on Route 115, which provides service to south Minneapolis.
- Creating the Key Express Network: By opening the Gold Line and Green Line Extension and consolidating service on key highway corridors, Metro Transit will offer more reliable, frequent, and convenient service throughout the region in a way that adapts to the market. The Key Express Network will be made up of commuter express routes operating on key highway corridors that will extend from the center of the service area and provide frequent, reliable service to a limited number of Park & Ride locations. Routes 250, 270, 673, 768, and 850 are planned to be upgraded to form the Key Express Network, which is shown in purple in Figure 11. Customers who travel to a Park & Ride served by a Key Express Network route will be offered service every 15 minutes or better during rush hour and also have midday service.

Figure 11. Commuter Oriented Service Network

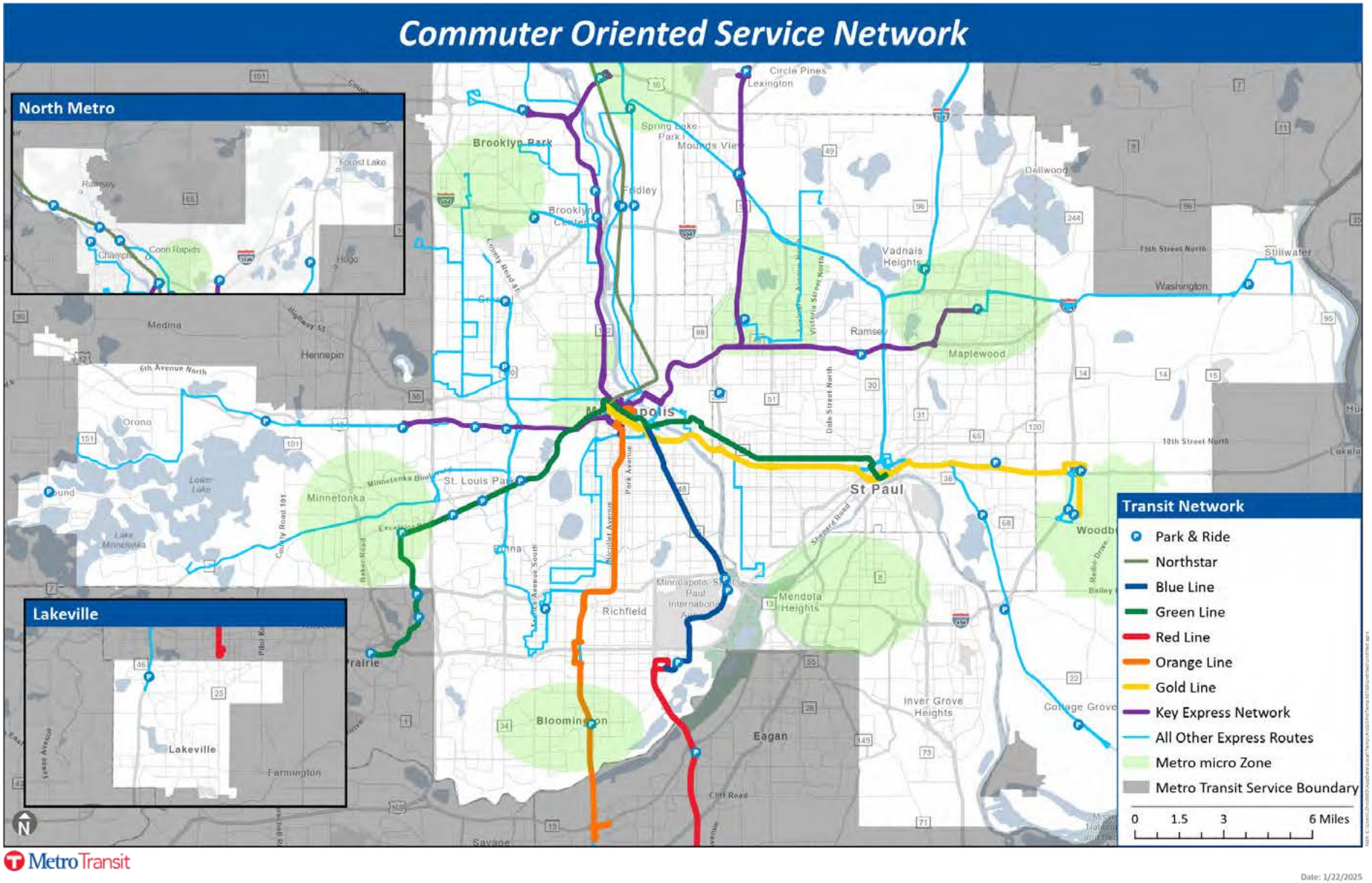
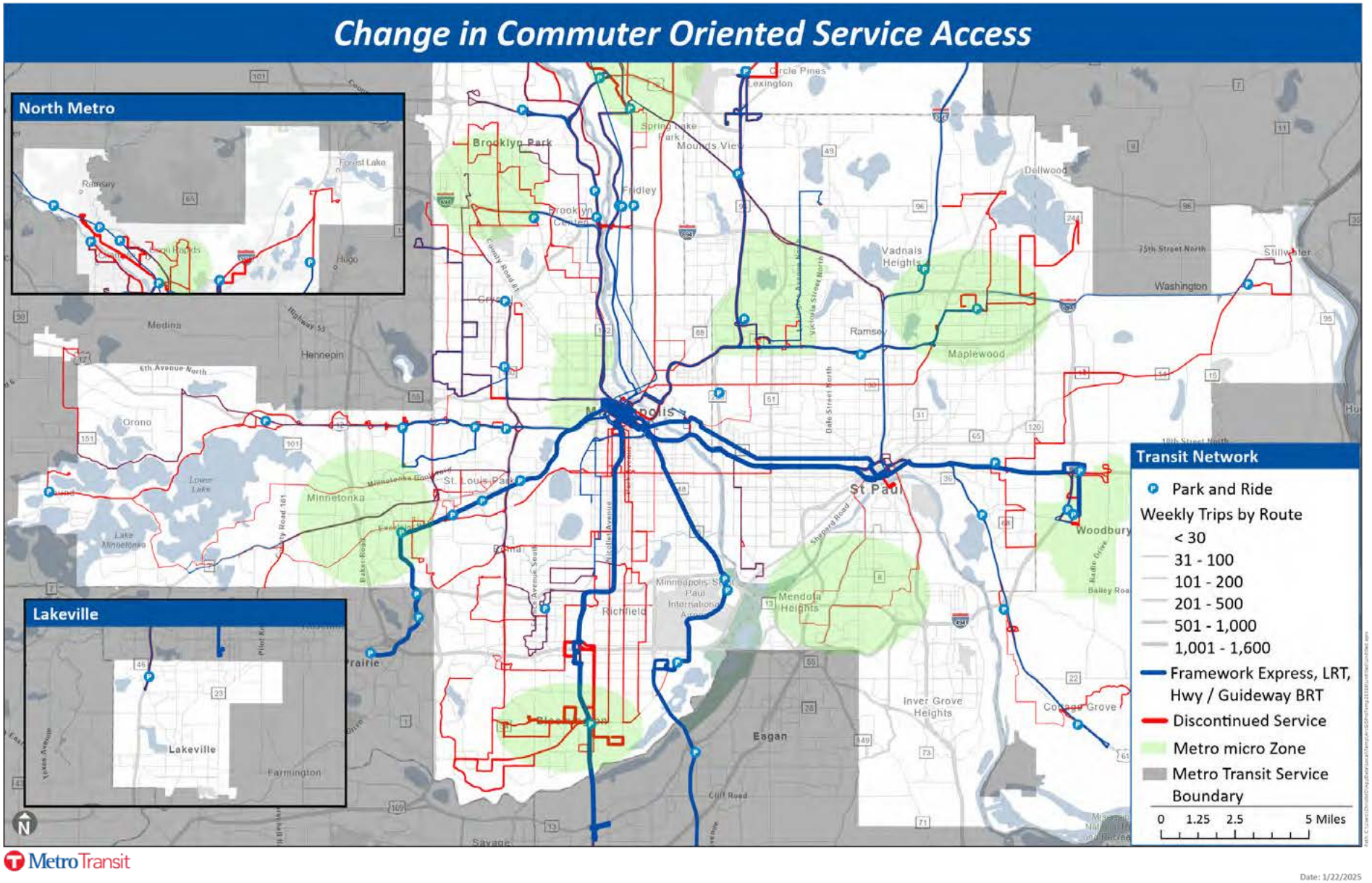


Figure 12. Change in Commuter Oriented Service Access



Changes by subregion

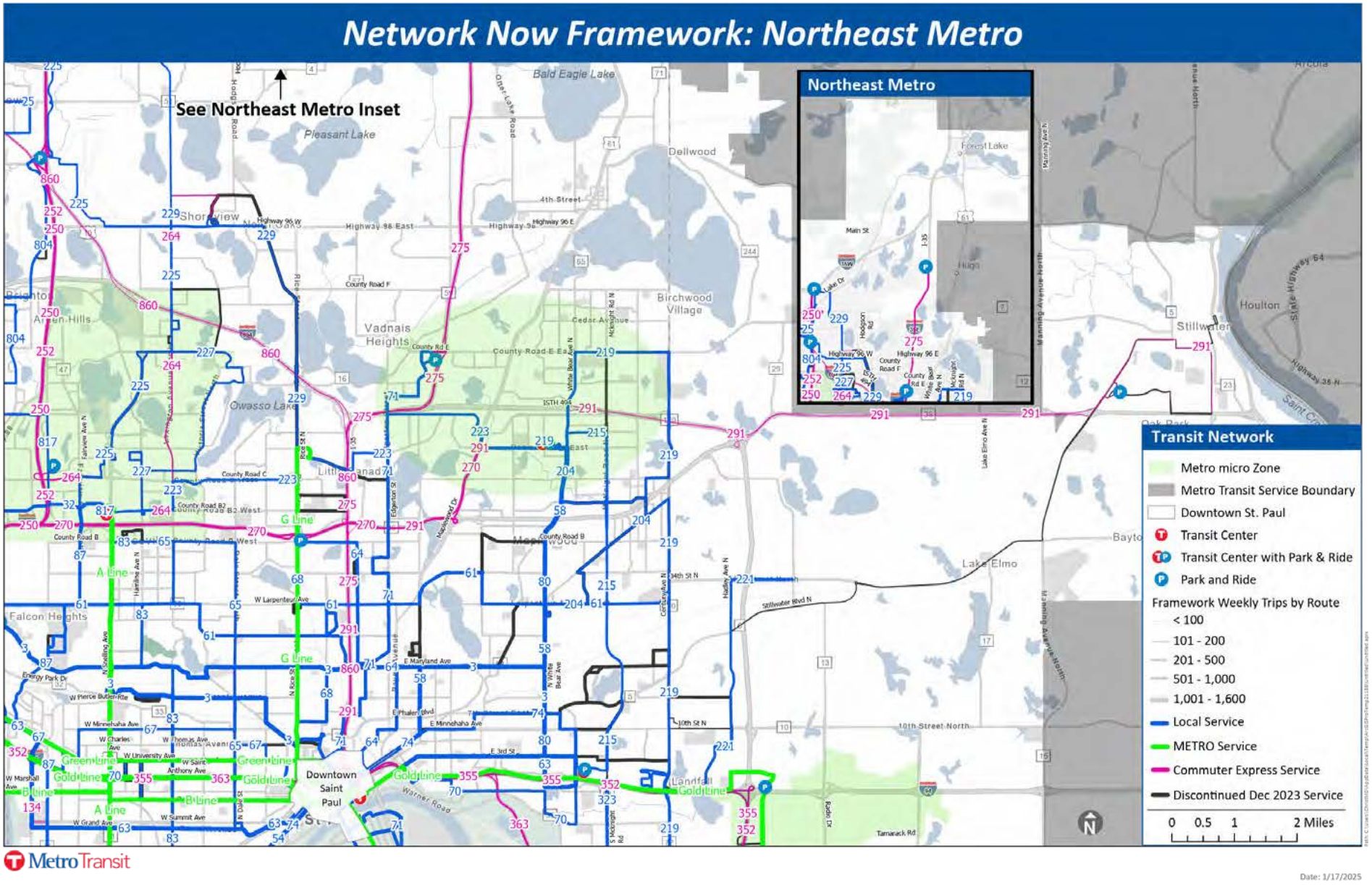
Metro Transit serves a broad and diverse set of communities throughout the Twin Cities metropolitan area. To more easily communicate key transit service changes planned as part of Network Now, this section explores the concept plan in four different quadrants of the region, defined below, as well as the downtowns and the University of Minnesota. The following sections describe transit service changes planned for each quadrant, as well as developments that helped guide route planning decisions for Network Now.

Northeast metro

The Northeast metro, as shown in Figure 13, generally includes areas north of I-94 and east of Hwy 280.

- **METRO service:** A Line on Snelling Ave. is already in operation. Gold Line will operate from Woodbury to downtown Minneapolis, operating on dedicated right of way between Woodbury and St. Paul and limited bus-only shoulder lanes between downtown St. Paul and Hwy 280, replacing Route 94. The first phase of G Line will operate from Union Depot in St. Paul to Little Canada Transit Station, operating primarily on Rice St. and replacing Route 62.
- **Key Express Network:** Route 270 provides express service from Maplewood Mall Transit Center and Hwy. 36 & Rice St. Park & Ride to downtown Minneapolis and Route 250 provides express service from I-35W & 95th Ave. Park & Ride and I-35W & Co. Rd. H Park & Ride to downtown Minneapolis.
- **Restructured service:** Many east metro routes are being restructured to create a better grid network that relies on improved frequencies for better transfer connections. In addition to St. Paul, route restructuring will also affect other northeast suburban communities, such as Maplewood, Oakdale, Little Canada, and Vadnais Heights. Affected routes are as follows:
    - Route 54 will be split into two routes (Route 54 between downtown St. Paul and Mall of America and Route 58 between downtown St. Paul and Maplewood Mall).
    - Routes 3 and 61 will be rerouted to serve as crosstown routes rather than ending in downtown St. Paul.
    - Route 64 will cover parts of Route 71 and operate primarily straight north of downtown St. Paul on Payne Ave. and McMenemy St. to Hwy 36 & Rice St. Park & Ride. Route 64N in North St. Paul will be replaced by new Route 204.
    - With the opening of G Line Phase 1, the northern terminal of Route 62 will be moved to 12th St. & Robert St.
        - Route 67 will be restructured, with portions of the route on Thomas Ave., Rice St., Cedar St., and Minnesota St. eliminated. Route will serve Western Ave., University Ave., Marion St., Kellogg Blvd., 5th St., 6th St., and Union Depot.
    - Regular Route 74 service will be simplified in St. Paul to offer more direct service to Sun Ray Transit Center and will be added to the high frequency network.
    - Route 219 will remain on Century Ave. south of I-94 and will have Sunday service added.
    - New Route 291 service between Stillwater, Maplewood, and downtown St. Paul will replace parts of Routes 265 and 294.
- **Restored service:** Route 223 was restored on weekdays between Rosedale Transit Center in Roseville and Maplewood Mall Transit Center in Maplewood.
- **New service:** Route 71K will be extended to provide all-day service to the Wal-Mart in Vadnais Heights. New Route 215 will serve McKnight Rd. between Maplewood and Sun Ray Transit Center. New Route 221 will connect to Gold Line stations and primarily serve Oakdale. Route 225 will be extended to offer access to destinations at Rice Creek Commons and into Blaine. New Route 229 will connect customers from Little Canada Transit Station to Blaine, operating along Rice St., Hodgson Rd., Hwy 96, Lexington Ave., Lovell Rd./95th Lexington Ave. Route 264 will be extended to the Shoreview Community Center along portions of the former Route 261, including portions of Co. Rd. B and Lexington Ave. in Arden Hills and Shoreview. Three new Metro micro zones are planned in the Northeast metro, with service in the Woodbury area connecting to Gold Line, the Roseville area connecting to A Line, and Maplewood connecting with Maplewood Mall Transit Center.

Figure 13. Network Now framework – Northeast metro

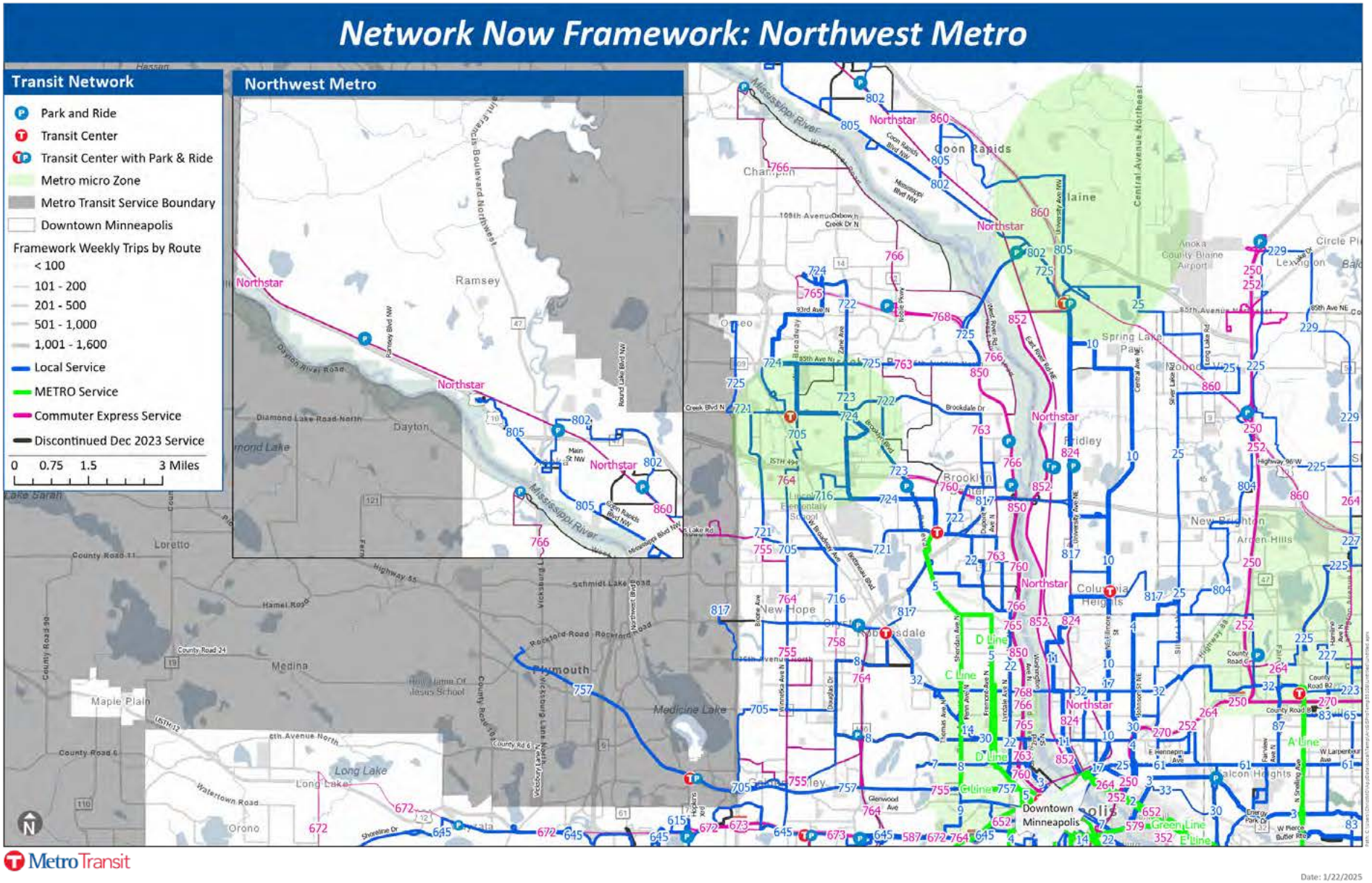


Northwest metro

The Northwest metro, as shown in Figure 14, includes the western suburbs, the area around north Minneapolis, and extends as far north as Anoka and Blaine.

- **METRO service:** C and D Lines are already in operation, and there are no new METRO lines planned in this subregion by the end of 2027. F Line will largely replace Route 10 from downtown Minneapolis to Northtown Transit Center, with an adjusted timeline outside the scope of Network Now, subject to coordinated reconstruction of Central Ave. The Blue Line Extension is also slated to open beyond the timeframe of Network Now, but will also add more fast, frequent, all-day service in this region.
- **Key Express Network:** Route 768 provides express service from Hwy. 610 and Noble Park & Ride, Church of the Nazarene Park & Ride, and Hwy. 252 and 66th Ave. Park & Ride to downtown Minneapolis. Route 850 provides express service from Foley Park & Ride to downtown Minneapolis.
- **Restructured service:** Route 850 will be restructured to reduce duplication. Restructured Route 805 and new Route 802 will replace Route 852 north of Northtown Transit Center. Routes 717 and 801 will be combined into new Route 817 and serve 36th Ave. and Lancaster Ln. in Plymouth. Route 804 service between Silver Lake Village and Northtown Transit Center will be discontinued and replaced by improved service on Route 25. Route 14 will be restructured so all trips remain on West Broadway Ave. west of Knox Ave. to serve North Memorial Hospital and Robbinsdale. New Route 8 will replace Route 14 along Golden Valley Rd., Duluth St., and Douglas Dr.
- **Restored service:** Route 765 will be restored to serve reverse commute trips between downtown Minneapolis and Brooklyn Park. Route 860 will be restored to connect customers in Coon Rapids, Blaine, and Mounds View to downtown St. Paul.
- **New service:** Metro micro service will continue in north Minneapolis, with new planned zones in portions of Blaine and Coon Rapids, as well as in Brooklyn Park near Starlite Transit Center. New Route 725 will run between Osseo, Brooklyn Park, and Blaine via Jefferson Hwy., 85th Ave. N. and Hwy. 610. New Route 757 will run limited-stop service on Hwy. 55 between downtown Minneapolis, north Minneapolis, Golden Valley, and Plymouth as a pilot for potential future bus rapid transit service. Route 852 will operate new service on E River Rd. south of I-694 (Northern Stacks) as well as on Marshall St. in northeast Minneapolis.

Figure 14. Network Now framework – Northwest metro

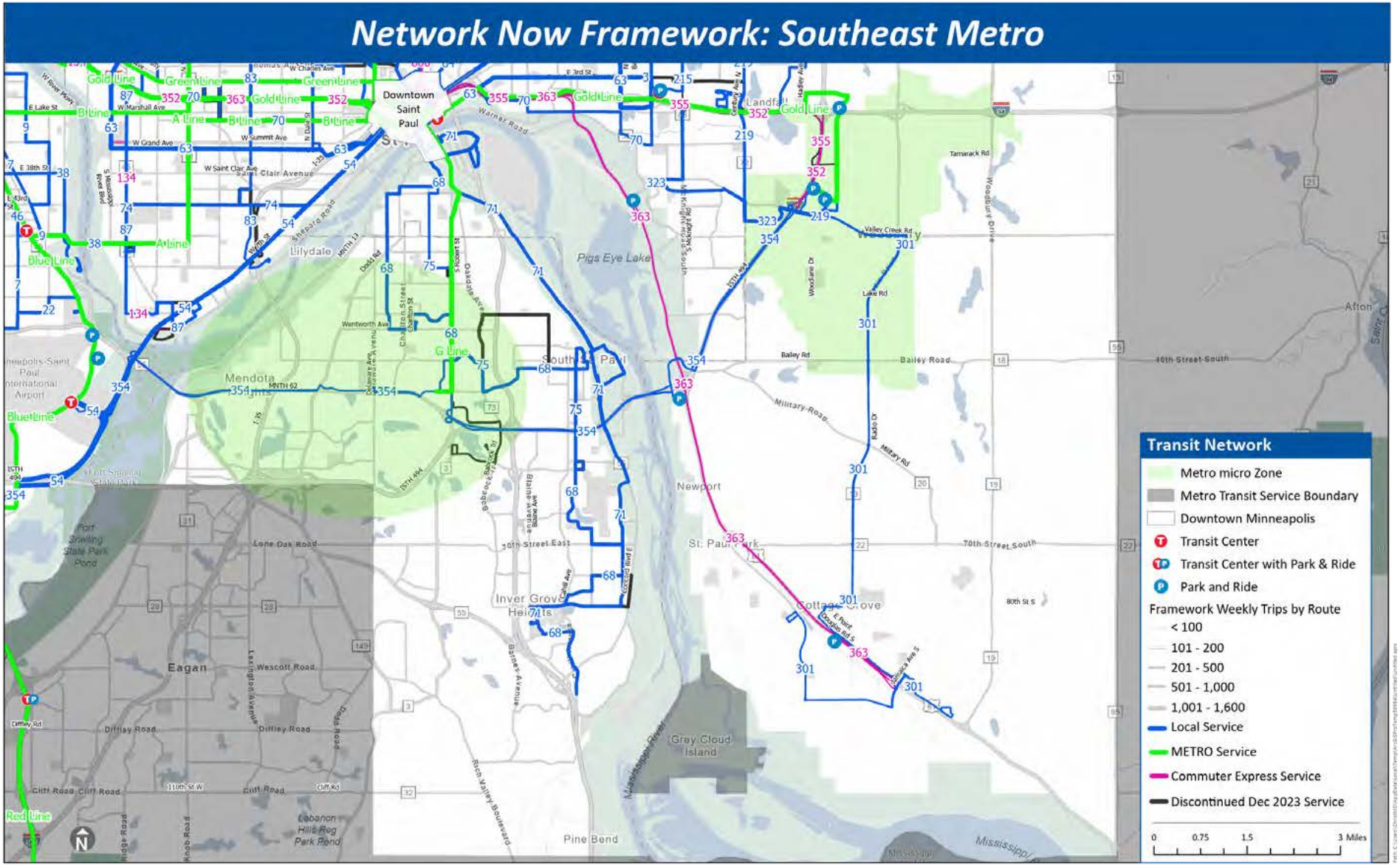


Southeast metro

The Southeast metro, as shown in Figure 15, includes areas south of I-94 and east of Hwy. 280 and the Mississippi River.

