

October 2026

Metropolitan Area Transit Finance Report



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

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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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Background

The report on Metropolitan Area Transit Finance is submitted biennially to the Minnesota State Legislature to satisfy the requirements of [Minnesota Statutes, section 473.4485](#), which requires the Metropolitan Council (the Council) to provide a report by October 15 in every even-numbered year on comprehensive transit finance in the metropolitan area. The Council must submit the report electronically to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

History of the Report

In 2010, the legislature adopted [Minnesota Statutes, section 174.93](#), which required the Minnesota Department of Transportation (MnDOT) to prepare, in collaboration with the Council, a biennial report on the status of transit guideway projects in the state, with an emphasis on funding sources and project progress. MnDOT, with the Council's assistance, produced four versions of the Guideway Status report in 2012, 2013, 2015, and 2017.

In 2017 ([2017 1st Special Session, Chapter 3, H.F. No. 3, Ch. 3, Art. 3, Sec. 104](#)), the legislature amended the statute to require that the Council, rather than MnDOT, prepare the report, and that the report take a transit system view as well as a project view. It also required inclusion of comprehensive financial information for the metropolitan area transit system projected out over ten years. The first iteration of this new report was produced in October 2018. Due to the COVID-19 pandemic, the legislature extended the second report's due date from October 2020 to February 15, 2021. The third and fourth installments were delivered October 2022 and October 2024. This is the fifth installment of the Metropolitan Area Transit Finance report prepared by the Council.

Legislative Report Requirements

This report was completed to comply with 2017 [Minnesota Statutes, section 473.4485](#) METROPOLITAN AREA TRANSIT INVESTMENT.

Subdivision 1. Definitions.

(a) For purposes of this section, the following terms have the meanings given.

(b) "Busway" means a form of bus service provided to the public on a regular and ongoing basis, including arterial or highway bus rapid transit, that (1) compared to other regular route bus service, provides reduced travel time and uses distinct bus stop or station amenities, and (2) does not primarily or substantially operate within separated rights-of-way.

(c) "Commissioner" means the commissioner of transportation.

(d) "Guideway" means a form of transportation service provided to the public on a regular and ongoing basis that primarily or substantially operates within separated rights-of-way or operates on rails, and includes:

(1) each line for intercity passenger rail, commuter rail, light rail transit, and streetcars;

(2) as applicable, each line for dedicated bus service, which may include arterial or highway bus rapid transit, limited stop bus service, and express bus service; and

(3) any intermodal facility serving two or more lines identified in clauses (1) and (2).

Guideway does not include a busway.

(e) "Local unit of government" means a county, statutory or home rule charter city, town, or other political subdivision including, but not limited to, a regional railroad authority or joint powers board.

(f) "Separated rights-of-way" includes exclusive, dedicated, or primary use of a right-of-way by the public transportation service. Separated rights-of-way does not include a shoulder, dynamic shoulder lane, or priced lane under section [160.93](#).

(g) "Sources of funds" includes, but is not limited to, money from federal aid, state appropriations, the Metropolitan Council, special taxing districts, local units of government, farebox recovery, and nonpublic sources.

(h) "Budget activity" includes, but is not limited to, environmental analysis, land acquisition, easements, design, preliminary and final engineering, acquisition of vehicles and rolling stock, track improvement and rehabilitation, and construction.

Subd. 1a. Guideway capital project requests to legislature.

A state agency or local unit of government that submits a request to the legislature to obtain state funds for a guideway project shall, as part of the request, provide a summary financial plan for the project that presents the following information as reflected by the data and level of detail available in the latest phase of project development:

- (1) capital expenditures and funding sources for the project, including expenditures to date and total projected or estimated expenditures, with a breakdown by committed and proposed sources of funds; and
- (2) estimated annual operations and maintenance expenditures for the project, with a breakdown by committed and proposed sources of funds.

Subd. 2. Legislative report.

(a) By October 15 in every even-numbered year, the council must prepare, in collaboration with the commissioner, a report on comprehensive transit finance in the metropolitan area. The council must submit the report electronically to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation policy and finance.

(b) The report must be structured to provide financial information in six-month increments corresponding to state and local fiscal years, and must use consistent assumptions and methodologies. The report must comprehensively identify all funding sources and expenditures related to transit in the metropolitan area, including but not limited to:

- (1) sources and uses of funds from regional railroad authorities, joint powers agreements, counties, and cities;
- (2) expenditures for transit planning, feasibility studies, alternatives analysis, and other transit project development; and
- (3) expenditures for guideways, busways, regular route bus service, demand-response service, and special transportation service under section [473.386](#).

(c) The report must include a section that summarizes the status of (1) guideways in revenue operation, and (2) guideway projects (i) currently in study, planning, development, or construction; (ii) identified in the transportation policy plan under section [473.146](#); or (iii) identified in the comprehensive statewide freight and passenger rail plan under section [174.03, subdivision 1b](#).

(d) At a minimum, the guideways status section of the report must provide for each guideway project wholly or partially in the metropolitan area:

- (1) a brief description of the project, including projected ridership;
- (2) a summary of the overall status and current phase of the project;
- (3) a timeline that includes (i) project phases or milestones, including any federal approvals; (ii) expected and known dates of commencement of each phase or milestone; and (iii) expected and known dates of completion of each phase or milestone;
- (4) a brief progress update on specific project phases or milestones completed since the last previous submission of a report under this subdivision; and
- (5) a summary financial plan that identifies, as reflected by the data and level of detail available in the latest phase of project development and to the extent available:
 - (i) capital expenditures, including expenditures to date and total projected expenditures, with a breakdown by committed and proposed sources of funds for the project;

(ii) estimated annual operations and maintenance expenditures reflecting the level of detail available in the current phase of the project development, with a breakdown by committed and proposed sources of funds for the project; and

(iii) if feasible, project expenditures by budget activity.

(e) The report must include a section that summarizes the status of (1) busways in revenue operation, and (2) busway projects currently in study, planning, development, or construction.

(f) The report must include a section that identifies the total ridership, farebox recovery ratio, and per-passenger operating subsidy for (1) each route and line in revenue operation by a transit provider, including guideways, busways, and regular route bus service; and (2) demand-response service and special transportation service. The section must provide data, as available on a per-passenger mile basis and must provide information for at least the previous three years. The section must identify performance standards for farebox recovery and identify each route and line that does not meet the standards.

(g) The report must also include a systemwide capacity analysis for transit operations and investment in expansion and maintenance that:

(1) provides a funding projection, annually over the ensuing ten years, and with a breakdown by committed and proposed sources of funds, of:

(i) total capital expenditures for guideways and for busways;

(ii) total operations and maintenance expenditures for guideways and for busways;

(iii) total funding available for guideways and for busways, including from projected or estimated farebox recovery; and

(iv) total funding available for transit service in the metropolitan area; and

(2) evaluates the availability of funds and distribution of sources of funds for guideway and for busway investments.

(h) The capacity analysis under paragraph (g) must include all guideway and busway lines for which public funds are reasonably expected to be expended in planning, development, construction, revenue operation, or capital maintenance during the ensuing ten years.

(i) Local units of government must provide assistance and information in a timely manner as requested by the commissioner or council for completion of the report.

Introduction

The Council's Role in Regional Transportation

The Council plays two primary roles in transportation in the seven-county metropolitan area. As the region's federally designated Metropolitan Planning Organization, the Council works with state, local, and federal partners to plan for the region's long-term transportation needs and coordinate investments across highways, transit, freight, bicycling and walking. The Council also plans a regional aviation system under state law.

The Council is also the region's primary provider of public transit. Through the Metro Transit and Contracted Transit divisions, the Council operates or contracts for regular-route bus service, light rail, bus rapid transit, microtransit, Metro Mobility, Metro Move, Metro Vanpool, and Transit Link. The Council works with other regional transit providers and transportation partners to connect these services as part of the broader regional transportation system.

Together, these planning and operating responsibilities allow the Council to connect long-range regional transportation goals with the investments, services and infrastructure needed to serve communities across the metropolitan area.

Transit Helps Minnesota Communities Achieve Shared Goals

Transit is an essential means of travel for many residents in the region. A strong transit system supports communities across Minnesota in working toward shared goals of maintaining an affordable quality of life, supporting safe and healthy communities, expanding economic opportunity, improving access to jobs and essential destinations, and protecting clean air and the environment.

Transit Provides More Choices and Affordability

Transit provides a way to reach jobs, education, services, and other destinations, regardless of age, ability, income, vehicle ownership, fuel prices, or ability to drive. According to the [American Public Transportation Association \(APTA\)](#), people can save more than \$13,000 a year when they switch from driving to public transportation due to the costs of car prices, maintenance, insurance, gas, parking fees, and financing.

Transit Supports Safer, Healthier Communities

Transit provides a comparatively safe way to travel and can provide safer streets for people walking and biking. In a 2014 study, a [Victoria Policy Institute](#) researcher found that transit travel has about a tenth the traffic casualty (death or injury) rate as car travel, and transit-oriented neighborhoods have about a fifth the per capita crash casualty rate due to the reduced traffic speeds and improved walking and biking facilities. Transit can also support healthier communities by encouraging more active transportation, such as walking and biking, and reducing pollution.

Transit Supports the Regional Economy

Transit can connect workers, employers, customers, and businesses while helping more people reach important destinations. The Council's [2025 Development Trends Along Transit Report](#) found that about 39% of the region's land value is located near frequent transit, on just 4% of the region's land area. By moving more people to destinations within existing streets and roads, transit can support economic activity without requiring every additional trip to be made by car.

Transit Supports Environmental Goals

By providing an alternative to driving and allowing more people to travel in fewer vehicles, transit can reduce car travel, fuel use, and transportation-related emissions. This supports Minnesota's greenhouse gas reduction goals established through the [Next Generation Energy Act](#), which calls for statewide emissions to fall 50% below 2005 levels by 2030 and reach net zero by 2050.

Overview of the Regional Transit System

The regional transit system includes multiple transit providers and a range of services, facilities, and infrastructure serving communities across the seven-county metropolitan area. The following section describes the system, the services currently in operation, and recent ridership.

Regional Transit System

Multiple providers operate the regional public transit system. The system includes:

- Transit routes and vehicles
- Operations centers, garages, and administrative facilities
- Supporting infrastructure, including tracks, bus guideways, bus shoulders, and bus-only lanes
- Customer facilities, including bus stops, stations, and park-and-rides

The Council provides public transit service through two operating divisions:

- Metro Transit operates regular-route bus service, express bus, METRO light rail, and METRO bus rapid transit.
- Contracted Transit (formerly Metropolitan Transportation Services) provides regular-route bus service, Metro micro, Metro Mobility, Metro Move, Metro Vanpool, and Transit Link through transit service contracts.