- **METRO service:** A Line on Snelling Ave. and Ford Pkwy./46th St. is in operation. B Line and Gold Line are planned to open in 2025. G Line Phase 2 will include the southern portion of the corridor from Robert St. & Fillmore Ave. to the Dakota County Northern Service Center in West St. Paul. G Line Phase 2 will be constructed by the end of 2028. Routes 62, 68, and 75 south of downtown St. Paul will be restructured to provide supporting service when G Line Phase 2 opens in 2028.
- **Key Express Network:** No Key Express Network routes serve the Southeast metro.
- **Restructured service:** With the opening of B Line, Route 21 will be discontinued. In the southeast metro, supporting service will be provided by an extension of Route 70 offering connections to Midway destinations and on Selby Ave. in St. Paul. Route 54 will be split into two routes (Route 54 between downtown St. Paul and Mall of America and Route 58 between downtown St. Paul and Maplewood Mall). Routes 62, 68, and 75 will be restructured when G Line Phase 2 opens in 2028. Route 87 will be adjusted to better serve multifamily housing and senior buildings south of W. 7th St. in St. Paul. Route 94 service between downtown Minneapolis and downtown St. Paul will be replaced by Gold Line Extension.
- **Restored service:** Route 134 will be restored with limited-stop service from Highland Park in St. Paul to downtown Minneapolis along Cleveland and Cretin avenues.
- **New service:** New all-day local Route 301 will connect to Gold Line stations and serve Cottage Grove. Metro Transit will also implement two new Metro micro zones, one in parts of Mendota Heights, Inver Grove Heights and South St. Paul to support Phase 2 of the G Line and one in Woodbury and Oakdale to support the Gold Line. Woodbury express service changes include the addition of a new route between Woodbury Theatre Park & Ride and the University of Minnesota and new Route 354 with weekday service in the I-494 corridor between Woodbury, Newport, West St. Paul, Mendota Heights, the airport, and the Mall of America.

Figure 15. Network Now framework – Southeast metro

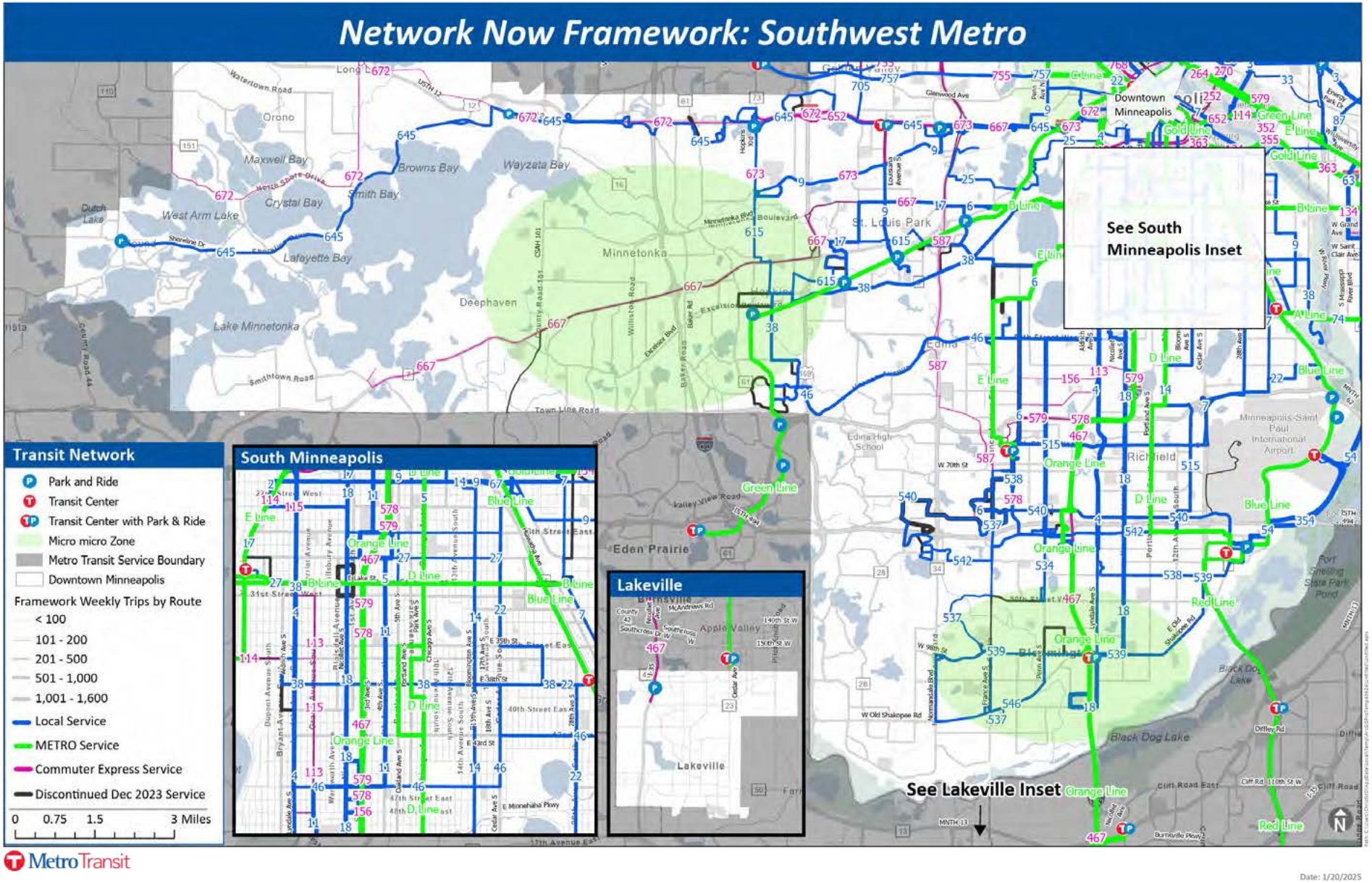


Southwest metro

The Southwest metro, shown below in Figure 16, includes areas west of the Mississippi River and south of I-394. Communities in the subregion include south Minneapolis, Bloomington, Richfield, Lakeville, and Edina, as well as west suburban St. Louis Park, Hopkins, Golden Valley, Minnetonka and communities surrounding Lake Minnetonka and Minnetonka.

- **METRO service:** Changes to service in the Southwest metro are largely driven by the addition of the Green Line Extension from Eden Prairie to downtown Minneapolis and the resulting consolidation of express service. The Southwest metro will also be served by E Line beginning in 2025 traveling between Southdale Transit Center, downtown Minneapolis and the University of Minnesota.
- **Key Express Network:** Route 673 provides express service from Co. Rd. 73 Park & Ride and Louisiana Ave. Transit Center to downtown Minneapolis.
- **Restructured service:** The Green Line Extension includes supporting bus service improvements on routes 9, 17, and 615, as well as new Route 38 to replace existing Routes 23 and 612. Rush-hour trips on Route 46 will be provided to Opus Station via Vernon Ave. Route 6 will be restructured with the northern terminal at Lake St. & France Ave. Route 534 will be shortened to operate from 98th St. Station to 90th St. & Penn Ave. via Lyndale Ave., American Blvd., and Penn Ave. Route 537 will be rerouted along 90th St. and Collegeview Rd. to better serve residents and will operate via France Ave. north of Minnesota Dr., using 79th St. to travel via York Ave. to Southdale Transit Center. Route 538 will have the rush-hour-only deviation along 76th St. and Penn Ave. discontinued. Route 539 will be extended to Normandale Village shopping center. Route 540 will be adjusted to offer new coverage on 77th Street. Route 546 will be extended along Old Shakopee Rd. and Normandale Blvd. Route 540 and Route 542 will see slight changes to routing near the Normandale Office Park to improve route efficiency. In the far west metro, Route 667 will be rerouted from Hwy. 101 to Excelsior via Hwy. 7.
- **Restored service:** Route 46 service west of the Blue Line will be restored on all days. Route 156 will be restored. Route 652 will be restored with service from Co. Rd. 73 Park & Ride to downtown Minneapolis and University of Minnesota. Route 115 will be restored with limited-stop service to Uptown from the University of Minnesota. Route 579 will be restored with express service from Southdale Transit Center to the University of Minnesota. Route 587 will be restored with limited-stop service from Bloomington to downtown Minneapolis. Route 652 will be restored with service from Co. Rd. 73 Park & Ride to downtown Minneapolis and University of Minnesota.
- **New service:** The Orange Line's 98th St. Station will be included in a future microtransit zone and serve areas of southwest Bloomington formerly covered by Route 547. Minnetonka will be served by a future microtransit zone to connect with the Green Line Extension.

Figure 16. Network Now framework – Southwest metro



Downtown Minneapolis, University of Minnesota, and downtown St. Paul

Route changes in downtown Minneapolis and on the campus of the University of Minnesota (Figure 17), as well as route changes in downtown St. Paul (Figure 18), are guided by major transitway investments, city-led developments, and changes to the express bus travel market, as well as improvements to crosstown and weekend service.

- **METRO service:** Green Line Extension will provide a direct connection between both downtowns, the University, and Hopkins, St. Louis Park, Minnetonka, and Eden Prairie. Orange, C, and D Lines already serve downtown Minneapolis, and the E Line will be added in 2025. Gold Line Extension will share stations along 7th and 8th streets in downtown Minneapolis. E Line also will serve the University. Gold, B and G Lines will serve downtown St. Paul, with Gold and B Lines sharing stations along 5th and 6th streets.
- **Restructured service:** In downtown Minneapolis northbound Route 9 moved from 9th St. to 7th St. Potential changes involving routes on Nicollet Mall are under discussion with the City of Minneapolis but outside the scope of Network Now. Route 6 will no longer serve downtown Minneapolis. In downtown St. Paul, Routes 3A and 61 will no longer serve downtown St. Paul. Route 54 will end at Union Depot and Route 54M will become Route 58. Route 67 will be restructured to remove the portion of the route along 25th and 26th Ave. and Riverside Ave. in Minneapolis. The route will continue straight on Franklin Ave. between 26th Ave. and Riverside Ave. Route 70 will be extended west along Selby Ave. Routes 265 and 294 will be combined into new Route 291, serving Maplewood and Stillwater.
- **Restored service:** Routes 134 and 156 serving downtown Minneapolis will have one to two trips added in each direction during morning and evening rush hours, while Route 860 serving downtown St. Paul will have two trips during morning and evening rush hours. Limited service will be restored during the University of Minnesota school session on express routes 115, 579, and 652.
- **New service:** Route 352 will provide new express service between Woodbury and the University of Minnesota, with connections to Gold and Green Lines. Route 757 will provide new limited-stop service between downtown Minneapolis, Golden Valley, and Plymouth via Hwy. 55, offering connections to the Blue, Green, Orange, C, D, and E Lines.

Figure 17. Network Now framework – downtown Minneapolis and University of Minnesota

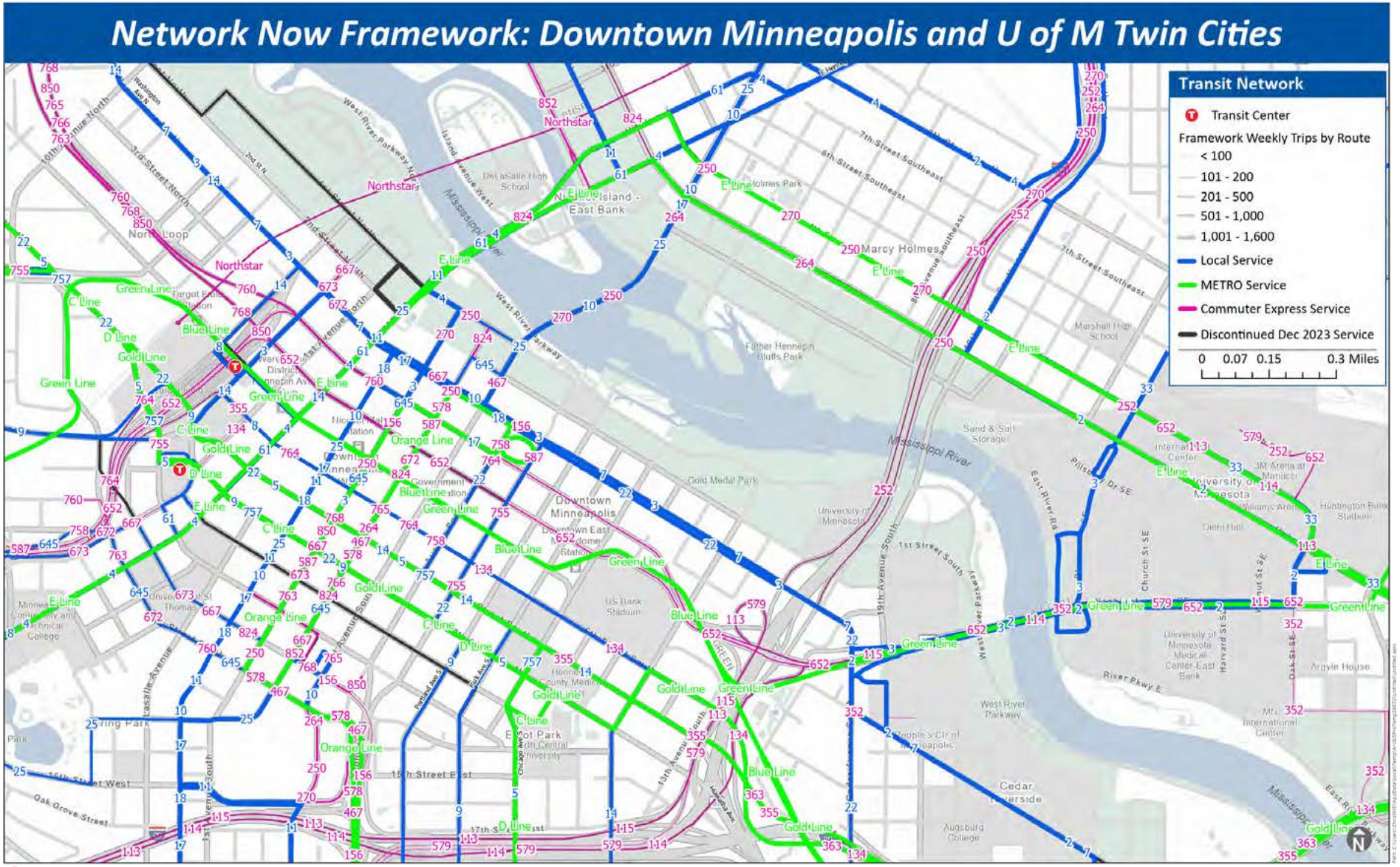
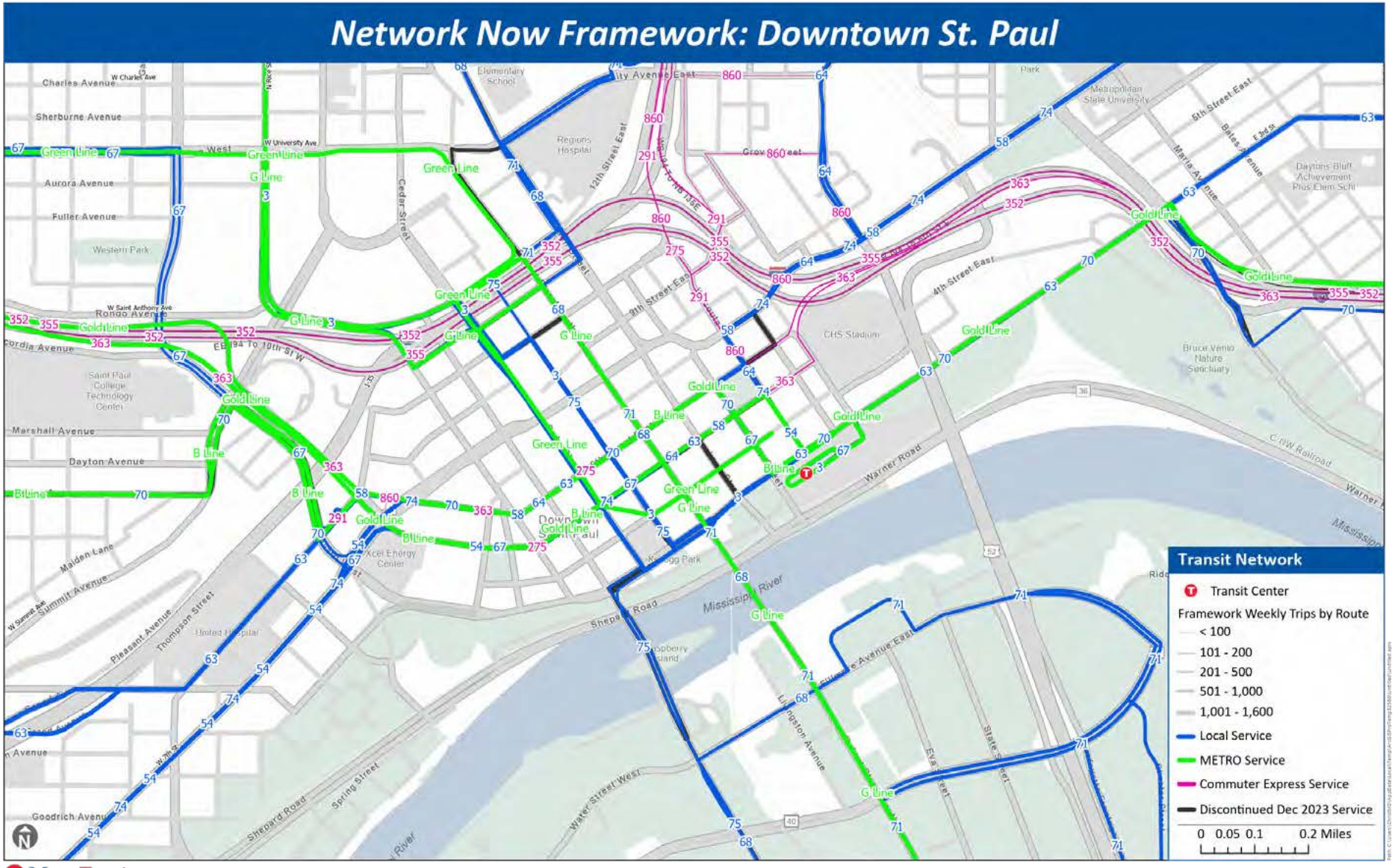


Figure 18. Network Now framework – downtown St. Paul



Regional changes

This section aggregates and summarizes framework changes across the network. Figure 19 shows the Network Now framework by route classification. Each route class (local, commuter express, and METRO service) is shown in a distinct color.

Figure 19. Network Now framework by service type

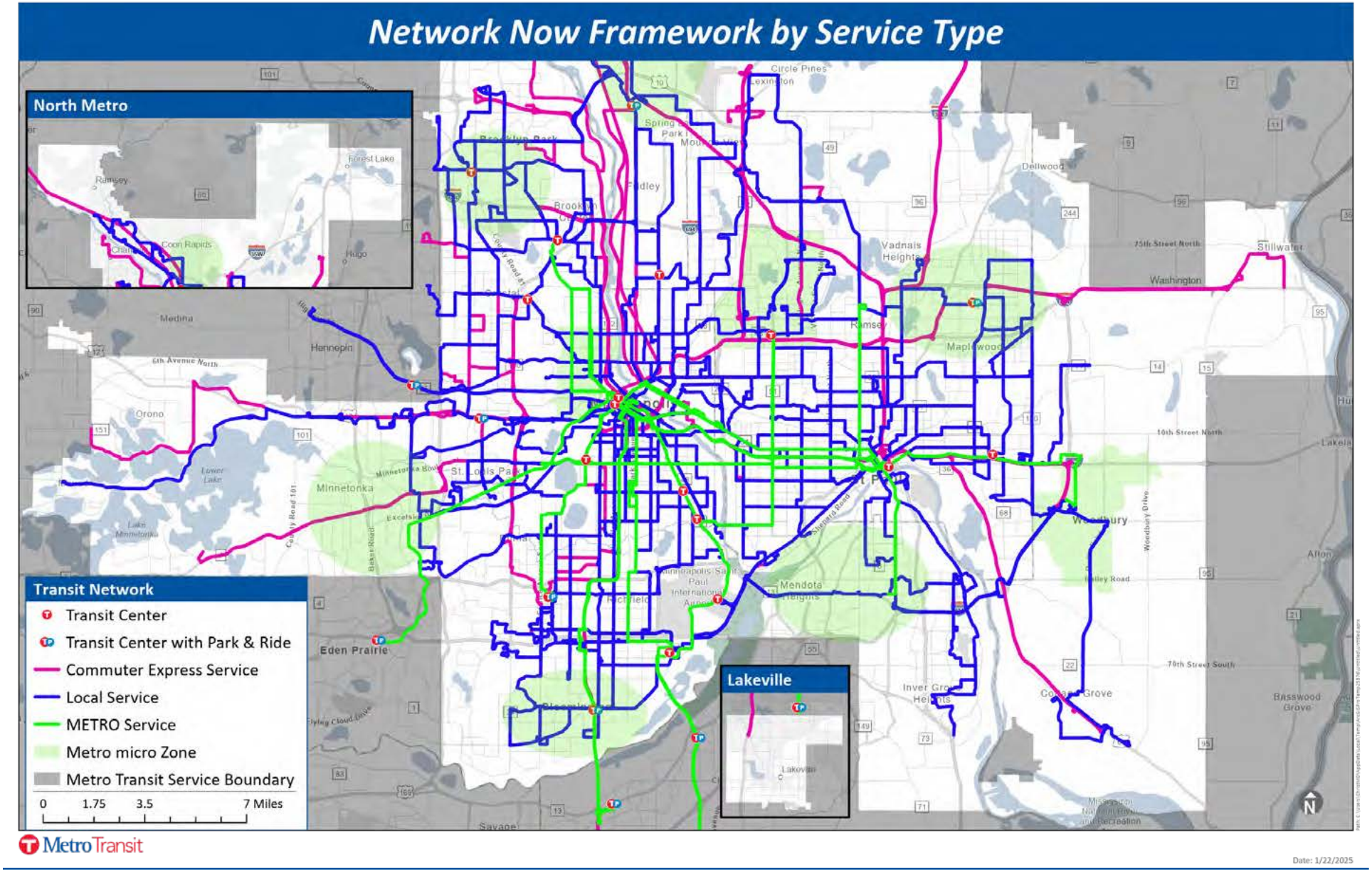


Figure 20 shows the Network Now framework in relation to service coverage provided from December 2019 through December 2023. Routes continuing to operate on the same street network are shown in color underlaid by a grey line, while areas no longer covered are shown as a distinct grey line. New areas of coverage are shown as a distinct line in color. Coverage changes are primarily in areas currently served by low-frequency express bus routes. New Metro micro areas are shown in light green, providing additional access for customers without fixed route service.

Figure 20. Network Now framework – changes in network coverage

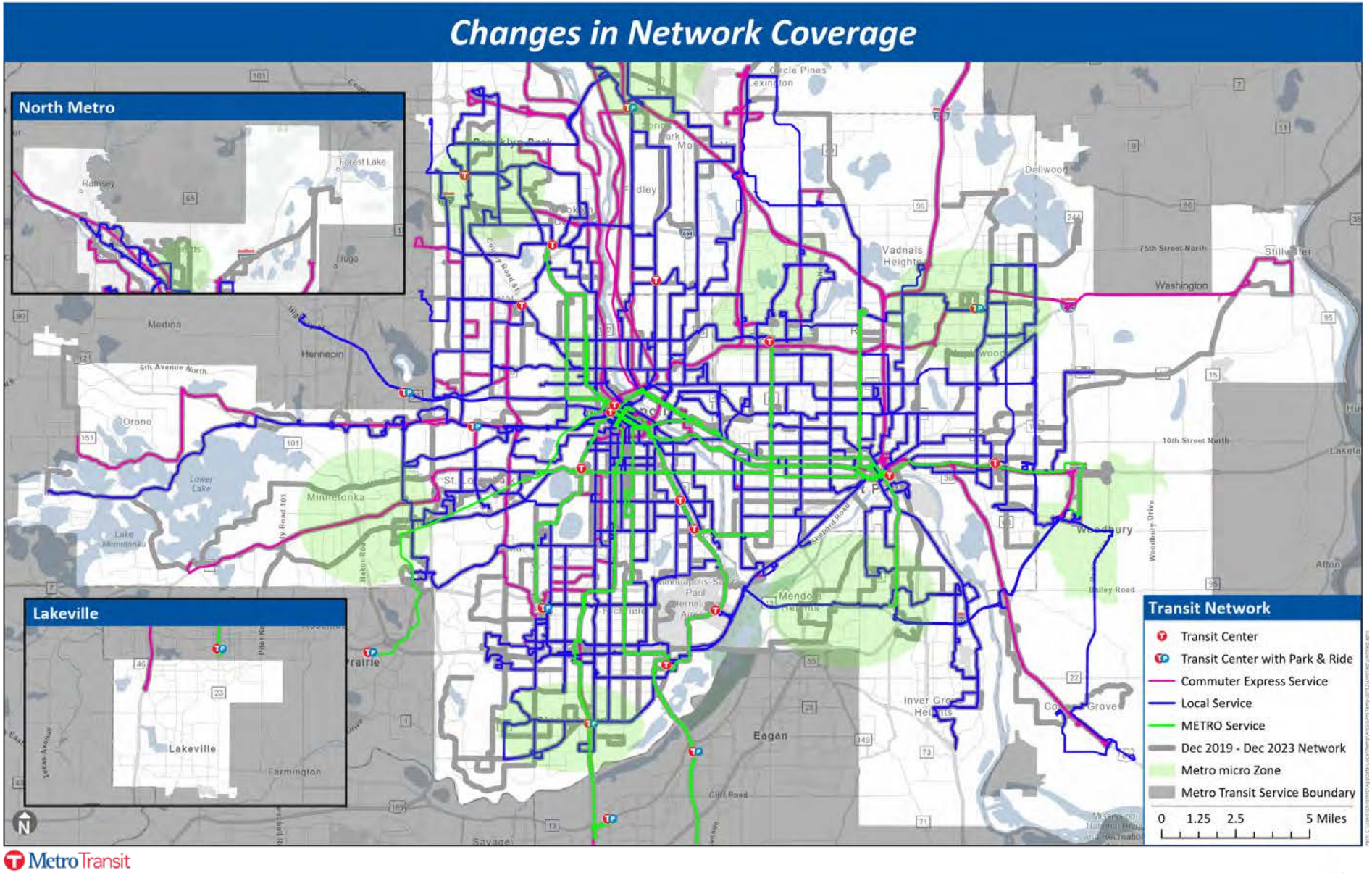


Figure 21 shows the Network Now framework in terms of the number of weekly trips planned. Relative to pre-pandemic service, the framework includes a more significant reduction in express bus service, particularly in the outer parts of the region where many routes have been suspended since March 2020. Most of the service discontinued (shown in red) has not operated in at least three years. There are limited areas where service runs currently that will see discontinued service compared to December 2023 (shown in orange).

Service frequency is measured as the number of weekly trips operated on each route. In most cases, 1,000 – 1,800 weekly trips indicate service every 15 minutes or better; 500 – 1,000 weekly trips indicate service every 30 minutes or better, and 200 – 500 weekly trips indicate service every 60 minutes or better. For express routes operating during rush hour only, 100 – 200 weekly trips indicate frequent service, 31 – 100 weekly trips indicate demand-oriented service, and less than 30 weekly trips indicate limited service availability. Frequency for each route is shown at the route level, so certain segments or branches may offer fewer trips.

Figure 22 shows routes within the framework that will see increases in frequency and/or new geographic coverage. Lines shown in blue will see frequency increases during at least part of the week on at least the main portion of the route, while lines in orange will offer access to new destinations on streets that did not have transit service from December 2019 to present. Frequency will improve on more than 70 routes. Many routes will experience both an increase in frequency and new geographic coverage; these are shown in both colors. Investing in more frequent service and new geographic coverage will help Metro Transit reduce waiting times, improve transfer connections, and provide new customers with efficient access to destinations across the Twin Cities region.

Figure 21. Network Now framework by number of weekly trips

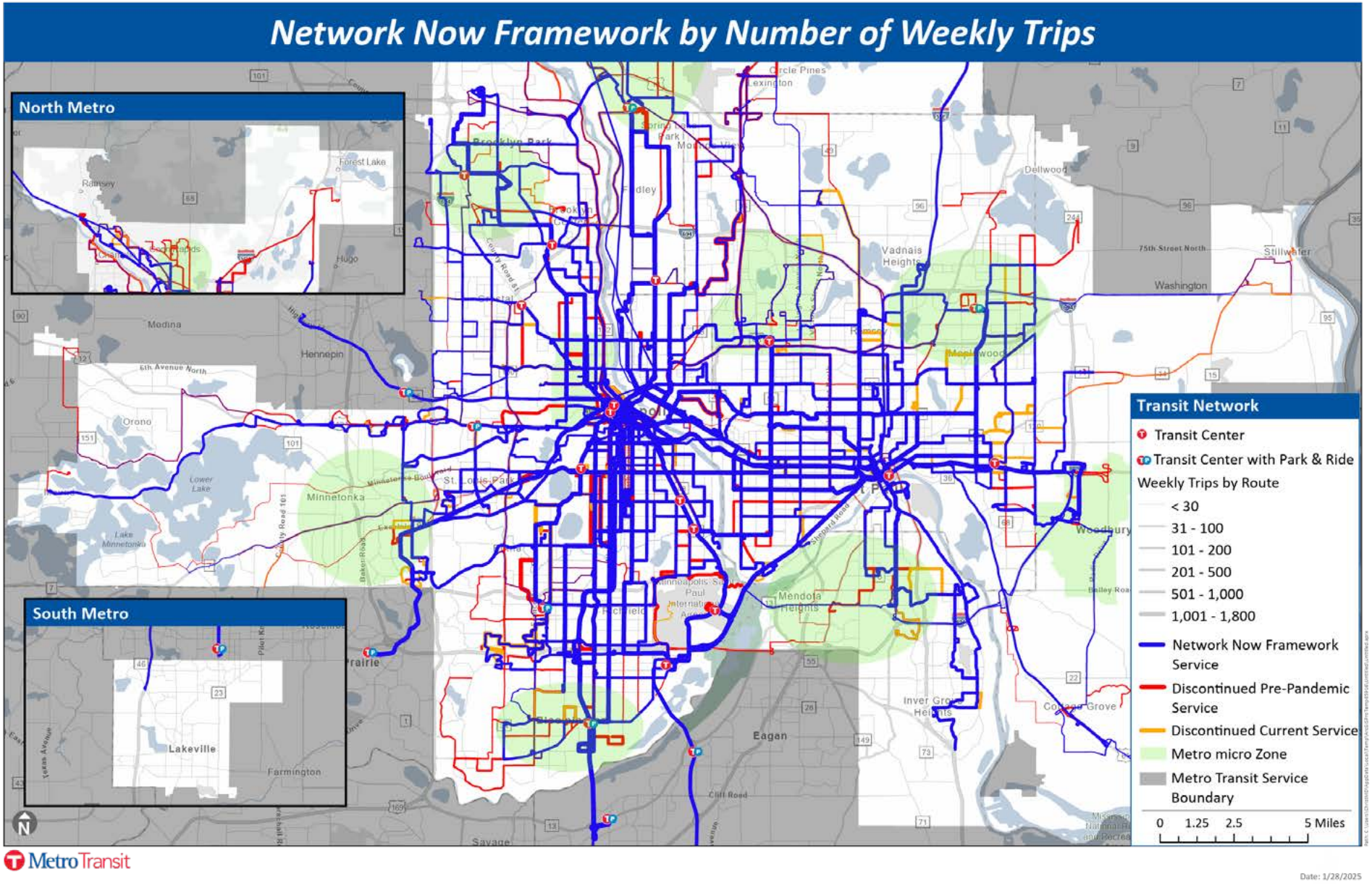


Figure 22. Improved frequency and new coverage routes

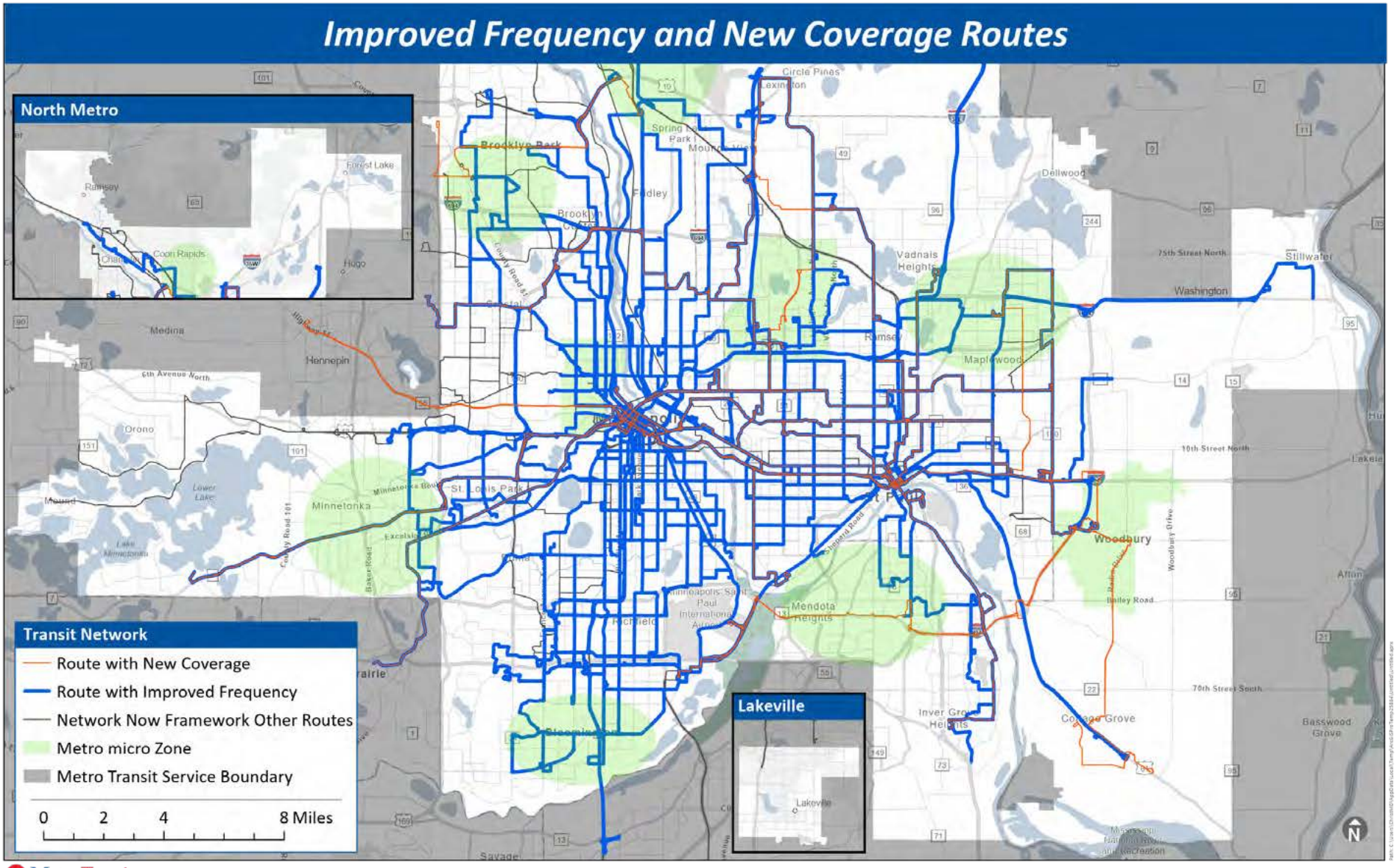
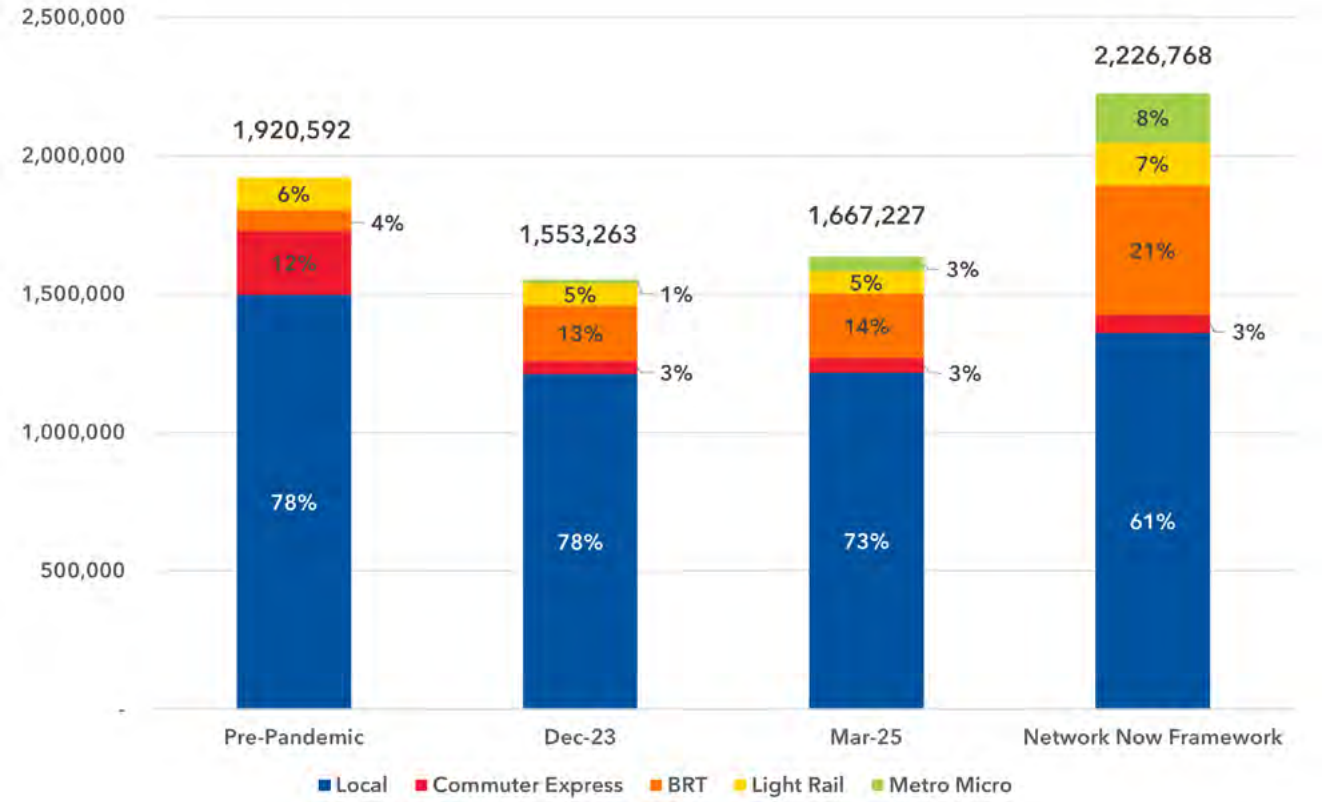


Figure 23 shows the percentage of in-service hours by service type for pre-pandemic, December 2023, March 2025, and Network Now framework. While the proportion of local service has remained the same from pre-pandemic to December 2023, local service as a percentage of total service hours will decrease by 17 percentage points within the framework. Conversely, bus rapid transit, light rail, and Metro micro will make up a larger percentage of in-service hours within the framework when compared to December 2023. Commuter express service will be maintained at the same proportion of service as the December 2023 level. Increases in service as of March 2025 reflect Metro Transit's continual effort to increase service.

Figure 23. Percentage of annual in-service hours by service type



Facilities impacts

Based on the service changes planned in the framework, Metro Transit plans to close some current facilities and add new facilities that are used for bus and rail service. This section addresses affected facilities, including light rail and bus rapid transit stations, bus stops, passenger facilities, operations and maintenance facilities, and Park & Rides.

Stations and stops

Metro Transit currently serves approximately 10,000 active bus stops, a 25% decrease since 2019. This decrease is due to not only suspended routes but also efforts to consolidate stops on existing routes in areas that exceed ¼ mile stop spacing. As the framework is implemented, Metro Transit will need to add stops in areas of new route coverage. Bus stop signs on all routes and segments that will be discontinued will be removed, and where necessary, curbside space at bus stops will be returned to the roadway owner. As changes are made to existing routes, Metro Transit will review bus stop spacing and consolidate some existing stops to better balance access needs and average speed. Bus stops on routes that are currently suspended but are planned for restoration will remain in place until service is restored.

- **Transit centers:** No changes are needed at existing transit centers to accommodate the service improvements in the Network Now framework.
- **Bus shelters and amenities:** As bus route improvements are made, Metro Transit will coordinate service changes with shelters and other customer amenities. Metro Transit's current guidelines call for new shelters may be considered at stops with at least 20 customer boardings per day. Heaters may be considered at transfer points with at least 70 daily boardings. Shelter lighting may be added where more customers board buses when it is dark outside, and where a source of power is readily available. Bus shelters may be removed due to low usage if there are fewer than 10 daily boardings and no service improvements are planned.
- **Light rail stations:** The Green Line Extension will include 14 new light rail stations by 2027.
- **Bus rapid transit stations:** The Gold Line will add 16 new bus rapid transit stations to the network in 2025 and three more stations in 2027. The B, E, and G Lines will add 87 more stations by 2028.

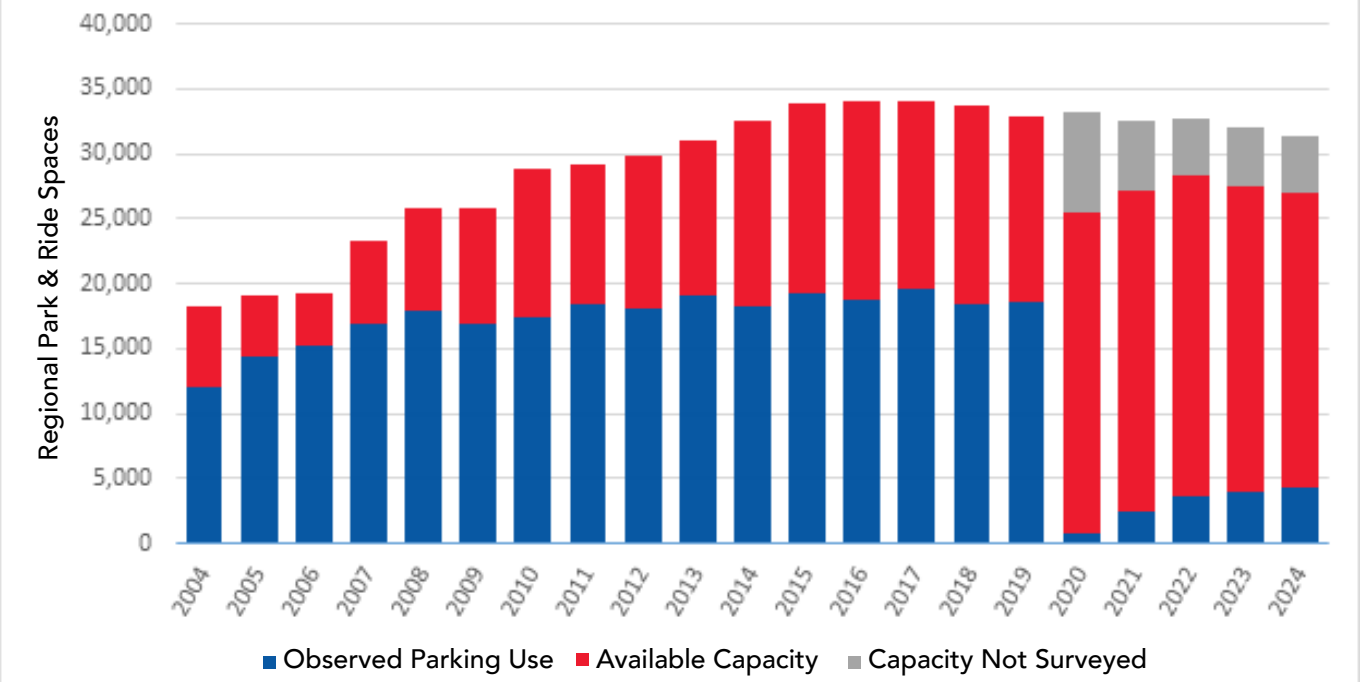
Operations and maintenance facilities

As the transit network expands, Metro Transit will invest in operations and maintenance facilities to store and maintain buses and trains. Existing garage facilities can accommodate the additional buses needed to implement the Network Now changes. By 2027, Metro Transit will also need to have facilities for the Green Line Extension. A Green Line Rail Support Facility is currently under construction in Hopkins and will complement existing light rail operations and maintenance facilities in Minneapolis and St. Paul.

Park & Rides

Park & Ride use has declined due to changes in commute patterns since 2019, as shown in Figure 24. While ridership has declined on all transit services compared to pre-pandemic levels, commuter-oriented routes have been the slowest to recover. The rate of workers in downtown Minneapolis and St. Paul who telecommute at least some of the time is still significantly higher in 2024 than in 2019, and this trend is expected to be one of the more permanent changes to the region's travel patterns and transit needs.

Figure 24. Annual Park & Ride survey, 2004 to 2024



By the end of 2027, the number of Park & Ride facilities in the Metro Transit service area is expected to decline from 72 to 51, as shown in Table 5. This includes 15 facilities discontinued between 2019 and 2024, as well as 16 additional facilities expected to be discontinued by 2027. The Gold Line and Green Line Extension will add 10

total Park & Ride stations to the METRO network. Overall capacity will decrease from 21,063 to 19,754 parking spaces, a decline of 6%.

Table 5. Park & Ride system capacity

Status	Locations	Capacity
2019 Park & Ride system	72	21,063
Park & Rides discontinued 2019 through June 2024	-15	-1,982
Park & Rides expected to be discontinued 2025-2027	-16	-1,710
New METRO station Park & Rides opening 2025-2027	10	2,383
2028 Park & Ride system	**51**	**19,754**

Although the number of overall spaces available will not drop significantly, many of the region's smaller Park & Rides will be consolidated as part of the Key Express Network. Table 6 shows the facilities that have closed since 2019, and Table 7 lists the additional locations expected to close by late 2027 because they will no longer be served by commuter express service.

Table 6. Park & Rides discontinued, 2019 to 2024

Facility Name	City	Generalized Ownership	Parking Spaces
Christ Episcopal Church	Woodbury	Church	100
Excelsior City Hall	Excelsior	City & County	20
Guardian Angels Catholic Church	Oakdale	Church	415
Hopkins Municipal Park & Ride Lot	Hopkins	City	52
Hwy 61 & Co Rd C	Maplewood	Met Council & MnDOT	229
Hwy 7 & Vinehill Rd	Shorewood	Met Council & MnDOT	27
Knox Avenue at Best Buy	Richfield	City & Best Buy	426
Maple Plain	Maple Plain	City	150
Salem Covenant Church	New Brighton	Church	70
St. Edward's Catholic Church	Bloomington	Church	100
St. Joseph's Church	Lino Lakes	Church	12
St. Luke's Lutheran Church	Bloomington	Church	100
West River Rd & 117th Ave	Champlin	Met Council	151
Westwood Lutheran Church	Saint Louis Park	Church	40
Woodbury Lutheran Church	Woodbury	Church	90
Total			**1,982**

Table 7. Existing Park & Rides expected to be discontinued by 2027

Facility Name	City	Generalized Ownership	Parking Spaces
Forest Lake Transit Center	Forest Lake	County	308
Grace Church	Roseville	Church	115
Hadley Ave & Upper 17th Street	Oakdale	City	58
Hwy 7 & Texas Ave	Saint Louis Park	MnDOT	10
I-394 & General Mills Blvd	Golden Valley	Met Council & MnDOT	123
Little Canada Municipal Lot	Little Canada	City	20
Minnetonka Blvd & Baker Rd	Minnetonka	City	16
Minnetonka Blvd & Steele St	Minnetonka	County	25
Navarre Center	Orono	City	25
Normandale Village	Bloomington	Shopping Ctr	25
Paul Parkway	Blaine	Met Council	411
Plymouth Road Park & Ride	Minnetonka	Met Council & MnDOT	113
Roseville Skating Center	Roseville	City	51
Running Aces	Columbus	Racetrack	300
Shoreview Community Center	Shoreview	City	10
West St Paul Sports Complex	West St. Paul	City	100
Total			**1,710**

Table 8 lists the facilities that will continue to be served by the Key Express Network. These Transit Centers and Park & Ride locations are currently in operation and will remain open after the consolidation of commuter express routes in the region as part of the Network Now framework. These facilities will be served in addition to the several new facilities planned in conjunction with new transitway projects.

Table 8. Key Express Network

Route	Cities Served	Transit Facilities Served
250	Blaine, Shoreview, Mounds View, Minneapolis	I-35W & 95th Ave. Park & Ride, I-35W & Co. Rd. H Park & Ride
270	Little Canada, Maplewood, Minneapolis	Maplewood Mall Transit Center and Park & Ride, Hwy 36 & Rice St. Park & Ride
673	Minnetonka, St. Louis Park, Minneapolis	I-394 & Co. Rd. 73 South Park & Ride, Louisiana Ave. Transit Center and Park & Ride
768	Brooklyn Park, Brooklyn Center, Minneapolis	Hwy. 610 and Noble Pkwy. Park & Ride, Church of the Nazarene Park & Ride, Hwy. 252 and 66th Ave. Park & Ride
850	Coon Rapids, Minneapolis	Foley Blvd. Park & Ride

Figure 25 shows the location of all commuter express routes and Park & Rides open in Metro Transit's service area by the end of 2027. Nearly 2,400 new spaces are expected to open as part of transitway projects such as the Gold Line and Green Line Extension, detailed in Table 9. All facilities that were open in 2019 and are not included in Table 6 or Table 7 are planned to remain open.