Transit Services

In 2025, the regional transit system included:

- 134 regular-route bus routes: 81 local and 53 express routes
- 2 light rail lines
- 8 bus rapid transit lines
- 5 micro transit services across 11 zones (including 6 in the Council's service area)
- Special Transportation Service (Metro Mobility and Metro Move)
- Metro Vanpool
- Transit Link dial-a-ride services

Northstar Commuter Rail service transitioned to more frequent bus replacement service on January 5, 2026.

Regular-route and demand-response bus service is provided by the Council and 12 cities authorized by the legislature under [Minnesota Statutes, section 473.388](#) to provide separate replacement transit services. These municipalities are organized into four other regional transit providers – Maple Grove Transit, Minnesota Valley Transit Authority, Plymouth Metrolink, and SouthWest Transit. The services of each transit agency, while independent, work together to provide a cohesive, comprehensive regional system.

Regional transit agencies operate in the communities within the seven-county region where a property tax is levied to pay for transit capital needs. Called the Transit Capital Levy District, the district has expanded as communities have joined, most recently the city of Ramsey was added to the district in 2013.

Regular-route service is provided through a mix of directly operated and contracted service. Metro Transit operates light rail, bus rapid transit, and most Council regular-route bus service, including some service that extends into communities served by other regional providers, such as Metro Transit's contract to operate Maple Grove Transit's fixed-route service. The Council also has a contract with private operators to provide regular-route bus service.

The Americans with Disabilities Act (ADA) requires complementary paratransit service for certified riders to travel where regular-route transit service is available but they are unable to use the regular-route system due to a disability or health condition. The Council's paratransit service is established through [Minnesota Statutes, section 473.386](#), Special Transportation Service, which

also establishes additional service areas beyond the federal requirements. This service is delivered through two programs, Metro Mobility and Metro Move. Metro Move provides regularly scheduled ride service, and leverages federal Medicare revenues for certain waiver programs (Brain Injury, Developmental Disabilities and Community Access for Disability Inclusion) to reduce state costs to provide these services. Special Transportation Service transitioned to a state forecasted base program on July 1, 2025.

Microtransit service is an app-based on-demand point-to-point transportation service, managed in real-time by software services to optimize ride-share and routing. Transit providers have allocated more resources for these services in recent years. Microtransit services include Metro micro, MVTA Connect, SW Prime, Plymouth Click-and-Ride, and Maple Grove MyRide.

Additional demand response (dial-a-ride) service is provided by Transit Link in Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties where regular-route transit is not available.

In addition, the Council operates Metro Vanpool, which provides financial assistance for commuter groups with five to fifteen people, including a volunteer driver, commuting to and from work.

The University of Minnesota provides bus service around and between the Minneapolis and St. Paul campuses, augmenting light rail and bus transit service. University of Minnesota transit services operate as public transit and receive federal formula funding for capital costs. Operating costs are funded by university sources, such as parking fee revenues.

Transit Ridership

The regional transit system provided 60.9 million rides in 2025 across Council services, suburban transit providers, and the University of Minnesota. Council services accounted for 56.3 million rides, or about 92% of the regional total. The other providers and the University of Minnesota accounted for the remaining 4.6 million rides.

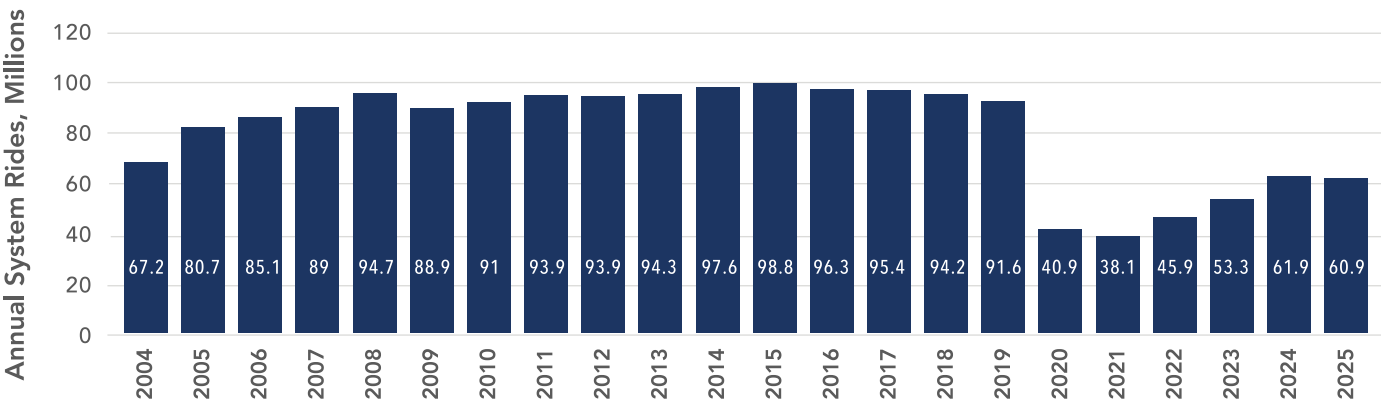
Ridership has recovered substantially from the pandemic low of 38.1 million regional rides in 2021, although the pace of recovery has varied by service type. Travel patterns also continue to evolve as hybrid and remote work have reduced traditional peak-period commuting, while a greater share of transit trips occur throughout the day and for purposes other than traveling to and from work. These changing travel behaviors have contributed to stronger recovery on local bus and bus rapid transit service than on some commuter-oriented services.

In 2025, Council bus ridership held steady overall. Bus rapid transit ridership grew 21%, while light rail ridership declined 14% and was the main driver of the decrease in total Council ridership. These year-over-year comparisons use the Council's updated passenger-counting method for both 2024 and 2025.

While making up a small portion of overall system ridership, ridership on several regional on-demand microtransit services grew substantially since 2024. Ridership growth for Metro micro between 2024 and 2025 alone rose 180% from 67,000 to over 188,000 rides, while MVTA Connect and Maple Grove MyRide also experienced double-digit percentage growth.

Ridership is one measure of how people use the regional transit system to meet their transportation needs. Figure 1 shows ridership across Council services, other regional transit providers, and the University of Minnesota.

Figure 1 – Annual Regional Transit Ridership, 2004-2025



System Financial Capacity Analysis

Background

The following seven tables show forecasted funding sources and uses for metropolitan transit system operations and capital investments from 2026-2036. Each table begins with a budgeted amount (2026 for operating, and 2026-31 for capital) and provides forecasted revenue and uses over the next decade. The projections use historical trends and consistent assumptions to estimate what funding and costs could look like in the future. Costs appear in the year they are expected to be incurred. Some funding shown in 2026 and later years has already been secured and committed to projects, even though it has not yet been spent.

The tables are grouped by similar transit services and investments:

- Table 1: Existing System Capital
- Table 2: Existing System Operating
- Table 3: New Guideway Capital
- Table 4: New Guideway Operating
- Table 5: New Arterial BRT Capital
- Table 6: New Arterial BRT Operating
- Table 7: Special Transportation Service (Metro Mobility and Metro Move)

Individual guideway and busway corridor project summaries in the report appendices provide information about funds committed to a given project, and total estimated project costs. Future costs and funding are based on the best information currently available and may change as plans and estimates are updated.

Other Transit Capital and Operating Funding Sources and Uses

There are transit capital and operating funding sources and uses in the region that originate from a few distinct situations. Funding sources and uses for these services are not shown in detail in Tables 1-7.

University of Minnesota

- The University collects revenue through parking to replace buses in their intercampus transit system, which is supplemented by federal transit formula funds earned for the service they operate. The University of Minnesota Twin Cities campus transit system is funded by a mix of university parking revenues and student fees.

Counties

- In addition to providing significant capital funding for new guideways, metropolitan area counties complete important work in mobility management and other transportation. This includes mobility management resources for communities, funding for augmentation of Transit Link services, funding for local transportation programs, and transportation assistance to individuals (i.e. transit fare cards).

In many cases, these programs and services are delivered in coordination with MnDOT Transit Coordination Assistance Project funds, federal programs, or other resources. Counties also fund these services using levy funds or county shares of state or local revenues such as Regional Transportation Sales and Use Tax revenue.

Because of the comparatively small scale of these programs and the specialized (not general public) nature of some programs, these funds and services are not included in Tables 1-7 of this report.

- Ramsey County Regional Railroad Authority funds the operations and maintenance of Union Depot's transportation hub that serves local bus and rail as well as Amtrak and intercity bus services through their regional railroad property tax levy.

Minnesota Department of Transportation (MnDOT)

- MnDOT is charged with developing intercity passenger rail systems, which may also be partially located in the metro region. See Appendix D for more information about these projects.
- MnDOT may use capital funding on the state highway system for transit speed and reliability improvements.
- In January 2026, Northstar Commuter Rail transitioned to more frequent bus service, and this analysis assumes MnDOT continues its contribution to operating that service which covers a geographic area that extends beyond the seven-county metropolitan area.

Summary of Tables

The following tables are point-in-time projections which show a range of possible future investments against projected sources. These assumptions and estimates will continue to evolve as plans, costs and revenue forecasts are updated.

This long-range analysis is a useful tool to help identify emerging areas where future spending and expected resources may need to be brought into alignment. The Council will utilize the annual budget development process to update revenue forecasts, evaluate system-wide efficiencies, explore reductions or seek additional funding. These decisions will continue to evolve and depend on the level of funding that is received, with key funding partners, including, but not limited to, the Federal and State governments.

Specifically, this report does include ongoing federal and state funding in the following areas:

- Federal funding levels aligned with the existing federal surface transportation program, as authorized under the Infrastructure Investment and Jobs Act (IIJA)
- On-going state general fund appropriations for bus and rail operations
- On-going appropriation of Metro Mobility and Metro Move from the state general fund
- Continued capital investments in expanding the regional ABRT network, specifically the H, J, K and L lines

The Council is committed to providing high-quality transit service that serves our communities across the metropolitan area, and we will continue to engage with our partners as we work through our annual budget process to balance planned investments with anticipated revenues.

Tables 1 & 2: Existing Transit System

Tables 1 and 2 show the capital and operating sources and uses of the transit system in operation today. This includes the existing bus services provided by the Council and other regional transit providers, regular routes contracted to private operators, light rail transit service for the METRO Blue and Green lines, Transit Link Dial-a-Ride services, Metro Vanpool, and multimodal transportation planning.

The Council's bus costs are further divided into Metro Transit bus, which includes the region's eight existing METRO BRT lines (A, B, C, D, E, Gold, Orange, and Red lines); and Contracted Transit bus services.