Figure 25. Commuter oriented service network Park & Rides

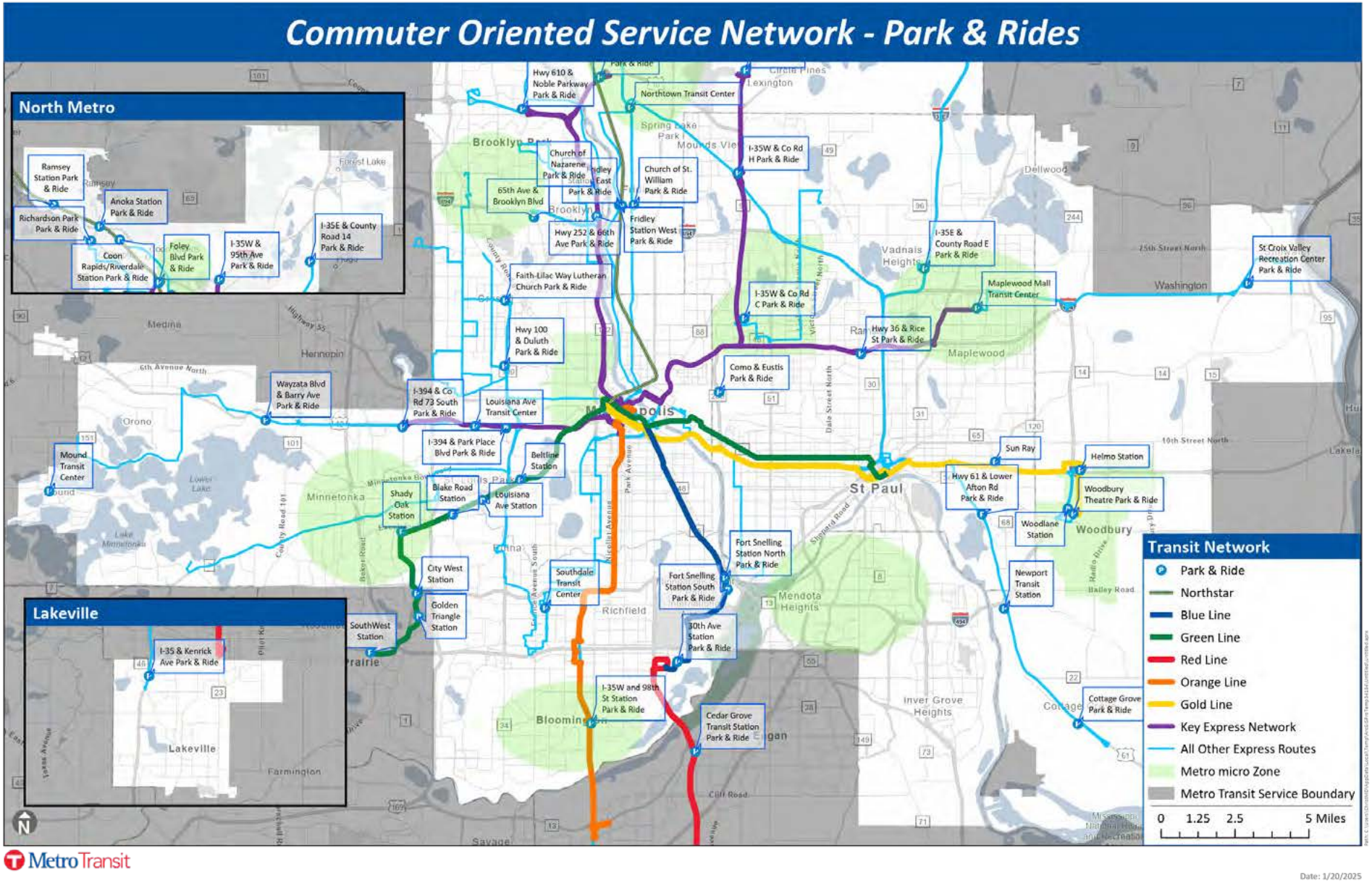


Table 9. New METRO Park & Rides planned by 2027

Facility Name	City	METRO Line	Parking Spaces
Beltline Station	Saint Louis Park	Green Line	268
Blake Road Station	Hopkins	Green Line	89
City West Station	Eden Prairie	Green Line	160
Golden Triangle Station	Eden Prairie	Green Line	74
Helmo Station	Oakdale	Gold Line	138
Louisiana Ave Station	Saint Louis Park	Green Line	348
Shady Oak Station	Hopkins	Green Line	182
SouthWest Station	Eden Prairie	Green Line	456
Sun Ray Station	St. Paul	Gold Line	150
Woodlane Station	Woodbury	Gold Line	518
Total			**2,383**

Evaluation process and results

Using the Network Now principles, the framework was evaluated based on how service impacts communities in the Metro Transit system. This includes demographic data, Title VI equity evaluation and measures of availability and usefulness of the service. Key findings are summarized as follows:

Availability describes the number of individuals that are within 5 minutes of a bus stop. An example of changes in availability for weekday midday by demographic group and timeframe of service are shown in Figure X below.

- Network Now Framework would increase the availability of most transit service to residents in the region beyond baseline and pre-pandemic services, with particular improvements for people of color and low-income residents.
- Weekday midday availability expands by 35% over baseline levels. The availability of high-frequency transit expands most dramatically on weekends (85% on Sunday), and non-rush hours, reflecting Metro Transit's goal to expand the reach of all-day, all-purpose transit service.

Usefulness describes the ability of transit to connect people to opportunities (access). Usefulness was measured as the average number of jobs accessible within approximately 45 minutes of travel time.

- The Network Now framework delivers a 27% increase in job access for residents across the Twin Cities region
- Access expands across all time periods relative to both baseline and pre-pandemic service. The improvements in usefulness match the changes in trip-making patterns and align with public priorities for transit.

A Title VI analysis was conducted to evaluate whether the Network Now Framework created a disproportionate burden or disparate impact to low income or BIPOC communities:

- The results show that there is no potential for potential disparate impact (race), or disproportionate burden (income) based on the absolute change in added trips with the Network Now changes.
- Network Now will add 392 weekly trips serving BIPOC residents, and 399 trips serving non-BIPOC residents.
- Low-income residents will see 443 additional weekly trips in Network Now, with non-low-income residents seeing 370 additional weekly trips.

Metro Transit is committed to ensuring our service is equitable. As of December 2023, 94% of scheduled transit trips serve low-income communities and 80% serve BIPOC communities. Since a greater portion of our trips currently serve BIPOC and low-income communities the additional service hours provided in Network Now further the benefits provided to each communities.

Conclusion and next steps

Network Now is a vision to grow ridership, and enhance mobility. The Network Now framework is designed to meet the needs of our customers and the communities that we serve today. The framework presented to the Metropolitan Council represents the region's top priorities for transit as represented in over 8,000 comments over multiple years, coupled with policy guidance, and technical evaluation.

In summary, when this framework is fully implemented:

- 70+ routes will have frequency or span improvements.
- 26 routes will have 15 minute or better service.
- LRT service will be back to 10-minute frequency.
- Eight new micro zones and routes with new coverage will be operating.
- 50 routes will be officially discontinued, and the resources reinvested into other service.
- 12 suspended routes will be restored, among other improvements.

We thank our customers and regional partners for your ongoing engagement and support to develop the transit system the Twin Cities deserves. While these changes will be implemented over the coming years, each improvement helps to make transit more attractive and our region more accessible, while offering our community a greener way of travelling.

Next steps

Following Met Council endorsement, Metro Transit will transition toward implementing the Network Now framework. This includes:

- Removing signs, closing Park & Rides, and updating systems maps to reflect discontinued service.
- Investing in workforce growth, facilities, and equipment to support these service investments.
- Implementing service improvements four times a year as part of Metro Transit's ongoing annual service adjustment schedule.
- Continue to evaluate improvements to ensure we are meeting the needs of riders.
- Continue to prepare for capital projects in development.
- Transition the community conversation to planning efforts to identify the next arterial bus rapid transit lines. These lines will be constructed outside the time horizon of the Network Now framework.

2024 ANNUAL REGIONAL PARK & RIDE SYSTEM REPORT

APRIL 2025

Prepared for:

Metropolitan Council
Metro Transit
Maple Grove Transit
Minnesota Valley Transit Authority
Northstar Link
Plymouth Metrolink
SouthWest Transit
Minnesota Department of Transportation
Wisconsin Department of Transportation

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Metro Transit Engineering and Facilities, Planning and Urban Design

METROPOLITAN COUNCIL

Metro Transit

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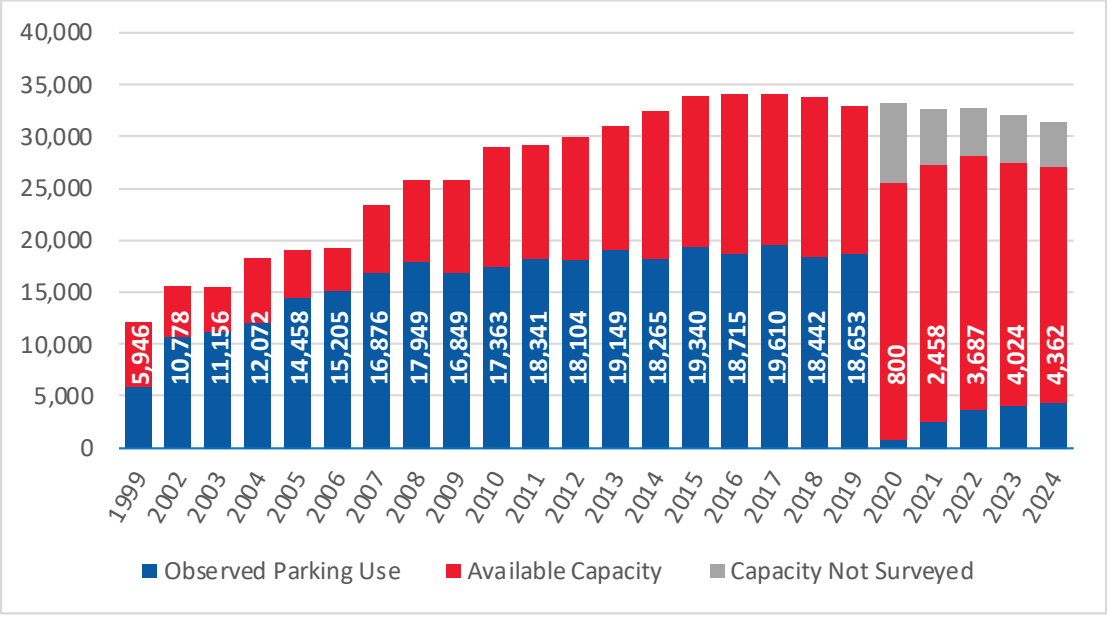
Overview

The 2024 Annual Regional Park & Ride System Report provides a summary of current trends in the Twin Cities regional Park & Ride system. A survey of the system was conducted in September and October 2024, which included a parked vehicle count with license plate data collection and bike count at all Park & Ride facilities.

Since early 2020, the COVID-19 pandemic has significantly affected travel demand, resulting in a major decline in transit ridership on commuter express services. Express service comprises a significant portion of transit service associated with Park & Ride facilities. Detailed information about routes serving each Park & Ride can be found alongside corridor maps in Appendix B: Park & Ride User Origin Maps. At the time of the 2024 survey, service remained suspended at some facilities. Most facilities where express bus service was suspended at the time of the survey or never existed were excluded. Since the 2023 survey, two Park & Ride facilities were closed permanently, and one facility was opened. As a result, the survey included 67 Park & Ride facilities with a capacity of 27,075 parking spaces and excluded 21 facilities with an additional capacity of 4,212 parking spaces. Historic Park & Ride use can be seen in Figure 1.

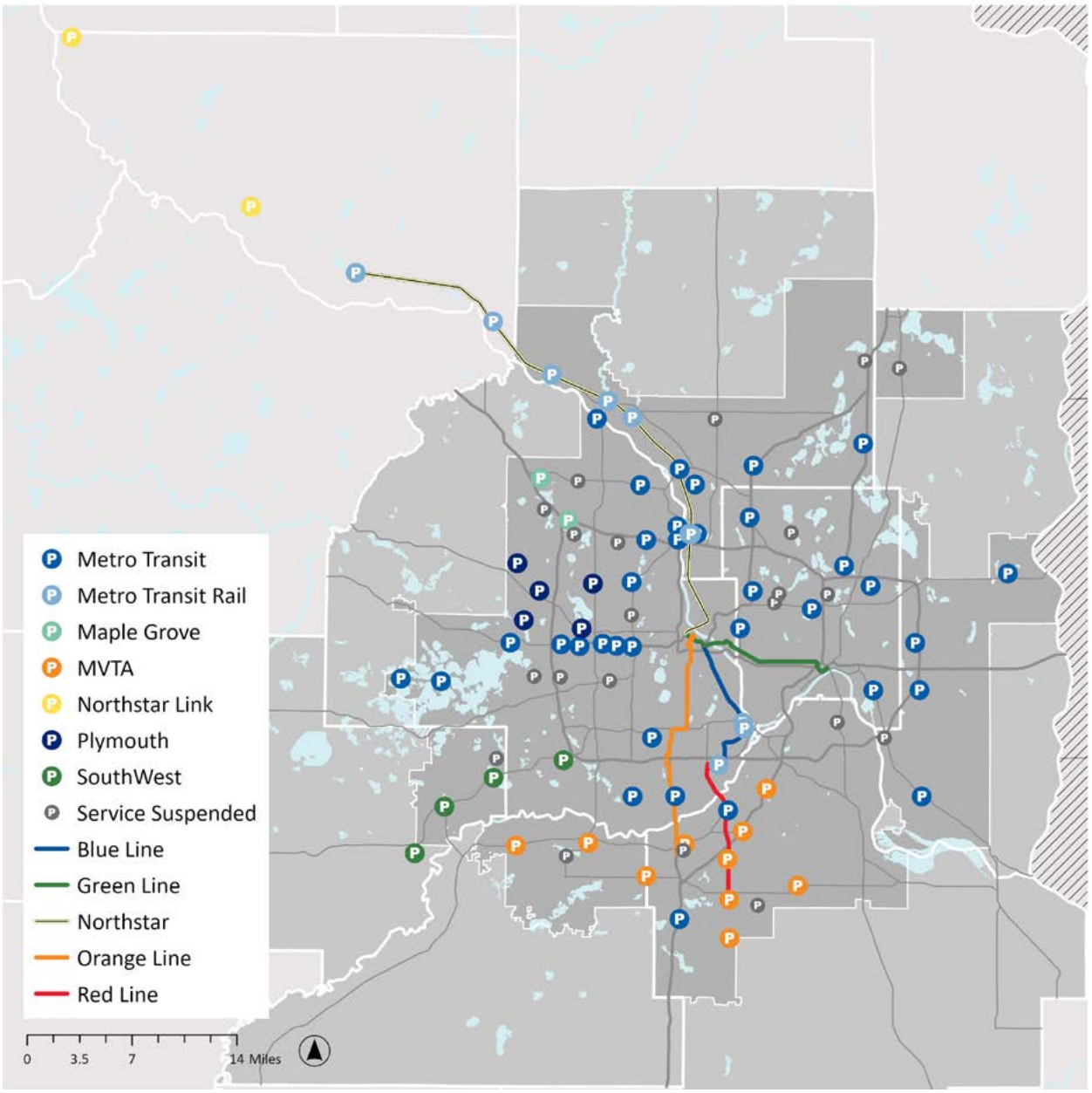
In addition to Park & Ride facilities, there were 40 active Park & Pool facilities. Park & Pool facilities are designated parking areas that provide individuals a gathering point from which they can carpool to a common destination, whereas Park & Ride facilities are defined as parking facilities that are served by transit (i.e. they have a bus or rail service). While both types of facilities are surveyed, this report focuses primarily on Park & Ride facilities.

Figure 1: Regional Park & Ride System Usage 1999-2024



Six transit providers operate the region's Park & Ride facilities and associated transit service: Maple Grove Transit, Metro Transit, Minnesota Valley Transit Authority (MVTA), Northstar Link, Plymouth Metrolink, and SouthWest Transit. The region's Park & Pools are operated by the Minnesota Department of Transportation (MnDOT) and Wisconsin Department of Transportation (WisDOT). The annual system survey is a collaborative effort conducted by the region's providers. Figure 2 shows the distribution of Park & Ride facilities by transit provider, including facilities with suspended service.

Figure 2: 2024 Regional Park & Ride System by Provider



The 2024 survey counted 4,362 regional Park & Ride users, an 8.4% increase from 4,024 users in 2023. Park & Ride usage continues to increase since travel patterns changed due to COVID-19 in 2020 but is still down 76.6% since 2019. Capacity and usage changes by service provider may be found in Table 1.

Table 1: Park & Ride Capacity and Usage by Provider[1]

Provider	2024 Facilities	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	2023-2024 Usage % Change
Metro Transit	44	2,040	16,950	12.0%	1,917	6.4%
Metro Transit Bus	*35*	*1,363*	*11,353*	*12.0%*	*1,356*	*0.5%*
Metro Transit Rail	*9*	*677*	*5,597*	*12.1%*	*561*	*20.7%*
MVTA	10	1,054	5,197	20.3%	1,039	1.4%
Maple Grove	2	539	1,729	31.2%	418	28.9%
SouthWest	4	510	2,510	20.3%	445	14.6%
Plymouth	5	198	523	37.9%	174	13.8%
NCDA	2	21	166	12.7%	31	-32.3%
Total	**67**	**4,362**	**27,075**	**16.1%**	**4,024**	**8.4%**

In 2024, Park & Pool had an observed 370 vehicles across 40 facilities in Minnesota and Wisconsin for a utilization rate of 16.1%. While Park & Pool usage is up since early 2020 during initial onset of the COVID-19 pandemic, usage has fallen in both 2023 and 2024. Capacity and usage changes may be found in Table 2.

Table 2: Park & Pool Capacity and Usage by Provider

Provider	2024 Facilities	2024 Usage	2024 Capacity	2024% Utilized	2023 Usage	2023-2024 Usage % Change
MnDOT	28	259	1,472	17.6%	308	-15.9%
WisDOT	12	111	828	13.4%	133	-16.5%
Total	**40**	**370**	**2,300**	**16.1%**	**447**	**-17.2%**

1 Cedar Grove Transit Station changed providers in the 2024 report from MVTA to Metro Transit, reflecting the change in Red Line operations from MVTA to Metro Transit that occurred in 2020. 2023 usage is recorded for MVTA, while 2024 facility count, usage, and capacity is recorded for Metro Transit Bus.

Capacity Changes

There was a net decrease of 327 parking spaces at Park & Rides in 2024. In the past year, two facilities closed totaling 190 parking spaces, and one new Park & Ride facility has opened adding 45 parking spaces. There was a net decrease of 88 parking spaces at Park & Pools in 2024. In the past year, one WisDOT Park & Pool facility with 70 parking spaces closed, and one MnDOT Park & Pool facility with 20 parking spaces reopened. Other capacity corrections have been made to both Park & Ride and Park & Pool facilities and may be found in Table 3 and Table 4.

Table 3: Capacity Changes and Corrections

Park & Ride Facility	Provider	2024 Capacity	2023 Capacity	Capacity Change	Reason
Apple Valley Transit Station	MVTA	1,117	1,098	19	Corrected capacity
Blackhawk	MVTA	372	370	2	Corrected capacity
Eagan Transit Station	MVTA	651	626	25	Corrected capacity
Four Season Park & Ride	Plymouth	45	0	45	New facility
Ice Center	Plymouth	50	100	-50	Corrected capacity
Nathan Lane	Plymouth	0	120	-120	Closed
NW Greenway	Plymouth	40	100	-60	Corrected capacity
Palomino Hills	MVTA	200	318	-118	Capacity reduction
Salem Covenant Church Park & Ride	Metro Transit	0	70	-70	Closed
			Net Change	**-327**	

Table 4: Park & Pool Capacity Changes and Corrections

Park & Ride Facility	Provider	2024 Capacity	2023 Capacity	Capacity Change	Reason
Cannon Falls	MnDOT	40	64	-24	Corrected capacity
City Hall - Belle Plaine	MnDOT	20	0	20	Facility reopened
Hwy 52/Hwy 56/Hwy 50	MnDOT	42	74	-32	Corrected capacity
I-94 & Co Rd 19	MnDOT	34	20	14	Corrected capacity
Montgomery Twp-MN 13 & MN 99	MnDOT	3	15	-12	Corrected capacity
Old WIS 35 & Hanley Rd	WisDOT	0	70	-70	Closed
US 10 & Pearl St	WisDOT	68	56	12	Corrected capacity
WIS 35 & Wis 65	WisDOT	124	120	4	Corrected capacity
			Net Change	**-88**	

Due to continuing suspended service, 4,212 additional parking spaces at 21 facilities were not included in this year's survey (Little Canada Municipal Park & Ride and Shoreview Community Center have local bus service but were not included in the 2023 and 2024 surveys.). These facilities and their capacity can be found in Table 5.

Table 5: Park & Ride Survey Omissions

User Home Origins by County	Count	
157th St Station	MVTA	258
63rd Ave & Bottineau Blvd Park & Ride	Metro Transit	565
Chanhassen Transit Station	SouthWest	420
Cross Winds Methodist Church	Maple Grove	125
Eagle Creek Transit Station	MVTA	563
Forest Lake Transit Center	Metro Transit	308
Grace Church Park & Ride	Metro Transit	115
Heart of the City	MVTA	343
Hwy 100 & Duluth Park & Ride	Metro Transit	50
Hwy 7 & Texas Ave Park & Ride	Metro Transit	10
Little Canada Municipal Park & Ride	Metro Transit	20
Minnetonka Blvd & Baker Rd Park & Ride	Metro Transit	16
Minnetonka Blvd & Steele St Park & Ride	Metro Transit	25
Newport Transit Station	Metro Transit	150
Paul Parkway Park & Ride	Metro Transit	411
Roseville Skating Center Park & Ride	Metro Transit	51
Running Aces Park & Ride	Metro Transit	300
Shepherd of the Grove Church	Maple Grove	50
Shoreview Community Center Park & Ride	Metro Transit	10
West St Paul Sports Complex	Metro Transit	100
Zachary Square	Maple Grove	322
	Total	**4,212**

About the System Survey

The system has been surveyed annually since 1999 in collaboration with staff from state, county, and regional agencies to collect data for vehicles at each Park & Ride and Park & Pool facility. Data collection dates are held Tuesday-Thursday in late September and early October to target typical school and work use outside of holidays. For 2024, data was collected at each Park & Ride with transit service; however, some facilities were excluded due to suspended express service. Counts were conducted between 9 a.m. and 3 p.m. between Sept. 24-26 and Oct. 1-3. In the past, system-wide license plate surveys at Park & Rides have been conducted biennially on even-numbered years as part of the system survey process. License plates were not collected for the 2020 survey but were collected in 2021, 2022, and 2023. License plates were collected again this year to support Metro Transit's Network Now project and a continued need for detailed Park & Ride usage trends.

License Plate User Home Origin Data

Metro Transit obtains Minnesota user origin data from the Driver and Vehicle Services division of the Minnesota Department of Public Safety. Geocoding user origin data makes it possible to show generalized customer origins while protecting individual user privacy. Maps of customer origins provide information about user travel patterns and allow transit providers to plan accordingly. This data also provides insights for transitway ridership forecasting. Park & Ride users' home origins from Minnesota license plates and counts by geographic area are shown in Table 6, Table 7, and Figure 3.

Several municipalities throughout the Twin Cities Metropolitan Area have reached an agreement with the Council to implement the Transit Capital Levy. Consequently, all taxable properties are assessed for transit and paratransit capital within these communities. These areas are collectively known as the Transit Capital Levy Communities (TCLC). The data from this year's survey show that 78% of users reside within the TCLC and 22% of users come from outside the TCLC to use Park & Ride facilities.

The proportions within the TCLC and by county reflect a similar distribution to the 2018 and 2023 survey despite changes in overall use.