In January 2026, Northstar Commuter Rail transitioned to more frequent bus service, and this analysis assumes MnDOT continues its contribution to operating that service which covers a geographic area that extends beyond the seven-county metropolitan area.

Tables 3 & 4: New Guideways (Light Rail and Dedicated Bus Rapid Transit)

Tables 3 and 4 show the expected capital and operating sources and expenses for future guideways, including potential light rail and dedicated bus rapid transit lines. Per [Minnesota Statutes, section 473.4485](#), guideway projects are those that primarily or substantially operate within separated rights-of-way.

Each of the included corridors are in some stage of development and may be under construction or in operation by 2036. The future guideways that fall into this category include the following METRO lines:

- Gold Line Extension bus rapid transit
- Green Line Extension light rail transit
- Bronze Line (formerly Purple Line) bus rapid transit¹
- Blue Line Extension light rail transit

¹ The METRO Bronze, J and K lines are the subject of a Transportation Policy Plan amendment moving through the public process in 2026. These lines have not yet been included in adopted operating or capital budget documents that form the foundation of this report. Costs for the Bronze Line are based off the current cost estimate and J and K lines assume a planning-level typical of arterial BRT corridors.

Tables 5 & 6: New Busways (Arterial BRT)

Tables 5 and 6 show the expected capital and operating revenues and expenses for six additional arterial BRT corridors that are planned for construction and opening over the next ten years. The planned corridors include the following METRO lines:

- F Line – Central Avenue (currently assumed 2030 opening)
- G Line – Rice/Robert Streets (currently assumed 2028 opening)
- H Line – Como/Maryland Avenues (currently assumed 2029 opening)
- J Line – West 7th Street (currently assumed to open by 2035)
- K Line – Nicollet Avenue (currently assumed to open by 2035)
- L Line – To be identified (currently assumed to open by 2035)

In March 2026, the Council identified the J and K lines following the completion of an Arterial BRT Plan Update. Additional study is currently underway to identify the L Line.

Each of these identified corridors has high existing ridership and substantial local bus service operating within the corridor. The development of arterial BRT will provide more frequent, all-day service and improved customer amenities including off-board fare collection, improved stations with heat and light, new vehicles with multiple-door boarding, and traffic management technologies to improve travel time reliability along the corridor. Recent lines have also added segments of bus-only lanes to further improve travel speed and reliability. Arterial BRT improvements result in increased ridership and improved speed and reliability.

Table 7: Special Transportation Service (Metro Mobility and Metro Move)

Table 7 summarizes funding sources and uses for Special Transportation Service (STS), including the region’s demand-response Americans with Disabilities Act (ADA) service.

Funding Sources and Uses: Assumptions

The assumptions built into the capacity analysis rely on historical experience to forecast future funding sources and uses. While this is a reasonable estimate of what could happen in the future, changes are expected over the ten-year timeframe. The information contained in these tables continues to be collected and evaluated on an on-going basis through the annual budget development cycle (which incorporates updated state budget forecasts). The 10-year outlook will continue to be updated and provided to the legislature every two years.

Funding Sources

The regional transit system is funded by several sources, the majority of which are available only for specific transit operating or capital purposes. Funds are largely used by the Council (Metro Transit and Contracted Transit) and the suburban transit providers to operate and improve the existing bus and guideway systems.

- **Passenger fares.** Transit fare revenues are used to fund transit operations. This analysis assumes an average revenue per ride rate based on the 2025 National Transit Database (NTD) revenue per ride data available and increased 3% through 2028, and 2% for 2029-2036. Based on what we know today and existing policies, fixed-route transit fare revenue is projected to grow with ridership and through the addition of new services including busway and guideway lines. Special Transportation Service revenue from fares is also projected to grow as ridership increases across the reporting period.
- **Regional Transit Capital (RTC) bond funding.** RTC funds are typically used to pay the capital expenses for maintaining the existing system and often to provide the required match to federal formula and flexible funds. Based on historical trends RTC bond revenues are assumed to grow at approximately 3.3% annually.
- **Other funding sources.** Other sources, including advertising revenues, investment income, and other miscellaneous earnings, are assumed to grow at 1% annually based on recent trends.

County Funding

Counties in the region have several funding sources eligible for transit, including transportation advancement accounts established by the 2023 legislation and funded through a share of the metropolitan sales tax and other revenues, local sales taxes, and regional railroad property taxes. As counties plan for future investment, only currently projected revenues for transit guideway expansion are included in this report.

- **County Regional Railroad Authority funds.** Counties' Regional Railroad Authorities are authorized to levy a property tax for developing regional transitways. Typically, these funds provide capital costs for constructing transitways. Regional Railroad Authority funding amounts in the capacity analysis are based upon the amount required to fund 10% of the new dedicated guideway costs shown in Table 3. Specific allocations by counties between sales tax and these funds are not always known far in advance, so these categories are combined in the capacity analysis tables.
- **Metropolitan county transportation sales tax revenues.** Counties in the metropolitan area each implemented a local transportation sales tax of up to one half-cent. Portions of this funding were previously reported for operating and capital costs of guideways, but 2023 legislation requires these to be used for capital purposes only, such as guideway projects' capital costs as detailed in this report. State law requires the Council to use regional transportation sales and use tax revenues for guideway operating costs previously funded by counties (see [Minnesota Statutes, section 473.4051](#)).

State Funding

- **Motor Vehicle Sales Tax (MVST) revenues.** 40% of the state's MVST revenues are dedicated to transit, with the Council receiving 34.3% of the revenues for regional transit.

MVST revenues in this analysis are based on the state forecast released in February 2026 and are assumed to increase at a rate of 4.25% annually for years beyond the forecast. MVST revenues may be used for operating or capital purposes but generally are reserved for transit operations.
- **Regional Transportation Sales and Use Tax revenues.** The Regional Transportation Sales and Use Tax created by the [2023 Omnibus Transportation bill](#) is the largest projected transit revenue source. According to the state's February 2026 forecast, the Regional Transportation Sales and Use Tax is forecasted to supply about \$449 million in transit revenues, an estimated 29% of all funding sources projected for calendar year 2027. Most of this funding is expected to be used to cover operating costs of services that are already present or planned. Based on what is known today, the analysis in this report assumes February 2026 state forecast totals and a 4.4% annual growth rate thereafter.
- **State general funds.** The state has historically provided a general fund appropriation for transit operating purposes. This analysis assumes the state will continue to provide a \$20 million general fund appropriation for transit operating assistance.

This report does not assume additional one-time appropriations from the general fund for transit projects but does assume ongoing state capital investment in arterial BRT, as described below.
As a forecasted base program established under [Minnesota Statutes, section 473.386](#), state general funds support all Special Transportation Service operating and capital costs after fares and federal revenues.
- **State capital investment (general obligation bonds and cash).** The state has periodically allocated revenues from capital investment bills for transit. Funds are provided as state general obligation bonds or capital investment cash appropriations for transit capital purposes. The Council has received bond and cash appropriations for transitway development, both for projects primarily funded with competitive federal grants and for other transitway projects.

It is anticipated that the Council will continue to make requests for bond funding for arterial BRT development. State capital investment is anticipated as the primary source for arterial BRT expansion, with roughly \$255 million of new state capital investment projected to complement a similar amount of previous bonds and cash, federal funding, and regional capital funding to fully fund and deliver the METRO H, J, K, and L lines, which are currently assumed partially funded.
- **Waiver Transportation Funds.** Metro Move is a public transit choice within Special Transportation Service for people who are served by a Brain Injury, Community Access for Disability Inclusion, or Developmental Disabilities waiver and take regularly scheduled trips to access day support services, jobs, and community resources. Program revenues include federal Medicare and state Department of Human Services revenues associated with waiver transportation funds.

How the 2023 Legislative Session Shifted Transit Funding in Minnesota

In the 2023 session, the Minnesota Legislature passed a three-quarter-cent Regional Transportation Sales and Use Tax for the seven-county metropolitan area that went into effect in October 2023. Under current [Minnesota Statutes, section 473.4465](#) these funds are split between the region's counties (17%) and the Council (83%). Of the Council's share, 95 percent are available for transit operations, maintenance and capital projects, with 5 percent supporting active transportation, such as walking and biking.

This dedicated revenue provides a foundation for maintaining existing service and investing in safety, accessibility, reliability and expansion. It has also allowed the region to plan beyond short-term funding cycles and advance improvements that previously lacked an ongoing funding source.

The Council must expend a portion of the sales tax revenue in each of the following categories:

- (1) improvements to regular route bus service levels;
- (2) improvements related to transit safety, including additional transit officials, as defined under [Minnesota Statutes, section 473.4075](#);
- (3) maintenance and improvements to bus accessibility at transit stops and transit centers;
- (4) transit shelter replacement and improvements under [Minnesota Statutes, section 473.41](#);
- (5) planning and project development for expansion of arterial bus rapid transit lines;
- (6) operations and capital maintenance of arterial bus rapid transit;
- (7) planning and project development for expansion of highway bus rapid transit and bus guideway lines;
- (8) operations and capital maintenance of highway bus rapid transit and bus guideways;
- (9) zero-emission bus procurement and associated costs in conformance with the zero-emission and electric transit vehicle transition plan under [Minnesota Statutes, section 473.3927](#);
- (10) demand response microtransit service provided by the Council;
- (11) financial assistance to replacement service providers under [Minnesota Statutes, section 473.388](#), to provide for service, vehicle purchases, and capital investments related to demand response microtransit service;
- (12) financial assistance to political subdivisions and tax-exempt organizations under section 501(c)(3) of the Internal Revenue Code for active transportation; and
- (13) wage adjustments for Metro Transit hourly operations employees.

The 2023 legislation offers other major implications for transit in the Twin Cities region, including:

- The Council now assumes 100% of transitway operating costs. Previously, counties were responsible for 50%, with one exception: Hennepin County was statutorily responsible for 100% of operating and ongoing capital maintenance costs for the Green Line Extension ([see Minnesota Statutes, section 473.4051](#)).
- Establishing that the Council is responsible for all capital maintenance costs.
- Providing latitude to the counties by allocating their 17% of the sales tax within prescribed parameters. Up to 17% of the counties' share may be spent on transit, with the remaining eligible for other uses including walking, biking and roadway maintenance projects.

Federal Funding

Currently, federal surface transportation programs are authorized under the [Infrastructure Investment and Jobs Act \(IIJA\)](#) signed on November 15, 2021, for FFY 2022-2026. IIJA uses a blend of approximately 60% formula funding and 40% competitive (discretionary) grants. As enacted through the IIJA, the Council receives federal formula funds annually based upon the region's size and level of transit operations. The analysis continues to use IIJA funding levels assumptions despite the authorization's expected expiration of December 11, 2026.

The following financial capacity analysis assumes a 1% annual growth rate for all federal formula funding. These funds are primarily limited to capital purposes, though they may be used in the region's operating budget for capital maintenance purposes or transportation planning. Federal funds are provided through the following programs:

- **Section 5307 (Urbanized Area Formula Grants).** Provides capital, operating assistance, and planning funds for public transit in urbanized areas.
- **Section 5337 (State of Good Repair Grants).** Provides dedicated formula and competitive funding to maintain, repair, and rehabilitate fixed-guideway and high-intensity motorbus systems, with substantial increased authorization levels provided by the IIJA. Per the Council's Transit Funding Allocation Policy, the Council retains these funds at the regional level to support capital asset management.
- **Section 5309 (Capital Investment Grants (CIG)).** The largest competitive federal transit program (e.g. New Starts and Small Starts) program, CIG can provide a significant share of the capital costs for new transitway projects. In the past, the region has received grants covering up to 50% of the cost for the construction of the METRO Blue and Green lines, METRO Green Line Extension, METRO Gold Line, METRO Orange Line, and Northstar Commuter Rail. The financial capacity analysis assumes a federal funding contribution to future CIG projects will continue, including METRO Blue Line extension and F Line projects, although the federal share may vary by project. The Council may also consider applying for these competitive funds to advance other projects.
- **Section 5339 (Grants for Buses and Bus Facilities).** Covers formula and competitive grants to replace, rehabilitate, and purchase buses and related equipment, including significant investments for low- or no-emission (Low-No) vehicle upgrades authorized under IIJA Division J.
- **Regional Solicitation.** The region receives federal funds that are distributed by the Transportation Advisory Board (TAB) and the Council through the Regional Solicitation award process. Federal flexible funds can be awarded locally to a variety of transportation projects including roads, bridges, multiuse trails, and transit. The capacity analysis assumes this allocation of federal flexible funds through the Regional Solicitation will continue for transit capital preservation and expansion projects and to arterial BRT (METRO J, K and L lines). Transit-related projects in the Regional Solicitation are funded via the federal Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the Surface Transportation Block Grant (STBG) Program (historically referred to as the Surface Transportation Program or STP administered by the Federal Highway Administration (FHWA)).

Funding Uses

Capital costs. The capital costs shown in Table 1 for the existing system are from the Council’s adopted Capital Improvement Program for 2026 to 2031. The remaining years are based upon projected bus replacement needs, light rail vehicle overhaul and replacement needs, and other known facility and infrastructure needs and include inflationary assumptions. Capital costs for the future new guideways (Table 3) and new busways (Table 5) are derived from capital cost information provided by each of the project offices.

Operating costs. The operating costs shown in Table 2 for the existing bus and rail system are the adopted budget amounts for each service for 2026. Forecasted assumptions then build on the 2026 baseline. Metro Transit labor rates reflect actual labor agreement wage increases with a future annual growth rate; however annual increases will be determined through future labor contracts. Metro Transit bus service growth assumptions reflect the 2026 service plan with growth in 2027 and 2028 to align with the full implementation of Network Now. New guideway estimated costs are provided by project offices and based upon models that use existing costs of operating and ridership forecasts to develop estimates for the corridor. Contracted services, and other discretionary expenses, assume a 3.15% growth rate.

Special Transportation Service (STS) costs. Metro Mobility cost increases are driven by a combination of both inflationary cost growth and modest service increases. Service levels and expenditures have returned to at least 100% of pre-COVID-19 pandemic levels in 2026. The capacity analysis assumes expenditures will continue to grow annually at approximately 3-5%. Because the program shifted to a state forecast base program, it is separated from other transit services and reported in Table 7.

Financial Capacity Analysis Tables

Table 1: Existing System Capital

The capital revenues assumptions shown in Table 1 are provided from three primary sources – federal formula funds, federal flexible funds distributed through the Regional Solicitation, and regional transit capital bond funds backed by the Council’s transit property tax levy as authorized by the legislature.

The expenditures reflect planned preservation and modernization projects for the existing bus and rail system as contained in the region’s 2026 - 2031 Capital Improvement Program (CIP). For years beyond the capital improvement program, the estimates are based on projected needs for future bus and light rail vehicle replacement and known preservation projects. Two replacement service transit providers, SouthWest Transit and Minnesota Valley Transit Authority, are now direct recipients of federal funds as shown in Table 1.

Capital costs for the existing system include bus and rail vehicle replacement, facility energy enhancements, improvements to accessibility for people with disabilities, signage enhancements, technology upgrades, rail infrastructure repair and replacement, as well as costs for subsequent major, one-time capital improvements such as station improvements and other public and support facility construction. Capital expansion within the existing bus system is included, totaling over \$300 million for expanded bus fleets to deliver increased transit service across the region.

[Minnesota Statutes, section 473.4465](#) allows the Council to loan Regional Transportation Sales and Use Tax funding to MnDOT for coordinated roadway construction. One agreement under this authority has been executed and is reflected in Table 1. Repayment is due back to the Council by June 30, 2040, or 10 years after construction begins, whichever comes later.

New guideway capital costs are shown in Table 3. No future state bond requests are assumed in this table for the preservation and modernization of the existing transit system. Many of the preservation capital investments are not general obligation bond eligible due to having an estimated life of less than 20 years. For example, transit buses are typically replaced on a 12- to 15-year cycle.

Table 1: Existing System Capital (in millions)

	Budget						Forecast					2027-2036 TOTAL
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Total Sources	441.0	291.3	355.6	235.5	247.5	215.9	396.4	200.9	203.6	215.5	222.1	2,530.1
Federal Formula	104.4	106.3	107.2	112.8	116.4	122.1	123.2	125.2	126.4	134.9	138.3	1,212.8
Federal Formula - Met Council	98.1	99.9	100.8	106.4	109.9	115.6	116.6	118.5	119.6	128.1	131.5	1,147.0
Federal Formula - STP Direct Recipient	6.2	6.3	6.3	6.4	6.5	6.6	6.6	6.7	6.7	6.8	6.9	65.8
LRV Bonding & Repayment	-	-	-	-	-	-	182.4	(18.2)	(18.2)	(18.2)	(18.2)	109.5
Regional Transit Capital Bonds	56.2	58.1	60.0	62.0	64.0	66.2	68.3	70.6	72.9	75.3	77.8	675.3
Regional Transportation Sales & Use Tax	166.7	37.5	59.6	2.9	1.7	0.1	1.8	1.8	1.8	1.8	1.8	110.7
MVST	44.2	26.7	-	-	-	-	-	-	-	-	-	26.7
Other - Local	22.0	2.7	2.1	3.0	2.9	4.2	4.6	5.4	4.5	5.3	5.8	40.7
Federal - Regional Solicitation	47.4	32.1	40.3	15.5	15.6	15.8	16.0	16.1	16.3	16.4	16.6	200.7
Council Reserves	-	28.0	86.4	39.4	-	-	-	-	-	-	-	153.8
Total Uses	440.9	291.3	355.7	379.3	247.5	215.9	395.9	177.9	196.4	200.5	204.3	2,664.7
Metro Transit - Bus Preservation & Modernization	290.0	227.3	221.5	233.2	126.3	123.4	120.7	124.3	128.1	131.9	135.9	1,572.6
Metro Transit - LRT Rehabilitation & Replacement	78.9	27.2	64.5	133.9	103.4	84.3	227.3	42.4	54.7	47.3	56.9	842.0
Contracted Transit - Bus Preservation & Modernization	64.2	28.9	1.7	4.2	9.7	-	39.6	2.7	5.3	12.8	2.9	107.8
SubSuburban Transit Providers (STPs) Direct Recipient	7.8	7.9	7.9	8.0	8.1	8.2	8.3	8.4	8.4	8.5	8.6	82.3
MnDOT Loan	-	-	60.0	-	-	-	-	-	-	-	-	60.0
Future Adjustments*	-	-	-	143.8	46.7	7.5	(0.5)	(23.0)	(7.1)	(15.0)	(17.9)	134.5
Cumulative Balance	-	-	-	-	-	-	-	-	-	-	-	-

*Future adjustments could include efficiencies, reductions and/or future funding.

Table 2: Existing System Operating

Transit operating costs include annual vehicle operator and maintenance personnel salaries and benefits, fuel, vehicle cleaning, utilities, information systems, and other administrative costs. Operating costs are typically paid first through fares and any operating revenue generated by the system, such as advertising revenue. The other major sources of operating revenues anticipated for the existing bus and rail system from 2026 to 2036 are Motor Vehicle Sales Tax, Regional Transportation Sales and Use Tax, state general fund appropriations, and federal funds provided through formula appropriations. Motor Vehicle Sales Tax revenues provide the most significant share of the existing operating revenues, approximately 48% for 2027 to 2036, but are also the most volatile.

Table 2: Existing System Operating (in millions)

	Budget	Forecast										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2027-2036 TOTAL
Total Sources	825.0	883.6	943.9	988.8	1,044.1	1,092.8	1,050.4	1,084.7	1,106.7	1,149.8	1,195.2	10,540.1
Total Fares	39.9	40.9	42.5	43.7	43.8	49.0	51.4	51.7	53.3	53.9	55.0	485.2
Total MVST	391.0	413.3	433.9	452.3	471.6	491.6	512.5	534.3	557.0	580.7	605.3	5,052.4
MVST to Met Council	342.7	362.2	380.3	396.4	413.3	430.9	449.2	468.3	488.2	508.9	530.5	4,428.1
MVST to Suburban Transit Providers (STPs)	48.3	51.1	53.6	55.9	58.3	60.8	63.3	66.0	68.8	71.8	74.8	624.4
Total Regional Transportation Sales & Use Tax	364.8	380.0	340.3	403.6	423.9	427.3	441.5	453.5	450.9	469.6	489.0	4,279.5
Sales Tax to Met Council	331.5	345.8	305.1	367.1	385.8	387.7	400.3	410.7	406.3	423.2	440.7	3,872.8
Sales Tax to Suburban Transit Providers (STPs)	19.9	20.4	20.9	21.8	22.7	23.7	24.8	25.9	27.0	28.2	29.4	244.7
Sales Tax to STPs in lieu of debt service levy (RTC)	13.4	13.8	14.3	14.8	15.3	15.9	16.4	17.0	17.6	18.2	18.8	162.1
Total Federal Formula to Met Council	15.4	11.9	11.9	12.0	12.1	12.2	12.3	12.3	12.4	12.5	12.6	122.2
Interest & Advertising	11.8	12.0	12.1	12.2	12.3	12.4	12.6	12.7	12.8	12.9	13.1	125.0
Other - Local	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	2.0
State - General fund appropriations	1.8	10.8	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	190.9
Council Reserves	-	14.6	83.0	44.8	60.3	80.1	-	-	-	-	-	282.9
Total Uses	825.0	883.6	943.9	988.8	1,044.1	1,092.8	1,141.1	1,200.3	1,254.5	1,311.4	1,370.9	11,231.5
Metro Transit - Bus	535.0	575.2	622.4	656.7	696.6	729.6	764.9	808.8	847.3	887.6	929.8	7,518.9
Metro Transit - Light Rail	135.5	142.1	148.9	156.2	163.9	171.1	178.7	186.6	194.8	203.5	212.5	1,758.3
Transportation Planning	15.0	15.4	15.9	16.4	16.9	17.5	18.0	18.6	19.2	19.8	20.4	178.0
Contracted Transit	63.7	65.7	67.8	69.9	72.1	74.4	76.8	79.2	81.7	84.2	86.9	758.8
Suburban Transit Providers (STPs)	75.7	85.2	88.8	89.6	94.6	100.2	102.7	107.1	111.6	116.4	121.3	1,017.5
Future Adjustments*	-	-	-	-	-	-	90.6	115.5	147.8	161.6	175.8	691.3
Cumulative Balance	-	-	-	-	-	-	-	-	-	-	-	-

*Future adjustments could include efficiencies, reductions and/or future funding.