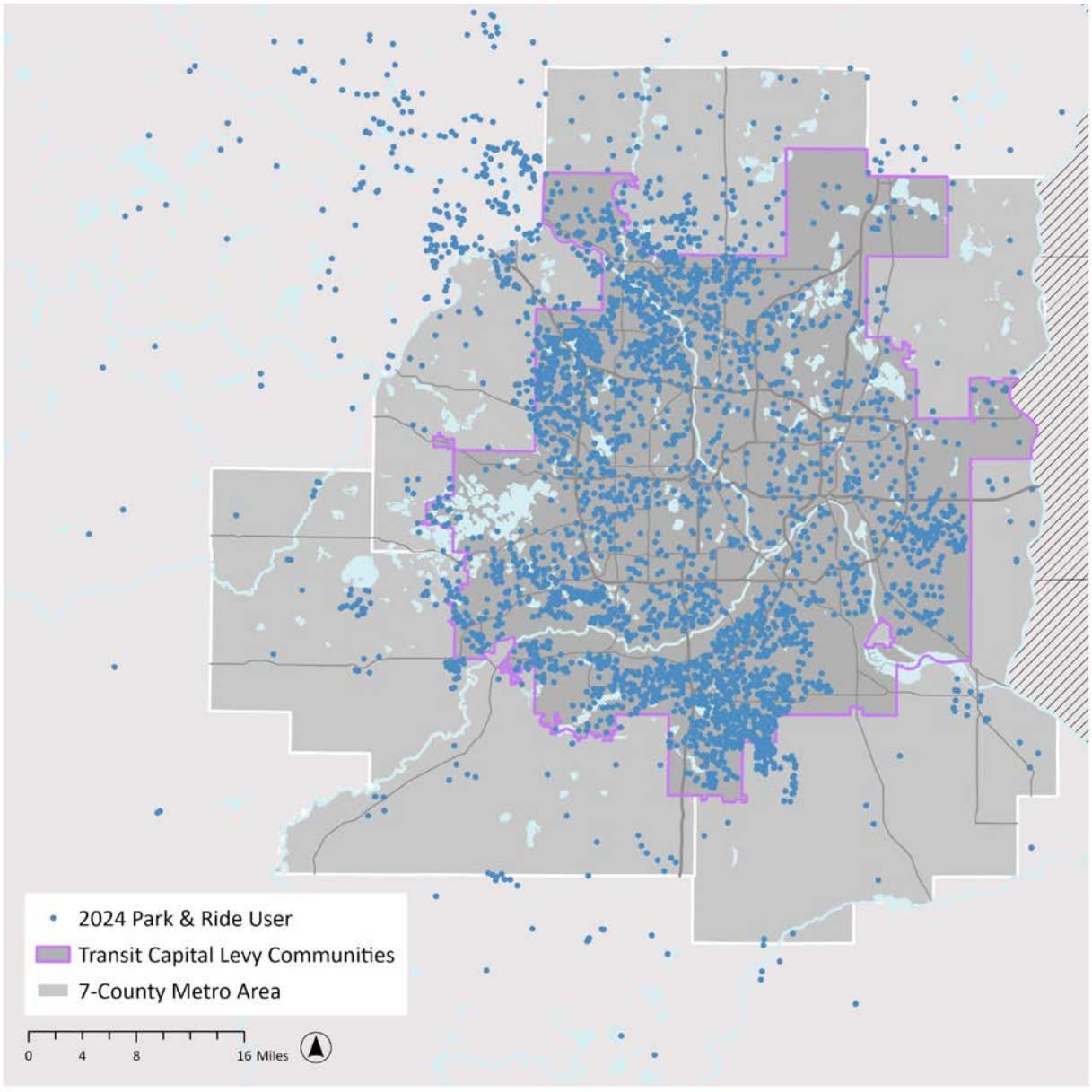
Table 6: Park & Ride User Home Origins by Geography

User Home Origins	Count	Percentage
Inside Transit Capital Levy Communities	3,343	78%
Outside Transit Capital Levy Communities, but Inside the 7-county Metro Area	480	11%
Outside the 7-county Metro Area	411	10%
MN Plates without addresses	60	1%
Total Park & Ride License Plates	**4,294**	**100%**

Table 7: Park & Ride User Home Origins by Metro Area County

User Home Origins by County	Count	Percentage
Hennepin County	1,330	35%
Dakota County	1,001	26%
Anoka County	545	14%
Scott County	260	7%
Washington County	274	7%
Carver County	208	5%
Ramsey County	205	5%
Total 7-county Metro Area License Plates	**3,823**	**100%**

Figure 3: 2024 Park & Ride User Home Origins from Minnesota License Plates



Capacity Usage

Busiest Park & Ride Facilities

In 2024, there were 26 facilities with 50 or more vehicles, 14 of which had more than 100 vehicles. Comparatively, in 2023, there were 23 facilities with 50 or more vehicles, 12 of which had more than 100 vehicles. Many of the busiest facilities fall along METRO routes and outside of the 494-694 Interstate Highway loop. These facilities and their locations can be found in Table 8 and Figure 4.

Table 8: Park & Ride Facilities with 50 or More Vehicles[2]

Park & Ride Facility	Provider	2024 Usage	2024 Capacity	2024 % Utilized
Maple Grove Transit Station	Maple Grove	430	924	46.5%
Burnsville Transit Station	MVTA	387	1,428	27.1%
Apple Valley Transit Station	MVTA	385	1,117	34.5%
SouthWest Station	SouthWest	287	924	31.1%
Fort Snelling Station Park & Ride	Metro Transit Rail	217	979	22.2%
Foley Blvd Park & Ride	Metro Transit	202	1,293	15.6%
Woodbury Theatre Park & Ride	Metro Transit	188	550	34.2%
I-35W & 95th Ave Park & Ride	Metro Transit	153	1,482	10.3%
SouthWest Village	SouthWest	129	511	25.2%
Hwy 610 & Noble Parkway Park & Ride	Metro Transit	117	1,009	11.6%
Parkway Station	Maple Grove	109	805	13.5%
Eagan Transit Station	MVTA	106	651	16.3%
I-35W & 98th St Station Park & Ride	Metro Transit	102	195	52.3%
Station 73	Plymouth	102	288	35.4%
Big Lake Station Park & Ride	Metro Transit Rail	91	518	17.6%
I-35 & Kenrick Ave Park & Ride	Metro Transit	88	750	11.7%
Elk River Station Park & Ride	Metro Transit Rail	84	754	11.1%
East Creek Station	SouthWest	78	675	11.6%
Ramsey Station Park & Ride	Metro Transit Rail	73	360	20.3%
30th Ave Station Park & Ride	Metro Transit Rail	69	1,585	4.4%
Coon Rapids/Riverdale Station Park & Ride	Metro Transit Rail	68	455	14.9%
Maplewood Mall Transit Center	Metro Transit	67	1,007	6.7%
Southbridge Crossing	MVTA	64	513	12.5%
Cottage Grove Park & Ride	Metro Transit	51	525	9.7%
Cedar Grove Transit Station Park & Ride	Metro Transit	50	166	30.1%
I-35W & Co Rd H Park & Ride	Metro Transit	50	211	23.7%

2 Fort Snelling Station South Park & Ride and Fort Snelling Station North Park & Ride are combined in Table 8 as both Park & Rides are served by the same light rail stop.

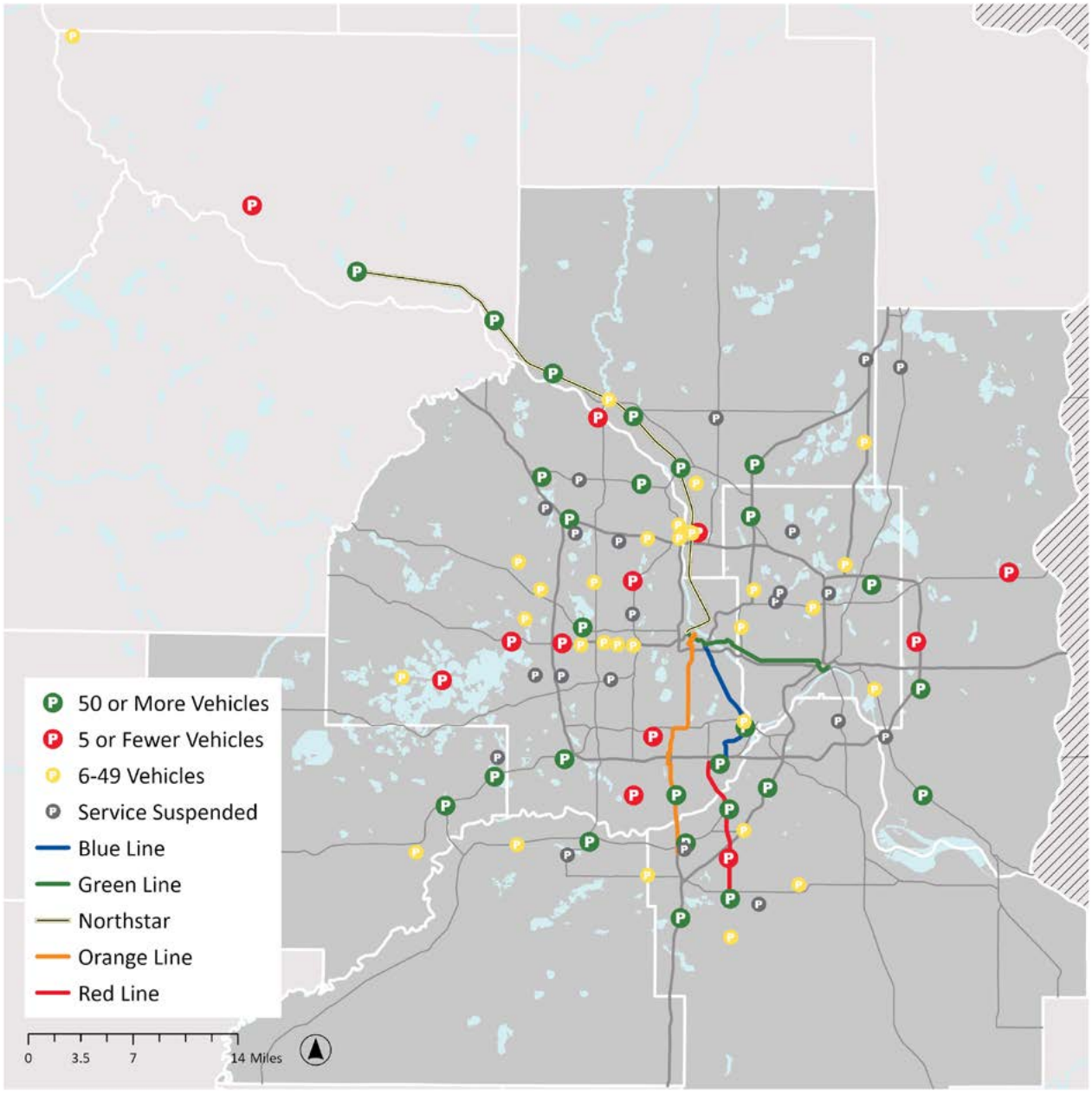
Least Busy Park & Ride Facilities

There are 12 facilities with 5 or fewer vehicles. These 12 facilities represent 0.3% of total usage and 3.5% of total capacity. Many of the least busy facilities fall within the 494-694 Interstate Highway loop and are located near other higher performing facilities. These facilities and their locations can be found in Table 9 and Figure 4.

Table 9: Park & Ride Facilities with 5 or Fewer Vehicles

Park & Ride Facility	Provider	2024 Usage	2024 Capacity	2024 % Utilized
Faith-Lilac Way Lutheran Church Park & Ride	Metro Transit	0	25	0.0%
Navarre Center Park & Ride	Metro Transit	0	25	0.0%
Normandale Village	Metro Transit	0	25	0.0%
Wayzata Blvd & Barry Ave Park & Ride	Metro Transit	0	101	0.0%
Church of St. William Park & Ride	Metro Transit	1	50	2.0%
Richardson Park Park & Ride	Metro Transit	1	66	1.5%
Southdale Transit Center	Metro Transit	1	161	0.6%
Hadley Ave & Upper 17th Street	Metro Transit	1	58	1.7%
Palomino Hills	MVTA	2	200	1.0%
Plymouth Road Park & Ride	Metro Transit	2	113	1.8%
St Croix Valley Recreation Center Park & Ride	Metro Transit	2	100	2.0%
Becker Municipal Lot	NCDA	5	20	25.0%

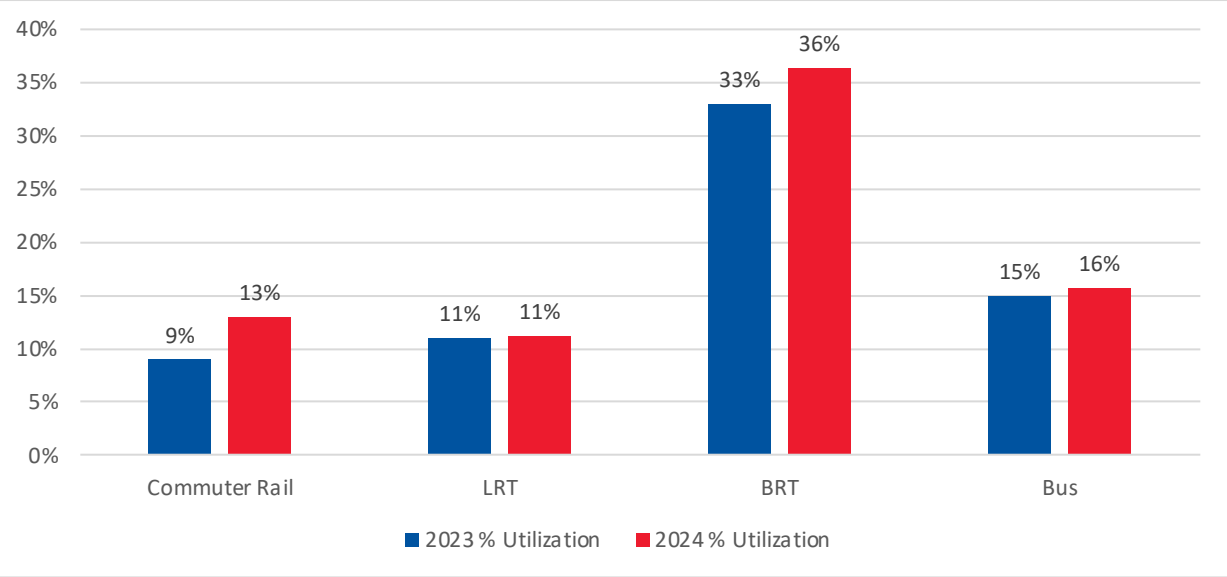
Figure 4: Most and Least Busy Park & Rides



Capacity Utilization by Facility Type

Capacity utilization has increased or remained the same across all facility types since 2023. The largest increase in utilization occurred at commuter rail facilities (6 locations), increasing to 13% utilization in 2024 from 9% in 2023. Bus rapid transit (BRT) facilities (3 locations) saw a similar increase in utilization, increasing to 36% in 2024 from 33% in 2023. BRT facilities also have the highest overall utilization rate. Express bus (55 locations) and light rail facilities (3 locations) had similar utilization rates. These changes are displayed in Figure 5.

Figure 5: Park & Ride Capacity Utilization by Facility Type



System Capacity and Usage by Travel Corridor

Most travel corridors saw increased Park & Ride usage from 2023 to 2024. While I-94 West, Hwy. 10/169 North, and Hwy. 77 South corridors had the overall highest usage, I-94 East, Hwy. 10/169 North, and I-35E North/Hwy. 36 corridors had the largest percent increases in usage. Outside of the Central Cities corridor, the I-94 East corridor had the highest utilization rate at 31.1%. Figure 6 and Table 10 provide use and capacity by corridor. See Appendix B for corridor maps regarding usage and user origin points.

Figure 6. Park & Ride System Utilization by Corridor

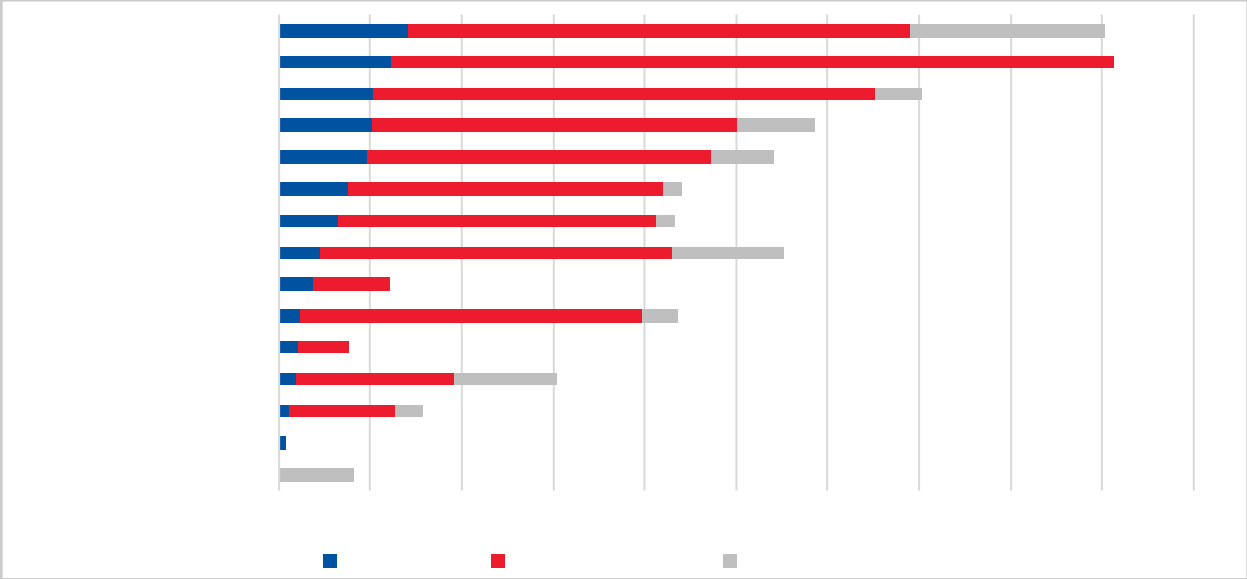


Table 10: Park & Ride System Utilization by Corridor

Corridor	2024 Facilities	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	2023-2024 Usage % Change
I-94 West	9	712	3,452	20.6%	616	15.6%
Hwy 10/169 North	10	611	4,566	13.4%	492	24.2%
Hwy 77 South	5	520	3,258	16.0%	498	4.4%
Hwy 212/5	4	510	2,510	20.3%	445	14.6%
I-35W South Lower	3	483	2,360	20.5%	495	-2.4%
Hwy 52/55	4	381	2,104	18.1%	333	14.4%
I-394/Hwy 12	13	324	2,064	15.7%	302	7.3%
I-35W North	3	225	2,153	10.5%	287	-21.6%
I-94 East	2	189	608	31.1%	143	32.2%
I-35E North/Hwy 36 East	5	117	1,987	5.9%	97	20.6%
I-35W South Upper	3	103	381	27.0%	118	-12.7%
Hwy 169 South	2	94	955	9.8%	90	4.4%
Hwy 61 South	2	57	639	8.9%	72	-20.8%
Central Cities	1	36	38	94.7%	36	0.0%
Hwy 65 North	0	0	0	0.0%	0	0.0%

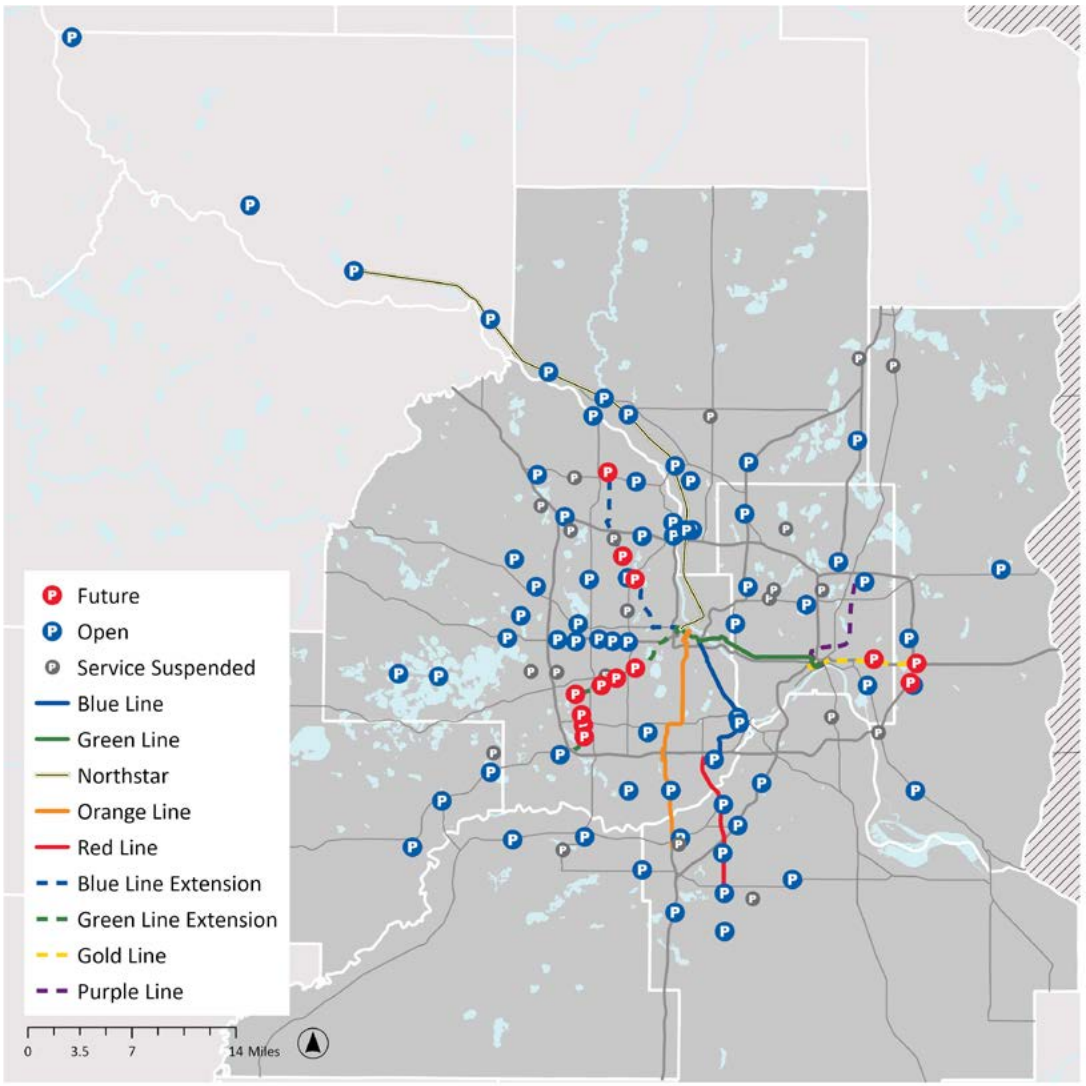
Planned Capacity Expansion

Planned Park & Ride expansion projects are typically in coordination with new transitways. There are new Park & Ride facilities planned along the Blue Line Extension, Green Line Extension, and Gold Line. Currently, these planned Park & Rides are estimated to add a capacity of 4,518 parking spaces to the system. Planned capacity expansions by transitway may be found in Table 11. These figures are subject to change. Figure 7 displays the planned Park & Ride locations along their respective planned transitways.

Table 11: Planned Park & Ride Capacity Expansion

Transitway	Opening Year	Planned Capacity Expansion
Gold Line BRT	2025	806
Green Line LRT Extension	2027	1,577
Blue Line LRT Extension	2030*	1,570
	Total	**3,953**

Figure 7: Planned Park & Ride System



Appendix A: Facility Utilization Data

Park & Ride System Data

Facilities with "-" reflect that no data collected for that year. Facilities with "x" reflect that the facility is now closed.