Table 3: New Guideway Capital

The largest federal funding source for new dedicated guideways is the competitive Capital Investment Grants (CIG) program. The CIG program includes both the New Starts and Small Starts categories which can provide significant capital funding for new guideway projects. This report assumes a 24.7% federal funding contribution, through the CIG program, to the METRO Blue Line extension. There is a level of risk associated with the ongoing refinement of each project, whether Capital Investment Grants funding will be available nationally, and whether the project will successfully compete for the funding.

Federal payments for these projects typically do not begin until after construction has started, and payments can continue for a few years after the project has been completed. To meet cash flow needs, this requires heavy front-end funding by the counties and other local funding sources until the Federal Transit Administration (FTA) issues a full funding grant agreement.

From 2027 to 2036, County Sales Tax revenue and Regional Railroad Authority funds are projected to fund 63% of the capital dollars required to expand the guideway system to include METRO Blue Line light rail extension and Bronze Line bus rapid transit projects.

METRO Bronze Line BRT and the METRO Gold Line Extension BRT projects are funded fully by non-federal funding sources.

Table 3: New Guideway Capital (in millions)

	Budget							Forecast					
	Pre-2026	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2027-2036 TOTAL
Total Sources	3,535.3	100.7	193.0	475.8	726.0	615.5	685.3	512.4	162.1	53.5	-	-	3,423.6
Green Line Extension	2,812.9	50.0	-	-	-	-	-	-	-	-	-	-	-
Federal - CIG	928.8	-	-	-	-	-	-	-	-	-	-	-	-
Federal Formula Funds	329.2	50.0	-	-	-	-	-	-	-	-	-	-	-
Counties Transit Improvement Board (CTIB)	219.0	-	-	-	-	-	-	-	-	-	-	-	-
State General Obligation (GO) Bonds	30.3	-	-	-	-	-	-	-	-	-	-	-	-
Hennepin County Regional Railroad Authority	199.6	-	-	-	-	-	-	-	-	-	-	-	-
Hennepin County Sales Tax	1,082.0	-	-	-	-	-	-	-	-	-	-	-	-
Other - Local	24.0	-	-	-	-	-	-	-	-	-	-	-	-
Blue Line Extension	489.1	42.1	177.0	460.8	711.0	579.9	554.8	374.9	137.5	53.5	-	-	3,049.4
Federal - CIG	-	-	100.0	100.0	100.0	100.0	100.0	100.0	100.0	52.7	-	-	752.7
Federal - Regional Solicitation	0.6	-	-	7.5	7.5	2.5	-	-	-	-	-	-	17.5
Counties Transit Improvement Board (CTIB)	82.8	-	-	-	-	-	-	-	-	-	-	-	-
State General Obligation (GO) Bonds	1.0	-	-	-	-	-	-	-	-	-	-	-	-
Hennepin County Regional Railroad Authority	135.3	-	3.3	77.5	129.7	12.3	-	-	-	-	-	-	222.8
Hennepin County Sales Tax	257.6	42.1	63.7	259.8	358.5	365.1	354.8	155.9	37.5	0.8	-	-	1,596.1
Other - Local	1.8	-		6.0	105.3	100.0	100.0	119.0	-	-	-	-	430.3
State - General Fund Appropriations	10.0	-	10.0	10.0	10.0	-	-	-	-	-	-	-	30.0
Gold Line Extension	13.0	4.5	1.0	-	-	-	-	-	-	-	-	-	1.0
Regional Transportation Sales & Use Tax	13.0	4.5	1.0	-	-	-	-	-	-	-	-	-	1.0

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Table 3: New Guideway Capital (in millions), continued

Bronze Line	-	4.0	15.0	15.0	15.0	35.6	130.5	137.5	24.6	-	-	-	373.2
Regional Transportation Sales & Use Tax	-	4.0	4.0	8.0	8.0	4.0	-	-	-	-	-	-	24.0
Ramsey County Sales Tax	-	-	11.0	7.0	7.0	31.6	130.5	137.5	24.6	-	-	-	349.2
Financing Program	220.3	-	-	-	-	-	-	-	-	-	-	-	-
Green Line Extension - Revenue Bond	220.3	-	-	-	-	-	-	-	-	-	-	-	-
Total Uses	3,535.3	100.7	193.0	475.8	726.0	615.5	685.3	512.4	162.1	53.5	-	-	3,423.6
Capital Expansion	3,315.0	100.7	193.0	475.8	726.0	615.5	685.3	512.4	162.1	53.5	-	-	3,423.6
Green Line Extension	2,812.9	50.0	-	-	-	-	-	-	-	-	-	-	-
Blue Line Extension	489.1	42.1	177.0	460.8	711.0	579.9	554.8	374.9	137.5	53.5	-	-	3,049.4
Gold Line Extension	13.0	4.5	1.0	-	-	-	-	-	-	-	-	-	1.0
Bronze Line	-	4.0	15.0	15.0	15.0	35.6	130.5	137.5	24.6	-	-	-	373.2
Total Financing Programs	220.3	-	-	-	-	-	-	-	-	-	-	-	-
Green Line Extension - Revenue Bond Principle Repayment	220.3	-	-	-	-	-	-	-	-	-	-	-	-
Cumulative Balance	-	-	-	-	-	-	-	-	-	-	-	-	-
Total State General Obligation (GO) Bonds	31.3	-	-	-	-	-	-	-	-	-	-	-	-

Table 4: New Guideway Operating

Like the existing system, the primary sources of operating revenues anticipated for the expansion of the new guideways are passenger fares and Regional Transportation Sales and Use Tax revenues.

METRO Gold Line Extension will replace Route 94 service in 2027. The operating costs for the METRO Gold Line Extension are reported in Table 2.

Table 4: New Guideway Operating (in millions)

	Budget	Forecast										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2027-2036 TOTAL
Total Sources	16.8	23.1	43.1	45.2	48.1	69.8	77.8	91.2	120.2	126.1	132.4	777.1
Green Line Extension	16.8	23.1	43.1	45.2	48.1	50.5	53.0	55.7	58.5	61.3	64.4	502.8
Fares	-	3.1	6.1	6.2	6.1	7.0	7.3	7.4	7.6	7.7	7.9	66.3
Regional Transportation Sales and Use Tax	16.8	20.0	37.0	39.0	42.0	43.5	45.8	48.3	50.9	53.6	56.5	436.6
Blue Line Extension	-	-	-	-	-	19.3	18.4	23.3	49.0	51.4	53.9	215.3
Fares	-	-	-	-	-	-	-	2.9	5.9	6.0	6.1	20.9
Regional Transportation Sales and Use Tax	-	-	-	-	-	19.3	18.4	20.4	43.1	45.4	47.8	194.4
Bronze Line	-	-	-	-	-	-	6.4	12.2	12.8	13.4	14.1	58.9
Fares	-	-	-	-	-	-	2.2	2.2	2.2	2.2	2.2	11.2
Regional Transportation Sales and Use Tax	-	-	-	-	-	-	4.2	9.9	10.5	11.2	11.8	47.6
Total Uses	16.8	23.1	43.1	45.2	48.1	69.8	77.8	91.2	120.2	126.1	132.4	777.1
Green Line Extension	16.8	23.1	43.1	45.2	48.1	50.5	53.0	55.7	58.5	61.3	64.4	502.8
Blue Line Extension	-	-	-	-	-	19.3	18.4	23.3	49.0	51.4	53.9	215.3
Bronze Line	-	-	-	-	-	-	6.4	12.2	12.8	13.4	14.1	58.9
Cumulative Balance	-	-	-	-	-	-	-	-	-	-	-	-

Table 5: New Arterial BRT Capital

It is anticipated that the Council will continue to make requests for bond funding for arterial BRT development. State capital investment is anticipated as the primary source for arterial BRT expansion, with previous bonds and cash, federal funding, and regional capital funding to fully fund and deliver the METRO H, J, K, and L lines, which are currently assumed partially funded.

All project cost information is subject to change as projects are developed. Project cost estimates for the J, K, and L lines are preliminary and based on typical corridor costs. These will be refined as projects enter planning.

Table 5: New Arterial BRT Capital (in millions)

	Budget							Forecast					2027-2036 TOTAL
	Pre-2026	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
Total Sources	119.0	41.5	159.7	72.2	16.0	107.5	137.6	33.2	36.3	-	-	-	562.5
F Line (Central)	28.2	-	70.3	-	-	-	-	-	-	-	-	-	70.3
Federal - CIG	8.1	-	45.3	-	-	-	-	-	-	-	-	-	45.3
Federal - Regional Solicitation	-	-	25.0	-	-	-	-	-	-	-	-	-	25.0
Regional Transit Capital (RTC)	5.3	-	-	-	-	-	-	-	-	-	-	-	-
State - MVST	10.7	-	-	-	-	-	-	-	-	-	-	-	-
State - General Obligation (GO) Bonds	2.3	-	-	-	-	-	-	-	-	-	-	-	-
State - General fund appropriation	1.7	-	-	-	-	-	-	-	-	-	-	-	-
G Line (Rice/Robert)	62.0	41.1	-	-	-	-	-	-	-	-	-	-	-
Federal - Regional Solicitation	-	25.0	-	-	-	-	-	-	-	-	-	-	-
Federal - Other	-	8.4	-	-	-	-	-	-	-	-	-	-	-
Regional Transit Capital (RTC)	0.4	-	-	-	-	-	-	-	-	-	-	-	-
Regional Transportation Sales & Use Tax	8.4	7.7	-	-	-	-	-	-	-	-	-	-	-
State - MVST	3.2	-	-	-	-	-	-	-	-	-	-	-	-
State - General Obligation (GO) Bonds	49.9	-	-	-	-	-	-	-	-	-	-	-	-
State - General fund appropriation	0.1	-	-	-	-	-	-	-	-	-	-	-	-
H Line (Como/Maryland)	28.8	-	75.0	31.3	-	-	-	-	-	-	-	-	106.3
Federal - Regional Solicitation	-	-	-	25.0	-	-	-	-	-	-	-	-	25.0
Regional Transit Capital (RTC)	0.4	-	-	6.3	-	-	-	-	-	-	-	-	6.3
Regional Transportation Sales & Use Tax	11.6	-	-	-	-	-	-	-	-	-	-	-	-
State - MVST	0.1	-	-	-	-	-	-	-	-	-	-	-	-
State - General Obligation (GO) Bonds	16.7	-	75.0	-	-	-	-	-	-	-	-	-	75.0

Table continued on next page...

Table 5: New Arterial BRT Capital (in millions), continued

	Budget							Forecast					2027- 2036 TOTAL
	Pre- 2026	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	
J Line (West 7th)	-	0.4	14.0	25.8	-	70.0	31.4	-	-	-	-	-	141.2
Federal - Regional Solicitation	-	-	-	-	-	30.0	-	-	-	-	-	-	30.0
Federal - Other	-	-	11.2	0.6	-	-	-	-	-	-	-	-	11.8
Regional Transit Capital (RTC)	-	0.4	2.8	0.2	-	6.3	-	-	-	-	-	-	9.3
State - General Obligation (GO) Bonds	-	-	-	25.0	-	33.7	31.4	-	-	-	-	-	90.1
K Line (Nicollet)	-	-	0.4	14.6	0.8	36.7	68.0	-	-	-	-	-	120.5
Federal - Regional Solicitation	-	-	-	-	-	-	30.0	-	-	-	-	-	30.0
Federal - Other	-	-	-	11.7	0.6	-	-	-	-	-	-	-	12.3
Regional Transit Capital (RTC)	-	-	0.4	2.9	0.2	-	6.3	-	-	-	-	-	9.8
State - General Obligation (GO) Bonds	-	-	-	-	-	36.7	31.7	-	-	-	-	-	68.4
L Line (To be named)	-	-	-	0.5	15.2	0.8	38.2	33.2	36.3	-	-	-	124.2
Federal - Regional Solicitation	-	-	-	-	-	-	-	-	30.0	-	-	-	30.0
Federal - Other	-	-	-	-	12.2	0.6	-	-	-	-	-	-	12.8
Regional Transit Capital (RTC)	-	-	-	0.5	3.0	0.2	-	-	6.3	-	-	-	10.0
State - General Obligation (GO) Bonds	-	-	-	-	-	-	38.2	33.2	-	-	-	-	71.4
Total Uses	119.0	41.5	159.7	72.2	16.0	107.5	137.6	33.2	36.3	-	-	-	562.5
F Line (Central)	28.2	-	70.3	-	-	-	-	-	-	-	-	-	70.3
G Line (Rice/Robert)	62.0	41.1	-	-	-	-	-	-	-	-	-	-	-
H Line (Como/Maryland)	28.8	-	75.0	31.3	-	-	-	-	-	-	-	-	106.3
J Line (West 7th)	-	0.4	14.0	25.8	-	70.0	31.4	-	-	-	-	-	141.2
K Line (Nicollet)	-	-	0.4	14.6	0.8	36.7	68.0	-	-	-	-	-	120.5
L Line (To be named)	-	-	-	0.5	15.2	0.8	38.2	33.2	36.3	-	-	-	124.2
Cumulative Balance	-	-	-	-	-	-	-	-	-	-	-	-	-

Table 6: New Arterial BRT Operating

The primary sources of operating revenues anticipated for the new arterial BRT corridors are passenger fare revenues and non-fare revenues, existing and new. Identified lines will substantially replace Metro Transit’s busiest local bus routes, offsetting the increased cost of providing BRT service in these corridors. Future lines may include routes with less existing service or ridership and in these cases a greater proportion of new revenues will be required for these lines.

Regional Transportation Sales and Use Tax revenues are the primary funding source for existing and expanded arterial BRT lines’ operating costs. Under [Minnesota Statutes, section 473.4051](#), the Council must pay for all remaining operating costs of arterial BRT lines, after operating revenue, federal funds, and state funds are used. Funding arterial BRT operating costs is also one of the required categories for the Regional Transportation Sales and Use Tax revenues ([See Minnesota Statutes, section 473.4465](#)).

Table 6: New Arterial BRT Operating (in millions)

	Budget	Forecast										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2027-2036 TOTAL
Total Sources	-	7.1	14.7	19.8	31.1	39.4	45.3	49.6	59.5	67.9	71.4	405.7
F Line (Central)	-	-	-	-	2.1	4.7	5.1	5.5	5.9	6.3	6.7	36.3
Fares	-	-	-	-	0.3	0.5	0.5	0.5	0.5	0.5	0.5	3.4
Regional Transportation Sales & Use Tax	-	-	-	-	1.8	4.2	4.6	5.0	5.3	5.8	6.2	32.9
G Line (Rice/Robert)	-	7.1	14.7	15.3	15.9	16.6	17.3	18.0	18.8	19.6	20.5	163.9
Fares	-	0.7	1.4	1.4	1.4	1.6	1.7	1.7	1.7	1.8	1.8	15.3
Regional Transportation Sales & Use Tax	-	6.4	13.3	13.9	14.5	15.0	15.6	16.3	17.1	17.8	18.7	148.6
H Line (Como/Maryland)	-	-	-	4.5	9.5	10.0	10.6	11.2	11.9	12.5	13.3	83.5
Fares	-	-	-	0.5	0.9	1.0	1.0	1.1	1.1	1.1	1.1	7.9
Future Adjustments*	-	-	-	4.0	8.6	9.0	9.6	10.2	10.8	11.4	12.1	75.7
J Line (West 7th)	-	-	-	-	3.5	8.0	8.4	8.8	9.2	9.7	10.2	57.9
Fares	-	-	-	-	0.8	0.8	0.8	0.8	0.9	0.9	0.9	5.9
Future Adjustments*	-	-	-	-	2.7	7.2	7.6	8.0	8.4	8.8	9.3	51.9
K Line (Nicollet)	-	-	-	-	-	-	3.9	6.0	9.4	9.9	10.4	39.6
Fares	-	-	-	-	-	-	0.6	0.6	0.7	0.7	0.7	3.3
Future Adjustments*	-	-	-	-	-	-	3.3	5.4	8.7	9.2	9.7	36.3
L Line (To be named)	-	-	-	-	-	-	-	-	4.4	9.8	10.3	24.5
Fares	-	-	-	-	-	-	-	-	0.9	0.9	0.9	2.8
Future Adjustments	-	-	-	-	-	-	-	-	3.5	8.9	9.4	21.8
Total Uses	-	7.1	14.7	19.8	31.1	39.4	45.3	49.6	59.5	67.9	71.4	405.7
F Line (Central)	-	-	-	-	2.1	4.7	5.1	5.5	5.9	6.3	6.7	36.3
G Line (Rice/Robert)	-	7.1	14.7	15.3	15.9	16.6	17.3	18.0	18.8	19.6	20.5	163.9
H Line (Como/Maryland)	-	-	-	4.5	9.5	10.0	10.6	11.2	11.9	12.5	13.3	83.5
J Line (West 7th)	-	-	-	-	3.5	8.0	8.4	8.8	9.2	9.7	10.2	57.9
K Line (Nicollet)	-	-	-	-	-	-	3.9	6.0	9.4	9.9	10.4	39.6
L Line (To be named)	-	-	-	-	-	-	-	-	4.4	9.8	10.3	24.5
Cumulative Balance	-	-	-	-	-	-	-	-	-	-	-	-

*Future adjustments could include efficiencies, reductions and/or future funding.

Table 7: Special Transportation Service (Metro Mobility and Metro Move)

Metro Mobility and Metro Move services are shown in Table 7. This table reflects the program’s shift to a state forecast base program which began in SFY 2026. Funding sources and uses for this program are separated from other transit system investments. Metro Mobility and Metro Move services will be fully funded from 2026 to 2036 through a combination of fares, state forecast appropriations, federal funding, and state Department of Human Services transportation waiver funding.

Federal formula funds are earned each year and are available for capital expenses only. These funds remain available for expenditure in subsequent years; a cumulative balance is shown tracking federal funds (with state capital match) over time.

Table 7: Special Transportation Service (Metro Mobility and Metro Move) (in millions)

	Budget	Forecast										
	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2027-2036 TOTAL
Total Sources	139.8	143.7	169.6	174.9	180.6	206.7	192.4	198.5	206.4	216.9	241.2	1,930.8
Metro Mobility fares	6.5	6.6	6.8	6.9	7.0	7.2	7.3	7.5	7.6	7.8	7.9	72.6
Metro Mobility state appropriations (current)	127.4	131.0	-	-	-	-	-	-	-	-	-	131.0
Metro Mobility state appropriations (forecasted)	-	-	139.3	143.8	148.7	157.5	158.4	163.5	169.1	178.9	206.2	1,465.3
Federal (5307 earnings for capital expenses only)	15.9	16.2	16.5	16.8	17.2	17.5	17.9	18.2	18.6	18.9	19.3	177.1
Other - State DHS waiver revenue	5.8	6.0	6.2	6.4	6.6	6.8	7.0	7.2	7.4	7.6	7.8	69.0
Council Reserves	(15.8)	(16.2)	0.8	1.0	1.1	17.7	1.8	2.1	3.7	3.7	-	15.7
Total Uses	139.8	143.7	169.6	174.9	180.6	206.7	192.4	198.5	206.4	216.9	241.2	1,930.8
Operating Uses	139.3	143.7	148.2	152.9	157.7	162.7	167.8	173.1	178.5	184.1	189.9	1,658.3
Capital Uses	0.5	-	21.4	22.1	22.9	44.1	24.6	25.4	27.9	32.8	51.3	272.5
Cumulative Balance	-	-	-	-	-	-	-	-	-	-	-	-

Route Performance

This section summarizes how cost effective and productive transit in the Twin Cities region is at the route level over the last three years. U.S. transit agencies widely use number of passenger trips per in-service hour, subsidy per passenger trip, and farebox recovery ratio to measure performance.