Park & Ride Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024
30th Ave Station Park & Ride	Metro Transit Rail	Bloomington	69	1,585	4.4%	117	-48
65th Ave & Brooklyn Blvd	Metro Transit	Brooklyn Center	10	242	4.1%	12	-2
Anoka Station Park & Ride	Metro Transit Rail	Anoka	49	525	9.3%	24	25
Apple Valley Transit Station	MVTA	Apple Valley	385	1,117	34.5%	333	52
Becker Municipal Lot	NCDA	Becker	5	20	25.0%	10	-5
Big Lake Station Park & Ride	Metro Transit Rail	Big Lake	91	518	17.6%	49	42
Blackhawk	MVTA	Eagan	46	372	12.4%	54	-8
Burnsville Transit Station	MVTA	Burnsville	387	1,428	27.1%	404	-17
Carver Station	SouthWest	Carver	16	400	4.0%	2	14
Cedar Grove Transit Station Park & Ride	Metro Transit	Eagan	50	166	30.1%	34	16
Church of Nazarene Park & Ride	Metro Transit	Brooklyn Center	20	115	17.4%	9	11
Church of St. William Park & Ride	Metro Transit	Fridley	1	50	2.0%	0	1
Como & Eustis Park & Ride	Metro Transit	St. Paul	36	38	94.7%	36	0
Coon Rapids/Riverdale Station Park & Ride	Metro Transit Rail	Coon Rapids	68	455	14.9%	45	23
Cottage Grove Park & Ride	Metro Transit	Cottage Grove	51	525	9.7%	53	-2
Eagan Transit Station	MVTA	Eagan	106	651	16.3%	94	12
East Creek Station	SouthWest	Chaska	78	675	11.6%	93	-15
Elk River Station Park & Ride	Metro Transit Rail	Elk River	84	754	11.1%	72	12
Faith-Lilac Way Lutheran Church Park & Ride	Metro Transit	Robbinsdale	0	25	0.0%	4	-4
Foley Blvd Park & Ride	Metro Transit	Coon Rapids	202	1,293	15.6%	203	-1
Fort Snelling Station South Park & Ride	Metro Transit Rail	Fort Snelling	174	586	29.7%	137	37
Fort Snelling Station North Park & Ride	Metro Transit Rail	Fort Snelling	43	393	10.9%	36	7
Four Seasons Park & Ride	Plymouth	Plymouth	19	45	42.2%	-	19
Fridley Station	Metro Transit Rail	Fridley	26	421	6.2%	8	18
Hwy 252 & 66th Ave Park & Ride	Metro Transit	Brooklyn Center	9	120	7.5%	6	3
Hwy 36 & Rice St Park & Ride	Metro Transit	Little Canada	25	280	8.9%	25	0
Hwy 61 & Lower Afton Rd Park & Ride	Metro Transit	St. Paul	6	114	5.3%	19	-13

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Park & Ride Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024
Hwy 610 & Noble Parkway Park & Ride	Metro Transit	Brooklyn Park	117	1,009	11.6%	145	-28
I-35 & Kenrick Ave Park & Ride	Metro Transit	Lakeville	88	750	11.7%	87	1
I-35E & Co Rd 14 Park & Ride	Metro Transit	Lino Lakes	13	300	4.3%	23	-10
I-35E & Co Rd E Park & Ride	Metro Transit	Vadnais Heights	10	300	3.3%	8	2
I-35W & 95th Ave Park & Ride	Metro Transit	Blaine	153	1,482	10.3%	212	-59
I-35W & Co Rd C Park & Ride	Metro Transit	Roseville	22	460	4.8%	16	6
I-35W & Co Rd H Park & Ride	Metro Transit	Mounds View	50	211	23.7%	56	-6
I-35W & 98th St Station Park & Ride	Metro Transit	Bloomington	102	195	52.3%	108	-6
I-394 & Co Rd 73 South Park & Ride	Metro Transit	Minnetonka	39	732	5.3%	32	7
I-394 & General Mills Blvd Park & Ride	Metro Transit	Golden Valley	7	123	5.7%	6	1
I-394 & Park Place Blvd Park & Ride	Metro Transit	St. Louis Park	22	67	32.8%	13	9
Ice Center	Plymouth	Plymouth	7	50	14.0%	7	0
Lakeville Cedar	MVTA	Lakeville	14	190	7.4%	7	7
Louisiana Ave Transit Center	Metro Transit	St. Louis Park	26	330	7.9%	21	5
Maple Grove Transit Station	Maple Grove	Maple Grove	430	924	46.5%	340	90
Maplewood Mall Transit Center	Metro Transit	Maplewood	67	1,007	6.7%	38	29
Marschall Road Transit Station	MVTA	Shakopee	30	442	6.8%	37	-7
Mound Transit Center	Metro Transit	Mound	30	50	60.0%	49	-19
Nathan Lane	Plymouth	Plymouth	x	x	x	19	x
Navarre Center Park & Ride	Metro Transit	Orono	0	25	0.0%	0	0
Normandale Village	Metro Transit	Bloomington	0	25	0.0%	4	-4
Northstar Link Lot	NCDA	St. Cloud	16	146	11.0%	21	-5
Northtown Transit Center	Metro Transit	Blaine	12	170	7.1%	8	4
NW Greenway	Plymouth	Plymouth	24	40	60.0%	17	7
Palomino Hills	MVTA	Apple Valley	2	200	1.0%	7	-5
Parkway Station	Maple Grove	Maple Grove	109	805	13.5%	78	31
Plymouth Rd Park & Ride	Metro Transit	Minnetonka	2	113	1.8%	5	-3
Ramsey Station Park & Ride	Metro Transit Rail	Ramsey	73	360	20.3%	73	0
Richardson Park Park & Ride	Metro Transit	Champlin	1	66	1.5%	1	0
Rosemount Transit Station	MVTA	Rosemount	12	102	11.8%	12	0
Salem Covenant Church Park & Ride	Metro Transit	New Brighton	x	x	x	3	x
Savage Park & Ride	MVTA	Savage	8	182	4.4%	4	4

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Park & Ride Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024
Southbridge Crossing	MVTA	Shakopee	64	513	12.5%	53	11
Southdale Transit Center	Metro Transit	Edina	1	161	0.6%	6	-5
SouthWest Station	SouthWest	Eden Prairie	287	924	31.1%	235	52
SouthWest Village	SouthWest	Chanhassen	129	511	25.2%	115	14
St Croix Valley Recreation Center Park & Ride	Metro Transit	Stillwater	2	100	2.0%	3	-1
St. Philip's Park & Ride	Plymouth	Plymouth	46	100	46.0%	34	12
Station 73	Plymouth	Plymouth	102	288	35.4%	97	5
Hadley Ave & Upper 17th Street	Metro Transit	Oakdale	1	58	1.7%	3	-2
Wayzata Blvd & Barry Ave Park & Ride	Metro Transit	Wayzata	0	101	0.0%	2	-2
Woodbury Theatre Park & Ride	Metro Transit	Woodbury	188	550	34.2%	140	48
		Total	**4,362**	**27,075**	**16.1%**	**4,024**	**338**

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Park & Pool System Data

Facilities with "-" reflect that no data collected for that year. Facilities with "x" reflect that the facility is now closed.

Park & Pool Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024	% Usage Change: 2023-2024
Albany	MnDOT	Albany	14	43	32.6%	19	-5	-26.3%
Big Lake P&P	MnDOT	Big Lake	3	90	3.3%	38	-35	-92.1%
Cannon Falls	MnDOT	Cannon Falls	6	40	15.0%	4	2	50.0%
City Hall- Belle Plaine	MnDOT	Belle Plaine	11	20	55.0%	-	-	N/A
CTH T/IH 94	WisDOT	Hammond	3	80	3.8%	6	-3	-50.0%
East Bethel Ice Arena	MnDOT	East Bethel	0	53	0.0%	0	0	N/A
Hastings Park & Pool	MnDOT	Hastings	36	100	36.0%	55	-19	-34.5%
Hwy 169 & 179TH St NW	MnDOT	Princeton	11	26	42.3%	10	1	10.0%
Hwy 25 & School Blvd	MnDOT	Monticello	0	187	0.0%	57	-57	-100.0%
Hwy 52/Hwy 56/Hwy 50	MnDOT	Hampton	12	42	28.6%	8	4	50.0%
Hwy 65 & Co Rd 24 (Anoka Co)	MnDOT	East Bethel	2	41	4.9%	4	-2	-50.0%
Hwy 65 & CR 43 & 313th Ave	MnDOT	Cambridge	3	60	5.0%	6	-3	-50.0%
I-35 & Co Rd 17	MnDOT	Stacy	8	85	9.4%	3	5	166.7%
I-35 & Co Rd 19	MnDOT	Webster Twp./ Northfield	24	30	80.0%	16	8	50.0%
I-35 & Co Rd 70	MnDOT	Lakeville	7	80	8.8%	3	4	133.3%
I-35 & CR 60	MnDOT	Lakeville	3	64	4.7%	4	-1	-25.0%
I-94 & Carmichael Rd (St. Croix Co)	WisDOT	Hudson	29	162	17.9%	57	-28	-49.1%
I-94 & Co Rd 19 (Wright Co)	MnDOT	Albertville	0	34	0.0%	-	-	N/A
I-94 & Hwy 101 (Hennepin Co)	MnDOT	Rogers	9	27	33.3%	3	6	200.0%
I-94 & Hwy 95	MnDOT	Lakeland	8	79	10.1%	9	-1	-11.1%
I-94 & Hwy. 65 (St. Croix Co)	WisDOT	Warren	8	112	7.1%	-	N/A	N/A
I-94 & US 12 (Dunn Co)	WisDOT	Elk Mound	11	33	33.3%	12	-1	-8.3%
I-94 & US 63 (St. Croix Co)	WisDOT	Baldwin	12	31	38.7%	22	-10	-45.5%
I-94 & WIS 312 / US 12	WisDOT	Eau Claire	15	66	22.7%	7	8	114.3%
IH-94 & Wis 128 (St. Croix Co)	WisDOT	Wilson	12	64	18.8%	16	-4	-25.0%
Lions Park	MnDOT	Jordan	4	9	44.4%	3	1	33.3%
Maple Lake VFW	MnDOT	Maple Lake	1	21	4.8%	1	0	0.0%
Montgomery Twp-MN13 & MN 99	MnDOT	Montgomery Twp.	0	3	0.0%	1	-1	-100.0%

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Park & Pool Facility	Provider	City	2024 Usage	2024 Capacity	2024 % Utilized	2023 Usage	Usage Change: 2023-2024	% Usage Change: 2023-2024
Old WIS 35 & Hanley Rd	WisDOT	Hudson	x	x	x	6	x	x
Red Wing Hiawathaland Transfer Station	MnDOT	Red Wing	2	30	6.7%	0	2	N/A
St. Bonifacius	MnDOT	St. Bonifacius	1	25	4.0%	1	0	0.0%
St. Joseph	MnDOT	St. Joseph	56	126	44.4%	32	24	75.0%
Taylors Falls	MnDOT	Taylors Falls	6	10	60.0%	1	5	500.0%
US 10 & Pearl St	WisDOT	Prescott	6	68	8.8%	6	0	0.0%
US 63/WIS 64	WisDOT	New Richmond	5	15	33.3%	2	3	150.0%
USH 10 & CTH CC (Pierce Co)	WisDOT	Union Township	0	18	0.0%	1	-1	-100.0%
Waverly	MnDOT	Waverly	0	29	0.0%	1	-1	-100.0%
WIS 35 & WIS 65 (St. Croix Co)	WisDOT	River Falls	2	124	1.6%	2	0	0.0%
WIS 65 / WIS 35	WisDOT	Houlton	8	55	14.5%	2	6	300.0%
Wyoming	MnDOT	Wyoming	29	88	33.0%	28	1	3.6%
Zimmerman	MnDOT	Zimmerman	3	30	10.0%	1	2	200.0%
		Total	**370**	**2,300**	**16.1%**	**447**	**-77**	**-17.2%**

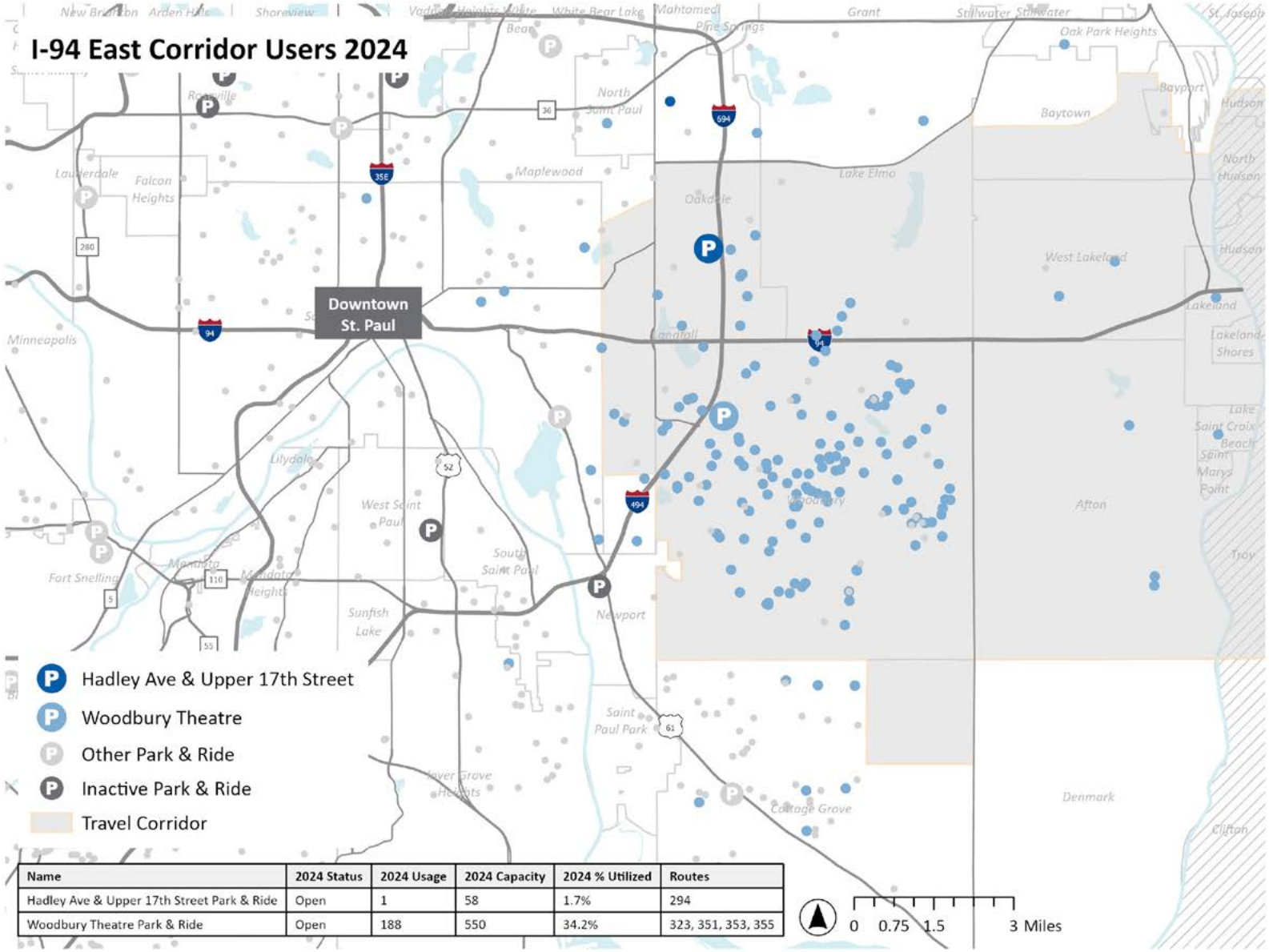
Bike & Ride Data

A parked bike count was conducted at many of the system's Park & Ride facilities. The table below represents the parked bike count at Metro Transit facilities where bike parking is available and data was collected, and suburban provider facilities where data was collected. These counts do not include bike locker use.

Facility Name	2024 Bike Count
Cottage Grove Park & Ride	1
Elk River Station Park & Ride	1
I-35W & 95th Ave Park & Ride	2
I-394 & Co Rd 73 South Park & Ride	1
Apple Valley Transit Station	4
Burnsville Transit Station	1
Cedar Grove Transit Station Park & Ride	2
Eagan Transit Station	4
East Creek Station	2
Lakeville Cedar	1 Scooter
Maple Grove Transit Station	2
Northstar Link Lot	1
Parkway Station	3
Rosemount Transit Station	1
Total Bikes	**25**

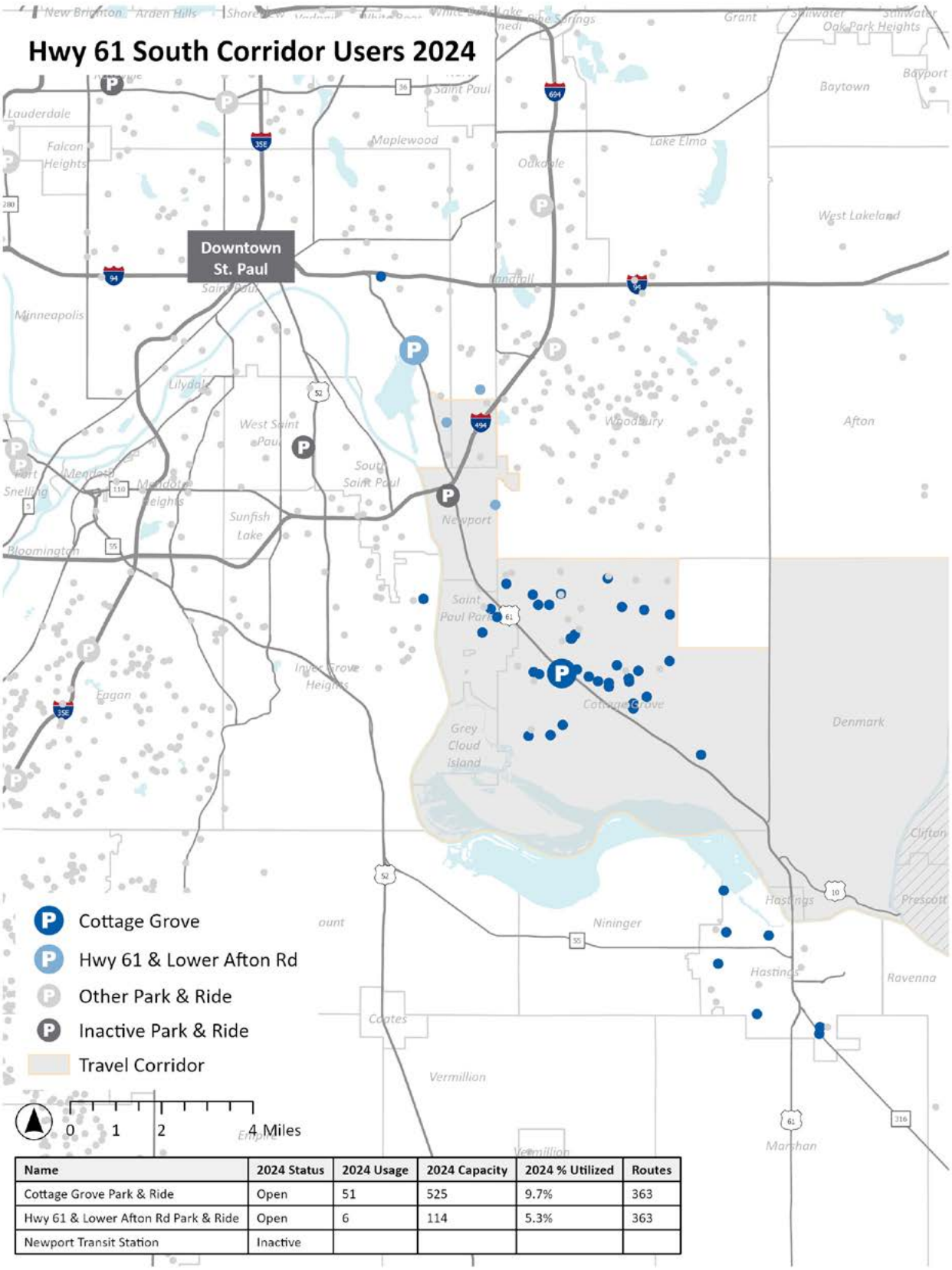
Appendix B: Park & Ride User Origin Maps

Figure 8. I-94 East Corridor



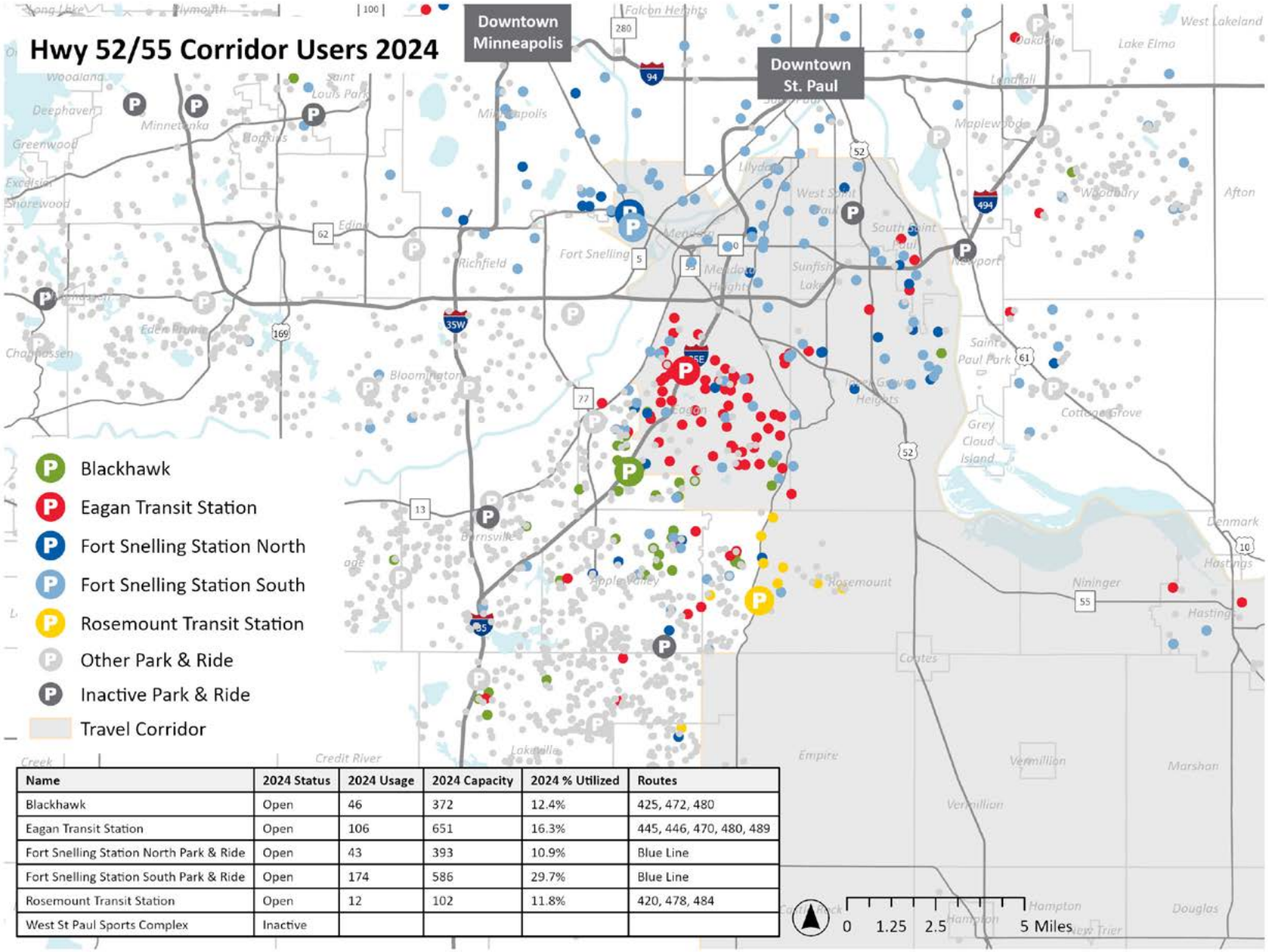
Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Hadley Ave & Upper 17th Street Park & Ride	Open	1	58	1.7%	294
Woodbury Theatre Park & Ride	Open	188	550	34.2%	323, 351, 353, 355

Figure 9. Hwy. 61 South Corridor



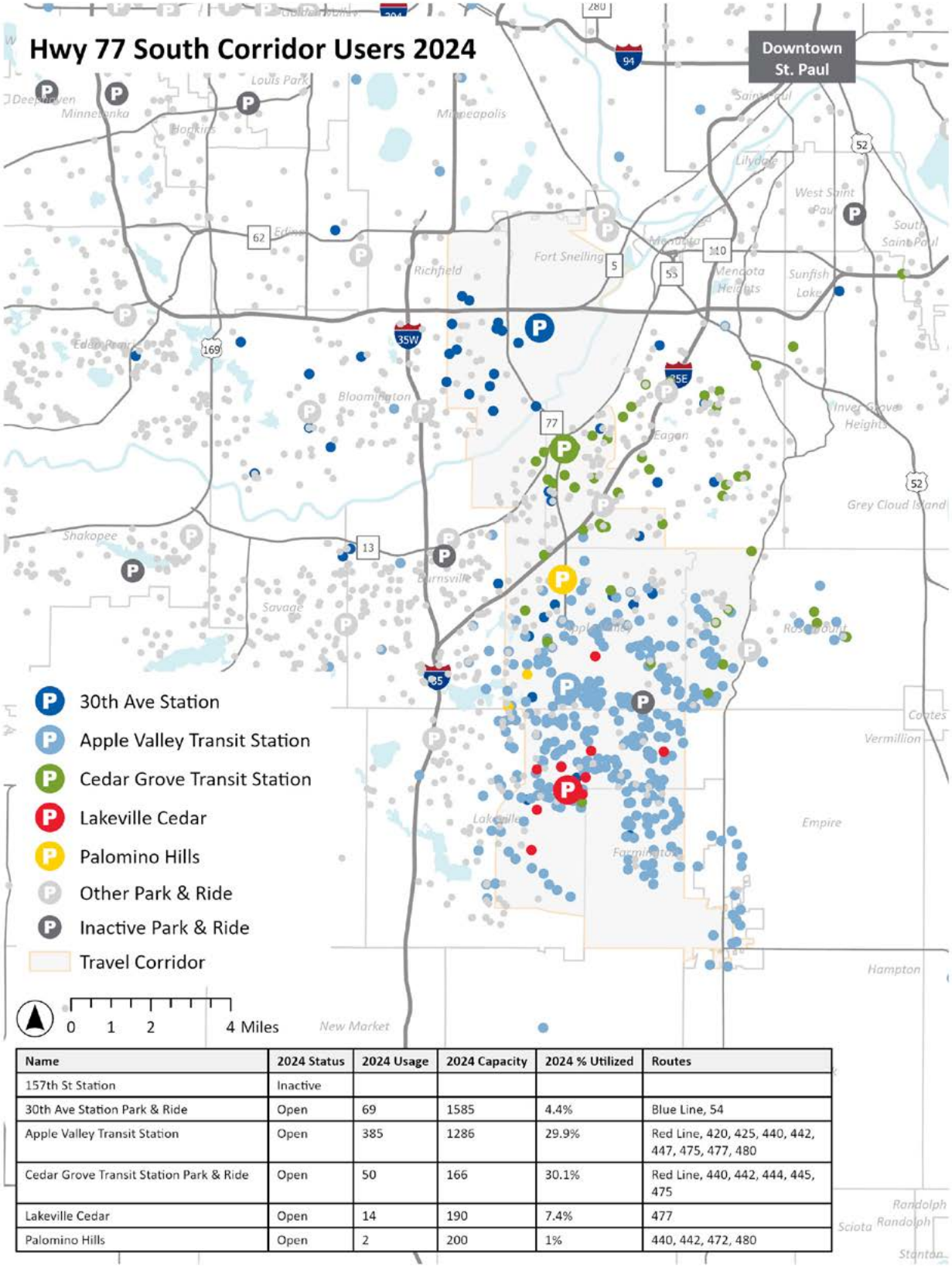
Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Cottage Grove Park & Ride	Open	51	525	9.7%	363
Hwy 61 & Lower Afton Rd Park & Ride	Open	6	114	5.3%	363
Newport Transit Station	Inactive				