As the Metropolitan Planning Organization (MPO) for the region, the Council's Transportation Policy Plan (TPP) sets guidelines for cost effectiveness and productivity by route type. While these guidelines establish typical minimum performance expectations, transit providers may continue to operate some routes because they meet a specific community need or regional goal. The Transportation Policy Plan (TPP) identifies multiple goals for transit service to support, such as equity and access to jobs. The Transit Design and Performance Guidelines define two types of Coverage Routes: Job Access and Geographic Coverage. Coverage Routes, many categorized as Suburban Local Bus, may not achieve performance guidelines but are still important to connecting the region. Factors such as lower residential and job densities in the communities these routes serve, and circuitous roadway systems affect a route's productivity. Table 8 provides a summary of all regular route and demand-response services operated.

Performance Measures

The measures included in this analysis provide context for route performance throughout the Twin Cities region, but they are only two of many possible performance indicators.

The region established transit performance measures and guidelines in the Transportation Policy Plan (TPP) for productivity (passenger trips per in-service hour) and cost effectiveness (subsidy per passenger trip). They provide a standard to compare individual route performance and identify routes that may need adjustment.

This report also sets standards for farebox recovery ratios, as required by state statutes. Farebox recovery ratio standards are not adopted in the TPP and have not undergone the public review process. While farebox recovery is a valuable tool for analyzing the transit system, it is not typically used by regional transit providers to analyze individual route performance. Other measures, such as subsidy per passenger trip, are more commonly used.

Since different route types have different levels of performance, each route type has its own performance guidelines. Within each route type, performance is compared based on if routes are running during weekdays, Saturdays, or Sundays. Routes that operate during multiple service periods have performance evaluated and compared to peer routes for each period.

There were significant decreases in transit ridership in 2020, both in the region and throughout the country, due to the COVID-19 pandemic's impacts. Since productivity standards have not been changed, this has resulted in many transit routes falling below regional productivity performance guidelines. Regional standards for subsidy per passenger trip and farebox recovery ratio, on the other hand, are based on the average performance of all similar routes in the system. So, even as all routes' performance was impacted by the pandemic, their performance relative to each other for subsidy per passenger trip and farebox recovery ratio has been stable.

Productivity: Passengers per in-service hour

Passengers per in-service hour is the region's adopted route productivity performance measure. It is calculated by dividing the total passenger trips carried on a route by the hours it is in service. The more passenger trips per in-service hour, the more productive it is.

The TPP establishes average and minimum guidelines for passengers per in-service hour for light rail transit and commuter rail¹, fixed-route bus service including bus rapid transit, and general public dial-a-ride service. The standard for each route type is shown below in Table 9. Guidelines vary by route type, recognizing that route types serve different roles that come with different expectations for performance.

¹ Northstar Commuter Rail service transitioned to more frequent bus replacement service on January 5, 2026. Northstar's performance is reported as commuter rail prior to this date.

From 2023 through 2025, ridership in the region and route productivity continued to improve, though more slowly than the immediate period after 2020. At the same time, transit agencies in the region have been adapting and expanding service to meet changing travel needs. For example, in 2023 two of 10 weekday supporting local bus routes met regional productivity guidelines. By 2025, however, seven of 14 weekday supporting local bus routes met the guidelines.

Table 8 – Transit Routes in Operation by Type and Year

Routes Operated by Type and Year	2023	2024	2025
Commuter and Express Bus	52 routes: 94, 113, 114, 250, 252, 264, 270, 275, 294, 351, 353, 355, 363, 460, 465, 467, 470, 472, 475, 477, 479, 480, 484, 490, 493, 578, 600, 667, 673, 695, 698, 747, 755, 760, 761, 763, 764, 766, 768, 774, 776, 777, 781, 784, 785, 789, 790, 795, 824, 850, 852, 493	49 routes: 94, 113, 114, 250, 252, 264, 270, 275, 294, 351, 355, 363, 460, 465, 467, 470, 472, 475, 477, 480, 484, 490, 493, 578, 600, 667, 673, 695, 698, 747, 755, 760, 761, 763, 764, 766, 768, 774, 776, 777, 781, 784, 785, 789, 790, 795, 824, 850, 852	52 routes: 94, 113, 114, 134, 156, 250, 252, 264, 270, 275, 294, 351, 355, 363, 460, 465, 467, 470, 472, 475, 477, 480, 484, 490, 493, 578, 600, 667, 673, 695, 698, 747, 755, 760, 761, 763, 764, 765, 766, 768, 774, 776, 777, 781, 784, 785, 789, 790, 795, 824, 850, 852
Core Local Bus	25 routes: 2, 3, 4, 6, 7, 9, 10, 11, 14, 17, 18, 21, 22, 25, 54, 61, 62, 63, 64, 67, 68, 70, 71, 74, 75	25 routes: 2, 3, 4, 6, 7, 9, 10, 11, 14, 17, 18, 21, 22, 25, 54, 61, 62, 63, 64, 67, 68, 70, 71, 74, 75	26 routes: 2, 3, 4, 6, 7, 9, 10, 11, 14, 17, 18, 21, 22, 25, 54, 61, 62, 63, 64, 67, 68, 70, 71, 72, 74, 75
Supporting Local Bus	10 routes: 5, 23, 30, 32, 33, 46, 65, 80, 83, 87	10 routes: 5, 23, 30, 32, 33, 46, 65, 80, 83, 87	14 routes: 5, 23, 27, 30, 32, 33, 36, 38, 46, 65, 80, 83, 87, 827
Suburban Local Bus	41 routes: 219, 225, 227, 323, 410, 420, 425, 436, 440, 442, 444, 445, 446, 447, 489, 495, 497, 498, 499, 501, 515, 534, 537, 538, 539, 540, 542, 546, 612, 615, 645, 705, 716, 717, 721, 722, 723, 724, 801, 804, 805	42 routes: 219, 223, 225, 227, 323, 410, 420, 425, 436, 440, 442, 444, 445, 446, 447, 489, 495, 497, 498, 499, 501, 515, 534, 537, 538, 539, 540, 542, 546, 612, 615, 645, 705, 716, 717, 721, 722, 723, 724, 801, 804, 805	44 routes: 219, 223, 225, 227, 323, 345, 410, 420, 425, 436, 440, 442, 444, 445, 446, 447, 489, 495, 497, 499, 501, 515, 534, 537, 538, 539, 540, 542, 546, 612, 615, 645, 686, 705, 716, 717, 721, 722, 723, 724, 725, 801, 804, 805
Arterial BRT	A, C, D	A, C, D	A, B, C, D, E
Highway BRT	Orange, Red	Orange, Red	Orange, Red
Dedicated BRT	-	-	Gold
Light Rail Transit	Blue, Green	Blue, Green	Blue, Green
Commuter Rail	Northstar	Northstar	Northstar
Vanpool	Metro Vanpool	Metro Vanpool	Metro Vanpool
General Public Dial-A-Ride and Microtransit	Metro micro, SW Prime, MY RIDE, Click-and-Ride, Connect, Transit Link	Metro micro, SW Prime, MY RIDE, Click-and-Ride, Connect, Transit Link	Metro micro, SW Prime, MY RIDE, Click-and-Ride, Connect, Transit Link
Metro Mobility/ADA	Metro Mobility	Metro Mobility	Metro Mobility, Metro Move

Table 9 – Productivity Performance Guidelines (2050 TPP)

Route Type	Average Passengers per In-Service Hour Standard
Core Local Bus	≥20
Supporting Local Bus	≥15
Suburban Local Bus	≥10
Arterial BRT	≥25
Highway BRT	≥25
Dedicated BRT	≥25
Light Rail Transit	≥70
Commuter & Express Bus	Peak* ≥20; Off-peak ≥10
Commuter Rail	≥70
General Public Dial-a-Ride	≥2

Note: *Peak service periods are 6:00 a.m. to 9:00 a.m. and 3:00 p.m. to 6:30 p.m. on weekdays.

Most route types experienced some level of improvement in terms of the number of routes achieving regional productivity guidelines. Many route types also had new routes introduced during this period. New routes typically have a period of 12–24 months where ridership builds as people learn about the service.

Light rail transit (LRT) was the only service type to surpass productivity guidelines for all routes and service days for all years covered by this report. All three arterial bus rapid transit (BRT) lines operating in 2023 continued to surpass productivity guidelines through 2025. Productivity for all arterial BRT services was 47.8 passengers per in-service hour. This is almost double the regional guideline.

One additional important aspect of this measure to note is that since it is based on a threshold, a route may be very close to the regional guideline but will be counted as not meeting it. A good example of this is weekday supporting local bus routes, where three of the seven routes not meeting the productivity standard were within 2 passengers per in-service hour of it.

Table 10 shows the number of routes by service type and day of the week that met or surpassed guidelines for passengers per in-service hour for 2023, 2024, and 2025. Passengers per in-service hour data for each route can be found in Appendix F.

Table 10 – Number of Routes Meeting Productivity Guidelines, by Service Type and Day of Service, 2023-2025

Routes Meeting Passengers per In-Service Hour Guidelines by Route Type	2023						2024						2025					
	Weekday		Saturday		Sunday		Weekday		Saturday		Sunday		Weekday		Saturday		Sunday	
	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below
Core Local Bus	15	10	6	17	8	14	15	10	8	15	8	14	18	8	12	12	10	14
Supporting Local Bus	2	8	2	7	1	7	1	9	1	9	1	8	7	7	2	12	2	10
Suburban Local Bus	9	32	9	21	6	17	14	28	9	19	6	15	14	30	10	24	8	19

continued...

Table 10 – Number of Routes Meeting Productivity Guidelines, by Service Type and Day of Service, 2023-2025, continued

Routes Meeting Passengers per In-Service Hour Guidelines by Route Type	2023						2024						2025					
	Weekday		Saturday		Sunday		Weekday		Saturday		Sunday		Weekday		Saturday		Sunday	
	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below	Meets	Below
Commuter & Express Bus	18	30	0	1	-	-	21	28	0	1	-	-	19	34	0	2	0	1
Arterial BRT	3	0	3	0	3	0	3	0	3	0	3	0	4	1	4	1	4	1
Highway BRT	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2
Dedicated BRT	-	-	-	-	-	-	-	-	-	-	-	-	0	1	0	1	0	1
Light Rail Transit	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0
Commuter Rail	1	0	-	-	-	-	1	0	-	-	-	-	0	1	-	-	-	0
Dial-a-Ride and Microtransit²	5	1	5	0	3	0	5	1	5	0	3	0	5	1	5	0	3	0

Cost Effectiveness: Subsidy per Passenger Trip

Subsidy per passenger trip is a measure of the cost effectiveness of a transit route. The measure is calculated for each route by dividing the net subsidy (operating costs minus fare revenues) by the number of passenger trips taken on the route. Certain other revenues may be collected by a provider such as for advertising on their vehicles and shared-use rentals to reduce the taxpayer burden for the service. Those revenues do not reduce the net subsidy of service but are considered sources for funding the subsidy.