Figure 10. Hwy. 52/55 Corridor



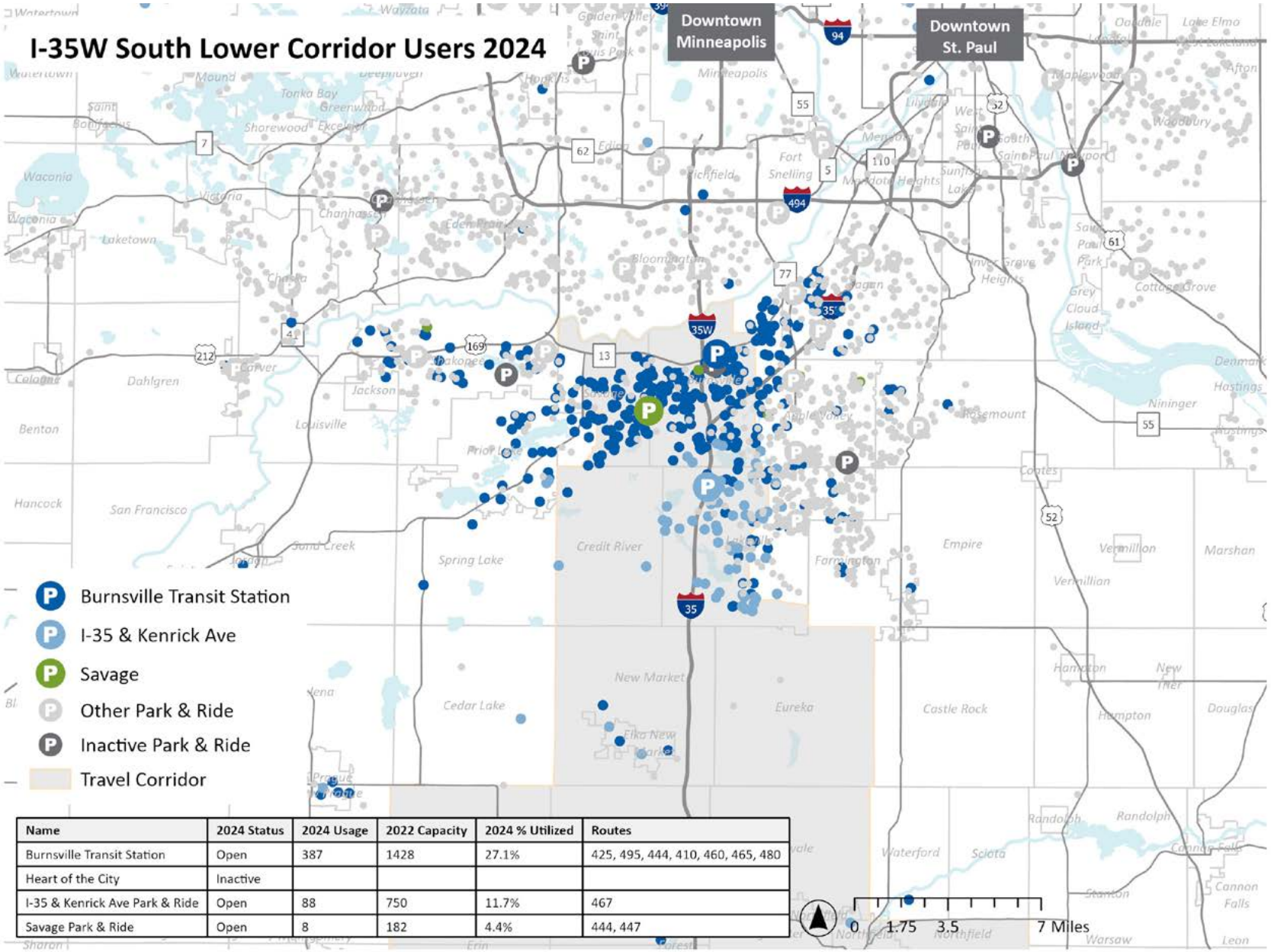
Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Blackhawk	Open	46	372	12.4%	425, 472, 480
Eagan Transit Station	Open	106	651	16.3%	445, 446, 470, 480, 489
Fort Snelling Station North Park & Ride	Open	43	393	10.9%	Blue Line
Fort Snelling Station South Park & Ride	Open	174	586	29.7%	Blue Line
Rosemount Transit Station	Open	12	102	11.8%	420, 478, 484
West St Paul Sports Complex	Inactive				

Figure 11. Hwy. 77 South Corridor



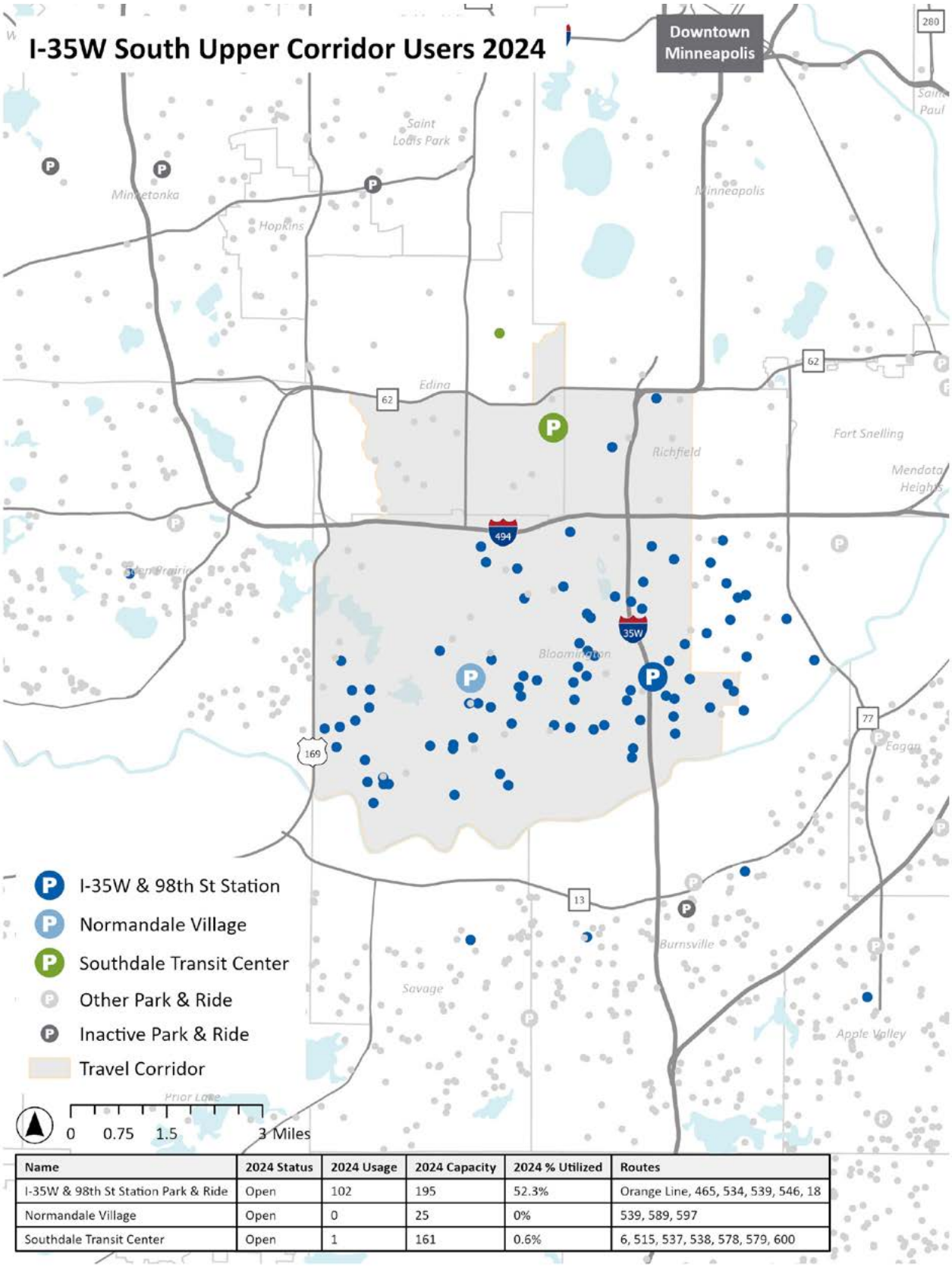
Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
157th St Station	Inactive				
30th Ave Station Park & Ride	Open	69	1585	4.4%	Blue Line, 54
Apple Valley Transit Station	Open	385	1286	29.9%	Red Line, 420, 425, 440, 442, 447, 475, 477, 480
Cedar Grove Transit Station Park & Ride	Open	50	166	30.1%	Red Line, 440, 442, 444, 445, 475
Lakeville Cedar	Open	14	190	7.4%	477
Palomino Hills	Open	2	200	1%	440, 442, 472, 480

Figure 12. I-35W South Lower Corridor



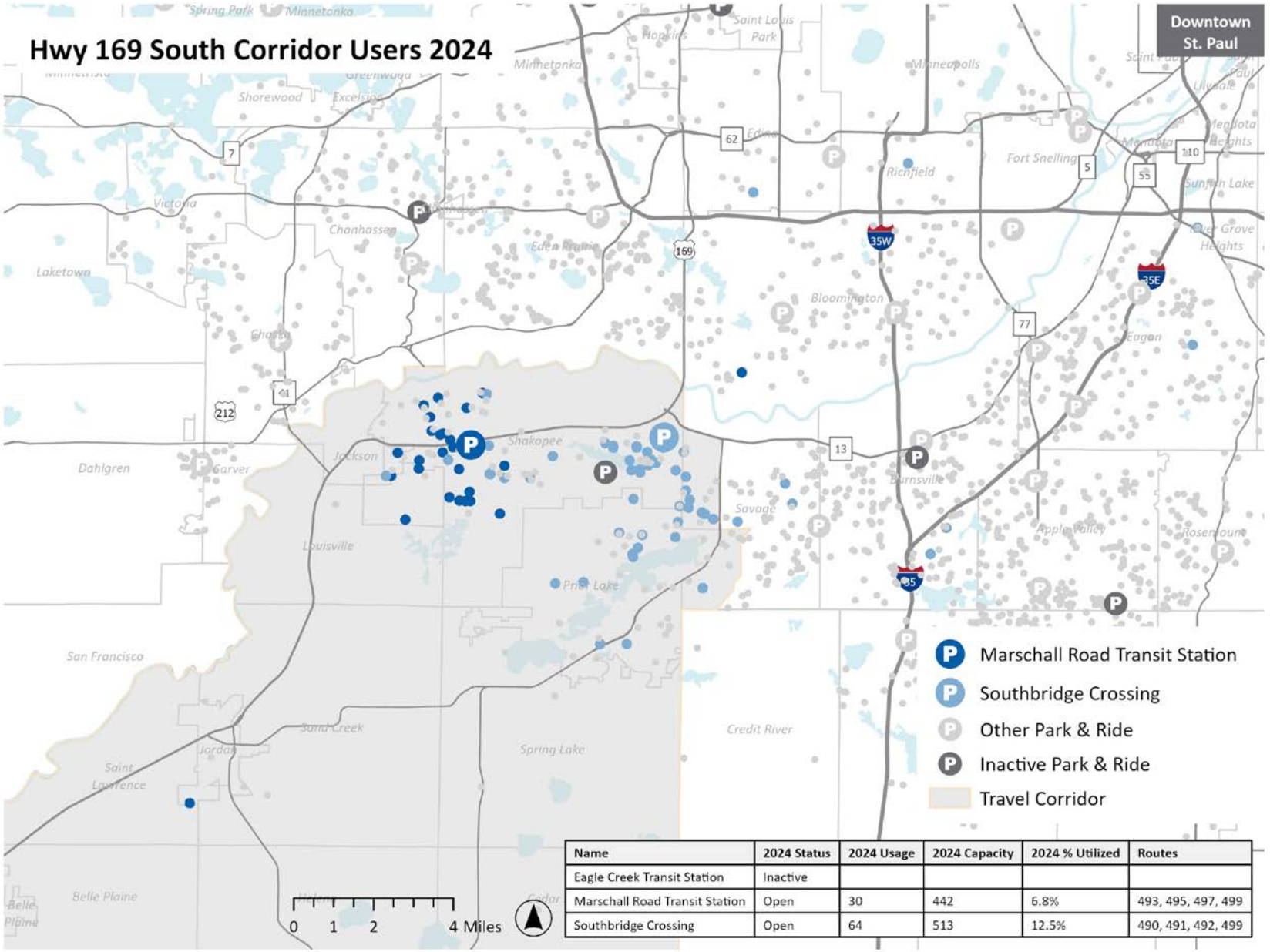
Name	2024 Status	2024 Usage	2022 Capacity	2024 % Utilized	Routes
Burnsville Transit Station	Open	387	1428	27.1%	425, 495, 444, 410, 460, 465, 480
Heart of the City	Inactive				
I-35 & Kenrick Ave Park & Ride	Open	88	750	11.7%	467
Savage Park & Ride	Open	8	182	4.4%	444, 447

Figure 13. I-35W South Upper Corridor



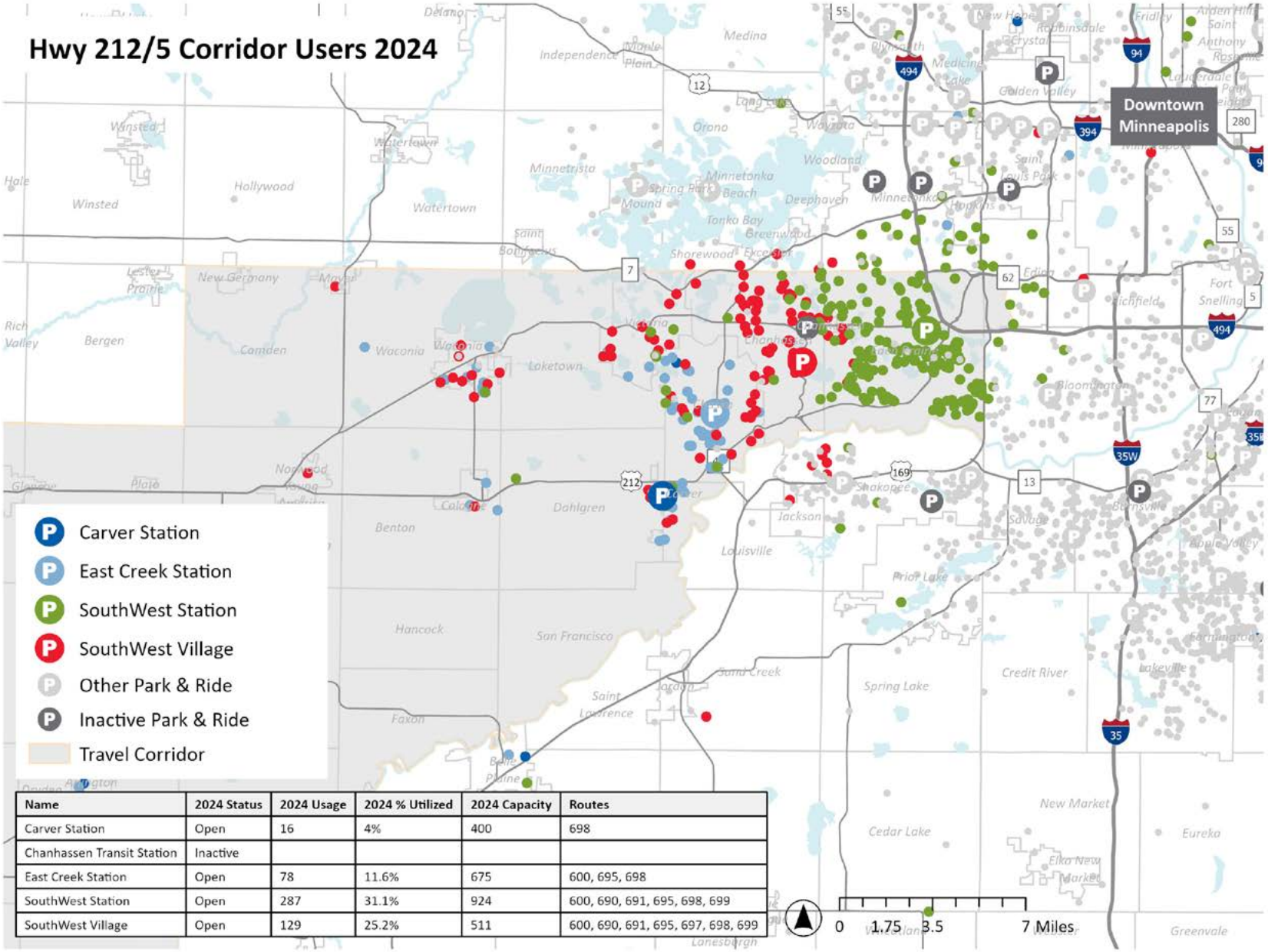
Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
I-35W & 98th St Station Park & Ride	Open	102	195	52.3%	Orange Line, 465, 534, 539, 546, 18
Normandale Village	Open	0	25	0%	539, 589, 597
Southdale Transit Center	Open	1	161	0.6%	6, 515, 537, 538, 578, 579, 600

Figure 14. Hwy. 169 South Corridor



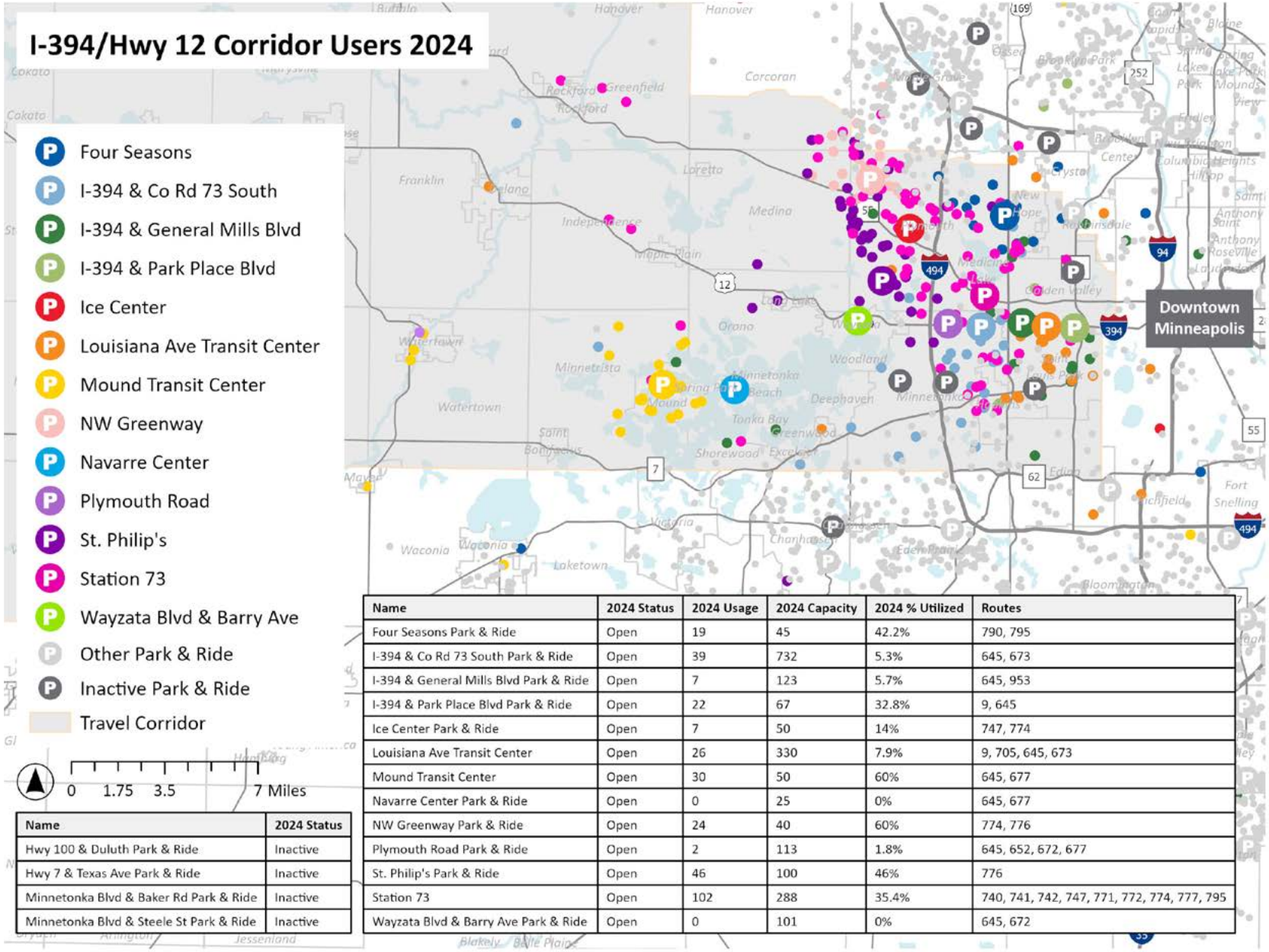
Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Eagle Creek Transit Station	Inactive				
Marschall Road Transit Station	Open	30	442	6.8%	493, 495, 497, 499
Southbridge Crossing	Open	64	513	12.5%	490, 491, 492, 499

Figure 15. Hwy. 212/5 Corridor



Name	2024 Status	2024 Usage	2024 % Utilized	2024 Capacity	Routes
Carver Station	Open	16	4%	400	698
Chanhassen Transit Station	Inactive				
East Creek Station	Open	78	11.6%	675	600, 695, 698
SouthWest Station	Open	287	31.1%	924	600, 690, 691, 695, 698, 699
SouthWest Village	Open	129	25.2%	511	600, 690, 691, 695, 697, 698, 699

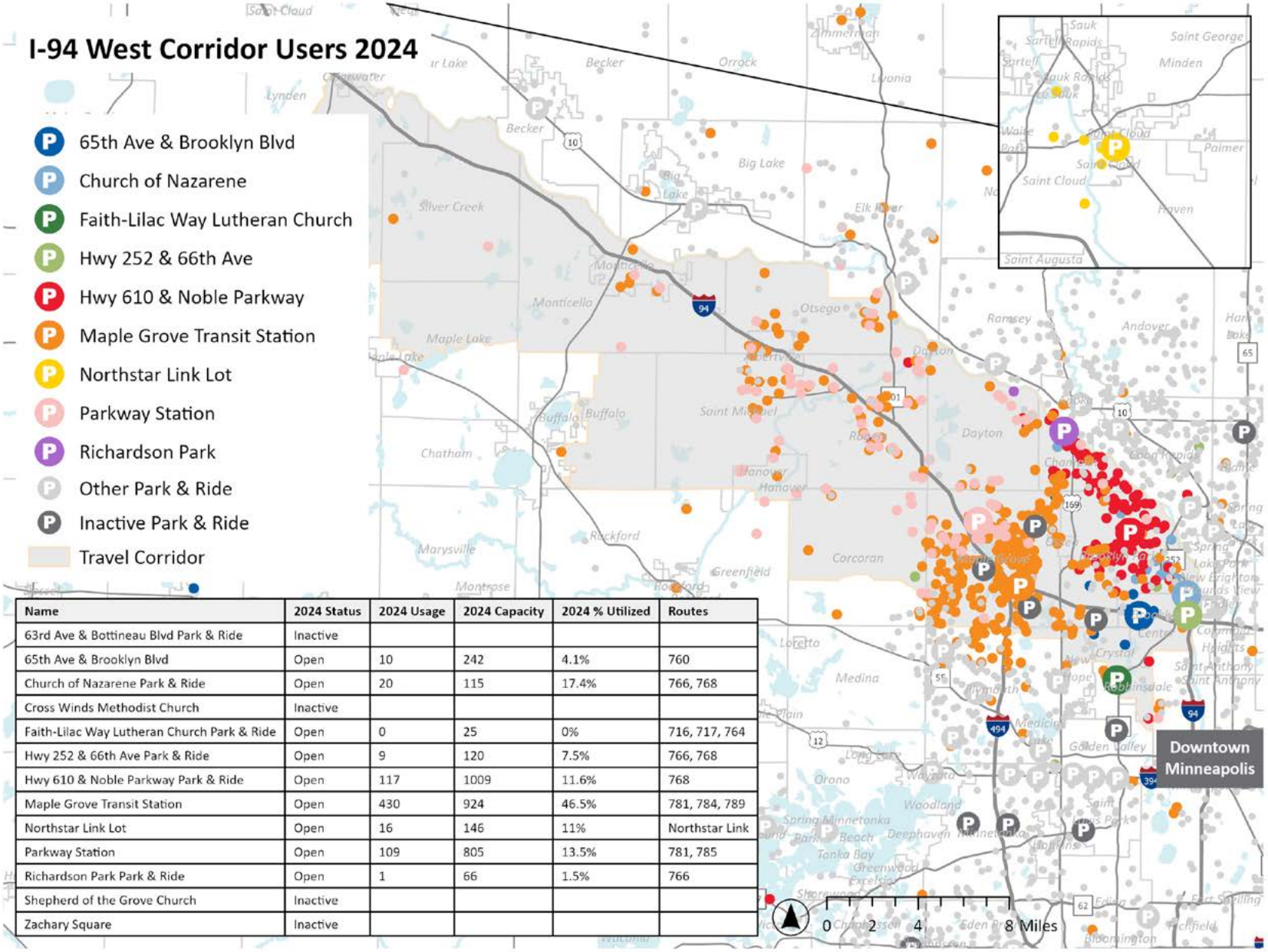
Figure 16. I-394/Hwy 12 Corridor



Name	2024 Status
Hwy 100 & Duluth Park & Ride	Inactive
Hwy 7 & Texas Ave Park & Ride	Inactive
Minnetonka Blvd & Baker Rd Park & Ride	Inactive
Minnetonka Blvd & Steele St Park & Ride	Inactive

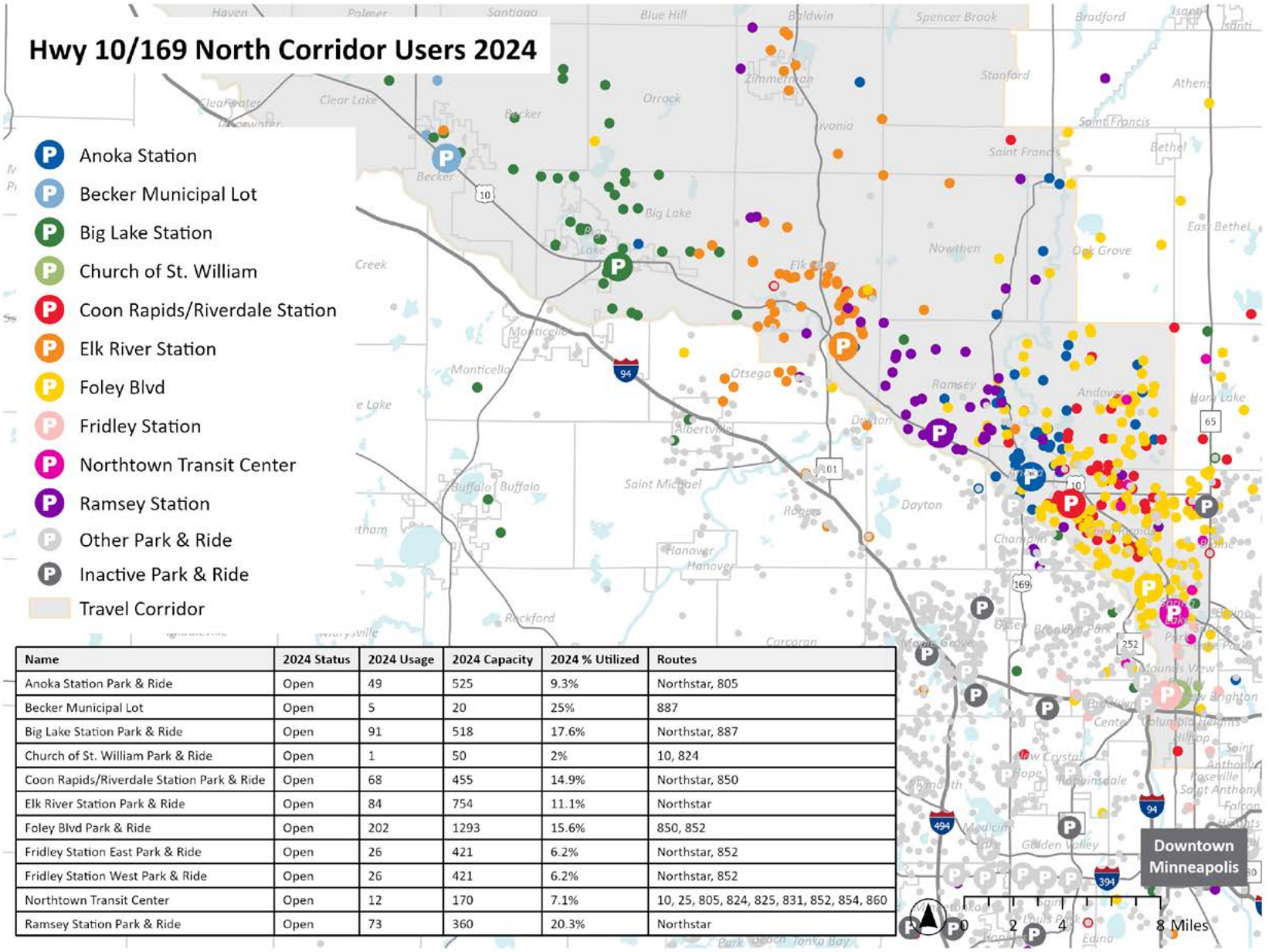
Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Four Seasons Park & Ride	Open	19	45	42.2%	790, 795
I-394 & Co Rd 73 South Park & Ride	Open	39	732	5.3%	645, 673
I-394 & General Mills Blvd Park & Ride	Open	7	123	5.7%	645, 953
I-394 & Park Place Blvd Park & Ride	Open	22	67	32.8%	9, 645
Ice Center Park & Ride	Open	7	50	14%	747, 774
Louisiana Ave Transit Center	Open	26	330	7.9%	9, 705, 645, 673
Mound Transit Center	Open	30	50	60%	645, 677
Navarre Center Park & Ride	Open	0	25	0%	645, 677
NW Greenway Park & Ride	Open	24	40	60%	774, 776
Plymouth Road Park & Ride	Open	2	113	1.8%	645, 652, 672, 677
St. Philip's Park & Ride	Open	46	100	46%	776
Station 73	Open	102	288	35.4%	740, 741, 742, 747, 771, 772, 774, 777, 795
Wayzata Blvd & Barry Ave Park & Ride	Open	0	101	0%	645, 672

Figure 17. I-94 West Corridor



Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
63rd Ave & Bottineau Blvd Park & Ride	Inactive				
65th Ave & Brooklyn Blvd	Open	10	242	4.1%	760
Church of Nazarene Park & Ride	Open	20	115	17.4%	766, 768
Cross Winds Methodist Church	Inactive				
Faith-Lilac Way Lutheran Church Park & Ride	Open	0	25	0%	716, 717, 764
Hwy 252 & 66th Ave Park & Ride	Open	9	120	7.5%	766, 768
Hwy 610 & Noble Parkway Park & Ride	Open	117	1009	11.6%	768
Maple Grove Transit Station	Open	430	924	46.5%	781, 784, 789
Northstar Link Lot	Open	16	146	11%	Northstar Link
Parkway Station	Open	109	805	13.5%	781, 785
Richardson Park Park & Ride	Open	1	66	1.5%	766
Shepherd of the Grove Church	Inactive				
Zachary Square	Inactive				

Figure 18. Hwy. 10/169 Corridor



Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Anoka Station Park & Ride	Open	49	525	9.3%	Northstar, 805
Becker Municipal Lot	Open	5	20	25%	887
Big Lake Station Park & Ride	Open	91	518	17.6%	Northstar, 887
Church of St. William Park & Ride	Open	1	50	2%	10, 824
Coon Rapids/Riverdale Station Park & Ride	Open	68	455	14.9%	Northstar, 850
Elk River Station Park & Ride	Open	84	754	11.1%	Northstar
Foley Blvd Park & Ride	Open	202	1293	15.6%	850, 852
Fridley Station East Park & Ride	Open	26	421	6.2%	Northstar, 852
Fridley Station West Park & Ride	Open	26	421	6.2%	Northstar, 852
Northtown Transit Center	Open	12	170	7.1%	10, 25, 805, 824, 825, 831, 852, 854, 860
Ramsey Station Park & Ride	Open	73	360	20.3%	Northstar

Figure 19. Hwy. 65 North Corridor

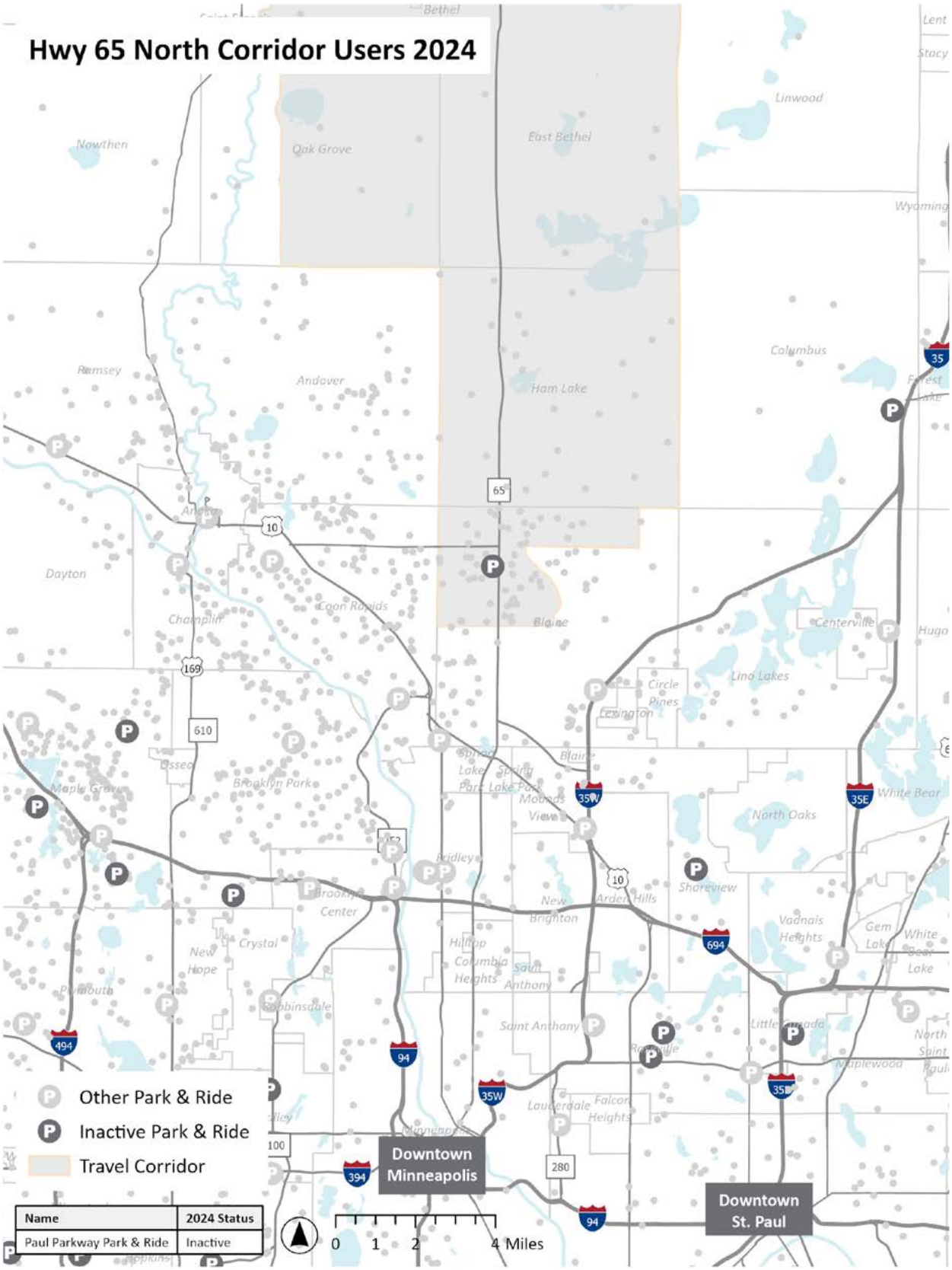
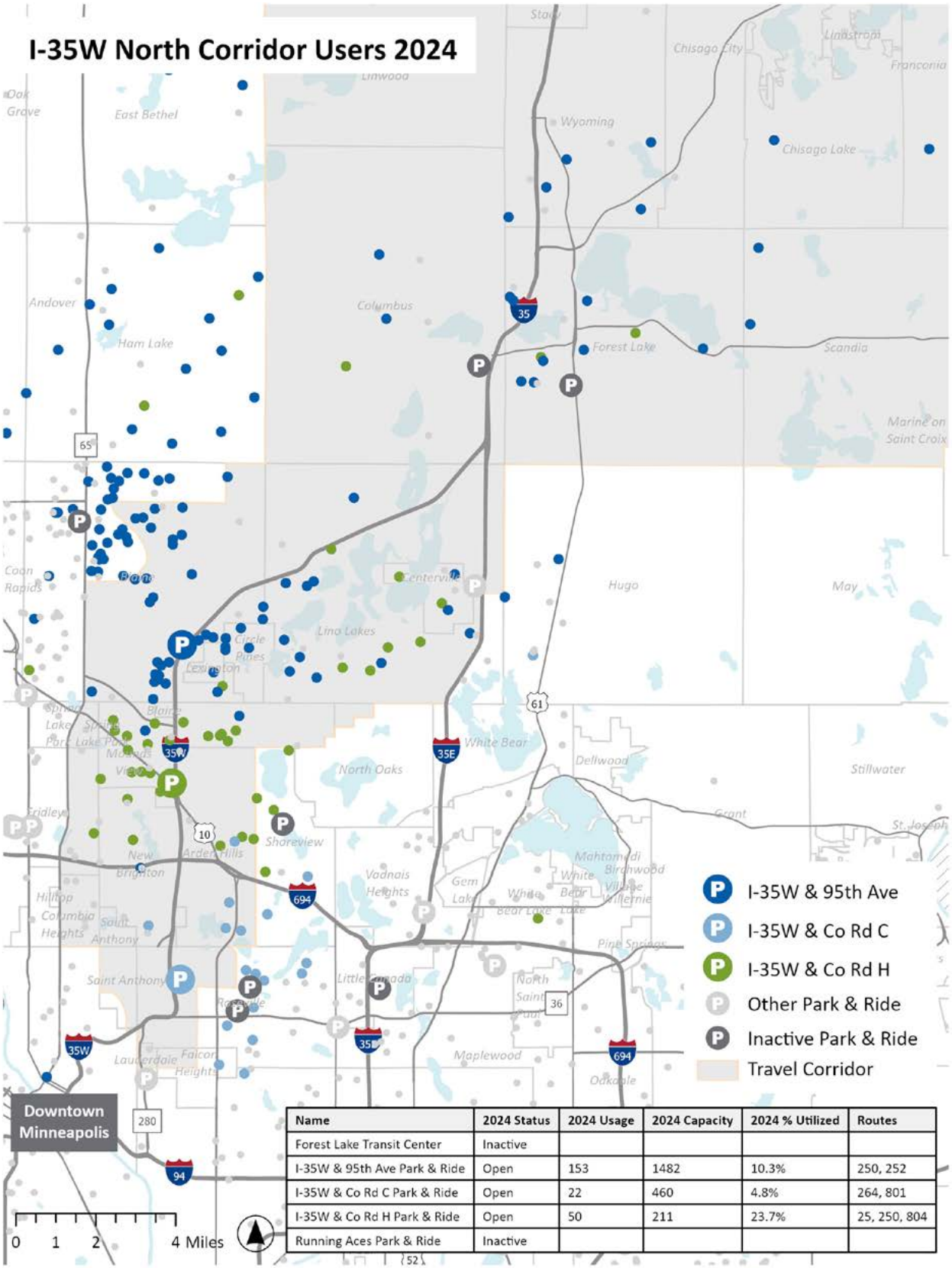
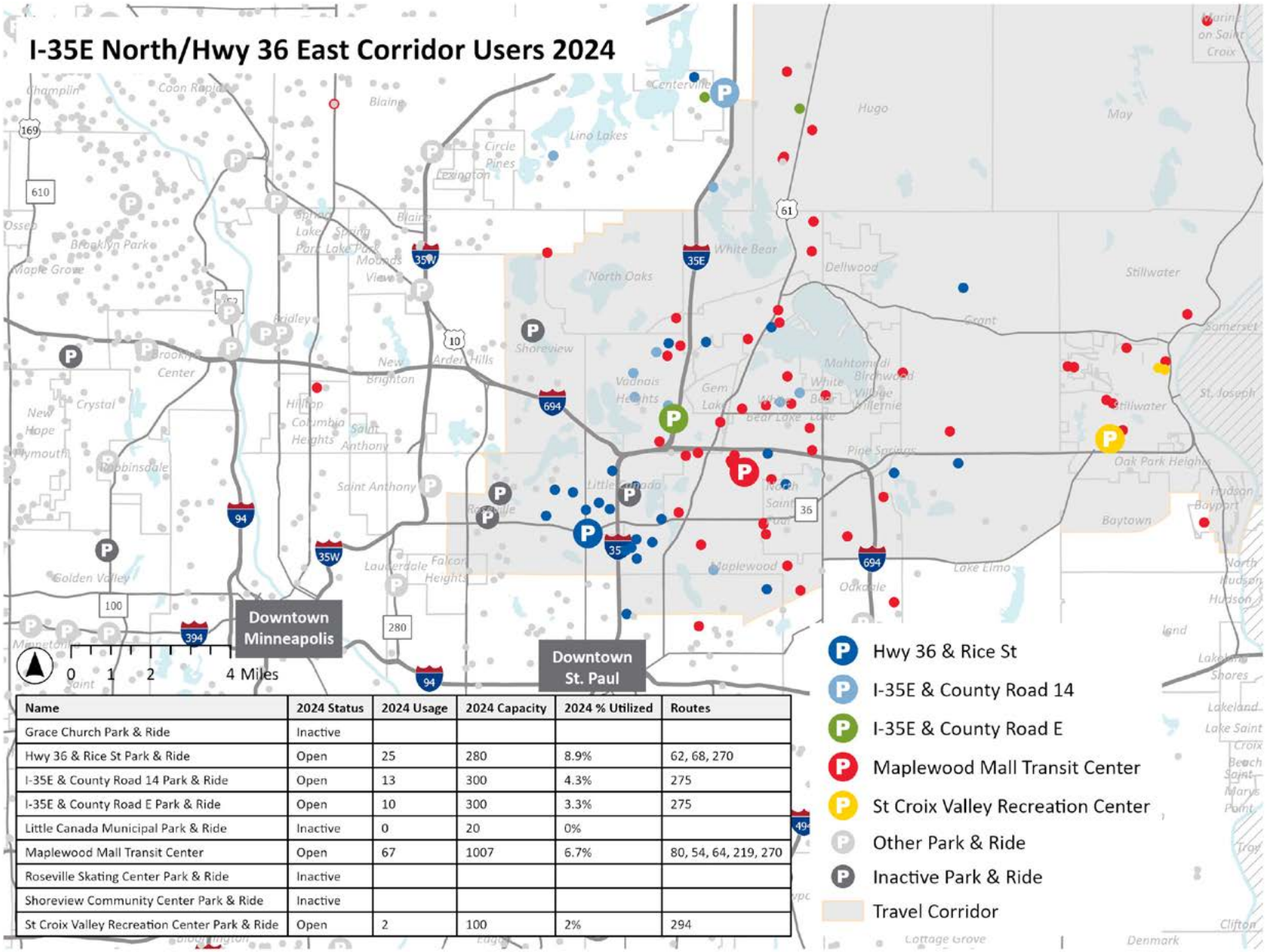


Figure 20. I-35W North Corridor



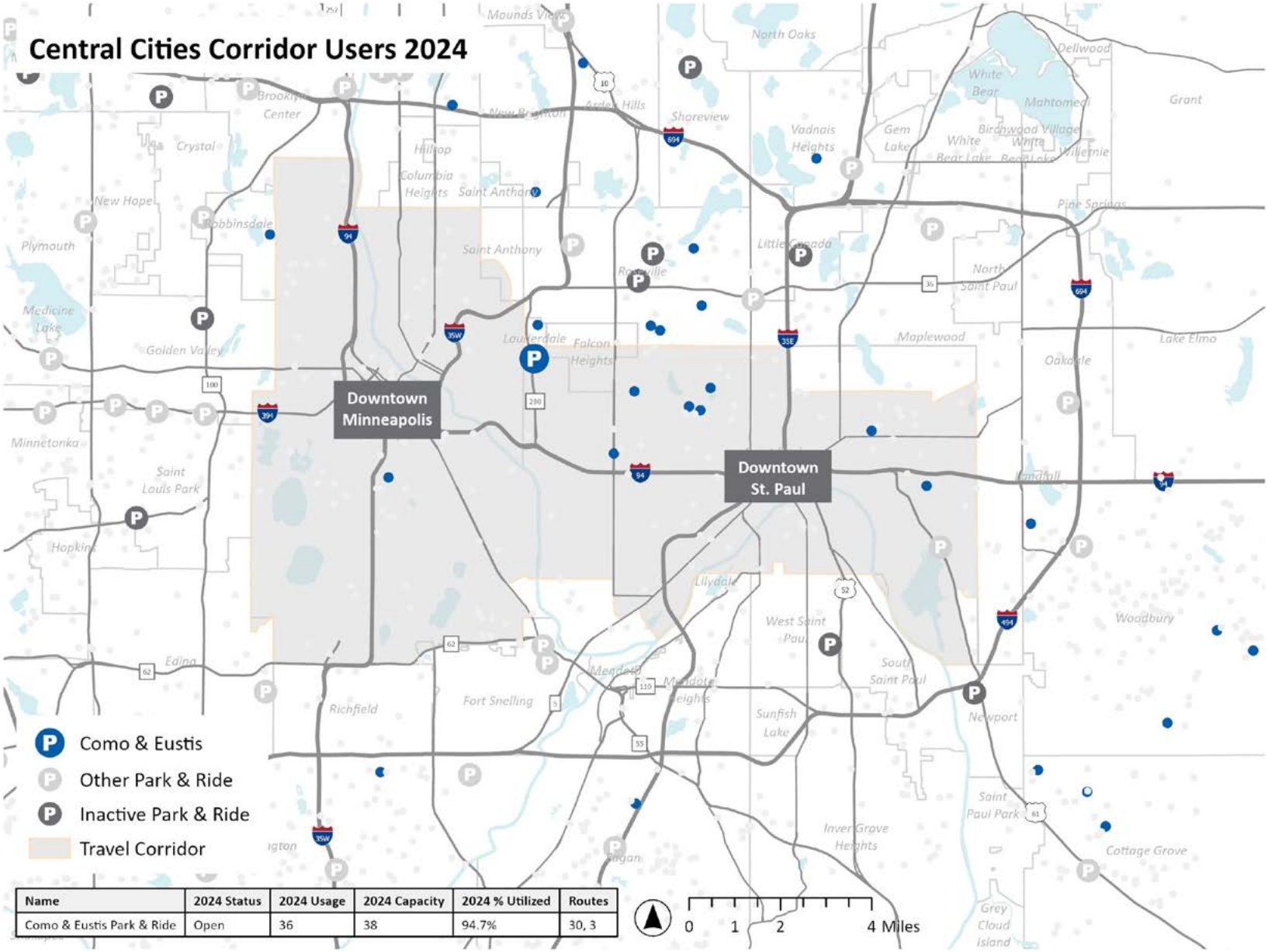
Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Forest Lake Transit Center	Inactive				
I-35W & 95th Ave Park & Ride	Open	153	1482	10.3%	250, 252
I-35W & Co Rd C Park & Ride	Open	22	460	4.8%	264, 801
I-35W & Co Rd H Park & Ride	Open	50	211	23.7%	25, 250, 804
Running Aces Park & Ride	Inactive				

Figure 21. I-35E North/Hwy. 36 East Corridor



Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Grace Church Park & Ride	Inactive				
Hwy 36 & Rice St Park & Ride	Open	25	280	8.9%	62, 68, 270
I-35E & County Road 14 Park & Ride	Open	13	300	4.3%	275
I-35E & County Road E Park & Ride	Open	10	300	3.3%	275
Little Canada Municipal Park & Ride	Inactive	0	20	0%	
Maplewood Mall Transit Center	Open	67	1007	6.7%	80, 54, 64, 219, 270
Roseville Skating Center Park & Ride	Inactive				
Shoreview Community Center Park & Ride	Inactive				
St Croix Valley Recreation Center Park & Ride	Open	2	100	2%	294

Figure 22. Central Cities Corridor



Name	2024 Status	2024 Usage	2024 Capacity	2024 % Utilized	Routes
Como & Eustis Park & Ride	Open	36	38	94.7%	30, 3

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