As documented in the TPP Regional Transit Design and Performance Guidelines Appendix, the region considers routes to meet subsidy guidelines if their subsidy per passenger trip was no more than 20% over their route type average. Routes not meeting this guideline were placed into one of three threshold levels based on how far their subsidy per passenger trip was below the route type average. Table 11 lists the various threshold levels for evaluation.

Table 11 – Performance Guidelines for Subsidy per Passenger Trip (2050 TPP)

Threshold Level	Subsidy per Passenger Trip Recovery Range
Meets Standard	20% over Route Type Average or less
Level 1	> 20% to 35% over Route Type Average
Level 2	> 35% to 60% over Route Type Average
Level 3	> 60% over Route Type Average

² General Public Dial-a-Ride (DAR) data in this table includes Transit Link regional dial-a-ride service and microtransit services like SW Prime. The region has not adopted performance guidelines for microtransit to date, but this table compares microtransit service performance to the General DAR performance guideline.

Table 12 shows the system-wide subsidy per passenger trip by route type and service period. The system-wide subsidy is calculated using the net subsidy (operating costs minus fare revenues) divided by the total number of trips taken on a given route type and service period. Subsidy per passenger trip data for each individual route can be found in Appendix F.

While subsidy per passenger trip increased for most route types between 2023 and 2025, the number and proportion of routes meeting regional cost effectiveness guidelines improved for most route types. Table 14 shows the number of routes by route type, service period, and year that met regional guidelines. Individual route performance for subsidy per passenger trip compared to their peer route average is also provided in Appendix F.

Table 12 – Subsidy per Passenger Trip, by Route Type and Day of Service, 2023-2025

Subsidy per Passenger Trip by Route Type	2023				2024				2025			
	Weekday	Saturday	Sunday	Total	Weekday	Saturday	Sunday	Total	Weekday	Saturday	Sunday	Total
Core Local Bus	\$10.73	\$12.87	\$13.24	\$11.19	\$12.02	\$14.26	\$14.46	\$12.49	\$11.97	\$14.20	\$14.72	\$12.47
Supporting Local Bus	\$14.21	\$15.97	\$20.58	\$14.92	\$14.26	\$17.57	\$20.24	\$15.09	\$14.24	\$17.72	\$21.42	\$15.28
Suburban Local Bus	\$19.11	\$19.63	\$23.11	\$19.49	\$18.97	\$20.24	\$24.69	\$19.53	\$18.44	\$20.16	\$23.56	\$18.79
Commuter and Express Bus	\$16.07	\$12.50	-	\$16.06	\$14.17	\$12.51	-	\$14.16	\$16.73	\$22.66	\$30.71	\$16.89
Arterial BRT	\$5.85	\$6.68	\$7.50	\$6.15	\$5.89	\$6.59	\$7.22	\$6.14	\$6.70	\$7.72	\$8.59	\$7.05
Highway BRT	\$14.25	\$16.42	\$16.66	\$14.72	\$14.39	\$18.67	\$16.91	\$15.09	\$18.41	\$23.57	\$27.07	\$19.89
Dedicated BRT	-	-	-	-	-	-	-	-	\$27.41	\$26.12	\$33.19	\$27.88
Light Rail Transit	\$5.20	\$5.72	\$6.83	\$5.49	\$5.39	\$5.96	\$6.59	\$5.63	\$6.82	\$7.63	\$8.95	\$7.21
Commuter Rail				\$116.60				\$119.04				\$150.80
Vanpool				\$2.96				\$2.41				\$3.05
General Public Dial-A-Ride and Microtransit				\$41.75				\$45.37				\$45.94
Metro Mobility/ADA				\$45.93				\$49.91				\$54.32

Notes: Performance for Commuter Rail, Vanpool, General Public Dial-a-Ride/Microtransit, and Metro Mobility/ADA are provided for all service periods combined due to unique aspects of how those services are delivered such as with vanpool or because most service is provided weekdays with occasional weekend service like for commuter rail.

Farebox Recovery Ratio

[Minnesota Statutes, section 473.4485](#) requires that the Council identify farebox recovery ratios for each route and line in revenue operation and identify performance standards for farebox recovery and compare each route and line to these standards. This report analyzes both recent trends in farebox recovery in the region and how regional routes and lines have performed with respect to farebox recovery standards.

Farebox recovery is the percent of operating expenses that are covered by farebox revenue. In this report, farebox recovery ratios are calculated by dividing each route’s annual fare revenue by its annual operating expenses. Since different types of routes are expected to have different levels of performance, individual routes are compared to the average performance within their route type, as defined in the Transportation Policy Plan. Each route and day of service was compared against the route-level farebox recovery ratio for its route type. Performance for some service types like commuter and express bus or vanpool was not broken down into weekday and weekend standards due to most service being delivered on weekdays. A farebox recovery ratio performance standard was developed for each route type in collaboration with all regional transit providers. Table 13 shows the performance standards for farebox recovery based on a route type’s average performance.

Table 13 – Performance Standards for Farebox Recovery Ratio

Threshold Level	Farebox Recovery Ratio
Meets Standard	> 80% of Route Type Average
Level 1	> 65% up to 80% of Route Type Average
Level 2	≥ 40% up to 65% of Route Type Average
Level 3	< 40% of Route Type Average

Subsidizing a significant portion of transit operating costs is not unique to the Twin Cities region. When looking at the performance of peer region transit systems for the Transportation System Performance Evaluation, 2024 data show the Twin Cities region’s farebox recovery ratio is similar to the peer group which includes 12 similar-sized metropolitan area transit systems. The Twin Cities region has generally been among the highest performers in the peer group. Like the Twin Cities, most peer regions saw sharp increases in subsidy per passenger trip immediately after 2020, which then leveled off in the time covered by this report.

The farebox recovery ratio for the overall transit network in 2025 was 7%. For fixed-route services, farebox recovery ratio was highest for express and commuter bus routes followed by light rail transit and core local bus routes. Supporting local and suburban local bus routes had lower farebox recovery ratio because they operate in lower-demand areas to provide service coverage. Table 14 shows the farebox recovery ratio by route type and day of the week for 2023, 2024, and 2025.

The region considers a route to meet farebox recovery standards if the annual farebox recovery ratio farebox recovery ratio is at least 80% of its route type average. Routes that did not meet this standard are categorized into one of three review levels based on how far their farebox recovery ratio is below the route type average. Farebox recovery ratio performance data by route type, service period, and year is in Table 15.

Table 14 – Farebox Recovery Ratio, by Route Type and Day of Service, 2023-2025

Farebox Recovery by Route Type	2023				2024				2025			
	Weekday	Saturday	Sunday	Total	Weekday	Saturday	Sunday	Total	Weekday	Saturday	Sunday	Total
Commuter and Express Bus	14.4%	7.8%	-	14.3%	15.8%	10.1%	-	15.8%	10.5%	4.2%	3.5%	10.3%
Core Local Bus	9.2%	6.1%	6.1%	8.5%	7.5%	4.9%	4.9%	6.9%	7.3%	5.6%	5.2%	6.8%
Supporting Local Bus	6.8%	4.4%	3.5%	6.2%	6.0%	3.7%	3.0%	5.4%	4.9%	3.4%	2.6%	4.4%
Suburban Local Bus	6.4%	5.9%	5.1%	6.3%	6.3%	5.4%	4.4%	6.0%	4.8%	4.2%	3.5%	4.6%
Arterial BRT	6.0%	4.4%	3.6%	5.5%	5.2%	4.0%	3.5%	4.8%	3.8%	3.5%	2.6%	3.5%
Highway BRT	5.9%	2.9%	2.9%	5.2%	4.8%	2.0%	2.3%	4.2%	2.5%	1.3%	1.1%	2.1%
Dedicated BRT	-	-	-	-	-	-	-	-	2.7%	3.0%	2.2%	2.7%
Light Rail Transit	14.6%	13.4%	11.4%	13.9%	13.6%	12.4%	11.4%	13.1%	10.0%	9.3%	7.7%	9.5%
Commuter Rail				2.8%				2.5%				2.1%
Vanpool				63.9%				76.2%				70.2%
General Public Dial-A-Ride and Microtransit				6.8%				6.0%				4.7%
Metro Mobility/ADA				6.9%				7.9%				8.9%

Notes: Performance for Commuter Rail, Vanpool, General Public Dial-a-Ride/Microtransit, and Metro Mobility/ADA are provided for all service periods combined due to unique aspects of how those services are delivered such as with vanpool or because most service is provided weekdays with occasional weekend service like for commuter rail.

Tables 15 and 16 show the number of routes by service type that meet performance standards for subsidy per passenger trip and farebox recovery ratio. Unlike productivity standards, performance standards for subsidy per passenger trip and farebox recovery are not static. They are relative with thresholds based on average performance by route type. Therefore, the impact of reduced transit demand on the routes meeting cost-effectiveness standards differed from the impact it had on the number of routes meeting productivity guidelines.

Generally, routes not meeting cost effectiveness guidelines have been the focus of past or upcoming service adjustments and/or elimination. During the years covered by this report, transit agencies have been undertaking large efforts to restructure their services to serve the region's changing travel patterns and needs in the wake of the COVID-19 pandemic. At the same time, transit agencies may continue to operate individual routes not meeting cost effectiveness standards based on their role in the region's larger transit system, such as extending the coverage area of the transit network or striking a geographic balance in the allocation of transit resources in the region. Subsidy per passenger trip and farebox recovery ratios for each route level can be found in Appendix F.

Table 15 – Routes Meeting Subsidy per Passenger Trip Guidelines, by Route Type, 2023-2025

Routes Meeting Subsidy Threshold Information ³						
Service Type	Day of	Level Number	Description	2023	2024	2025
Core Local Bus	Weekday	Meets Standard	20% over Route Type Average or less	21	21	22
		1	> 20% to 35% over Route Type Average	0	1	0
		2	> 35% to 60% over Route Type Average	2	1	1
		3	> 60% over Route Type Average	2	2	2
	Saturday	Meets Standard	20% over Route Type Average or less	19	20	17
		1	> 20% to 35% over Route Type Average	1	0	3
		2	> 35% to 60% over Route Type Average	2	2	1
		3	> 60% over Route Type Average	1	1	1
	Sunday	Meets Standard	20% over Route Type Average or less	17	17	18
		1	> 20% to 35% over Route Type Average	1	3	1
		2	> 35% to 60% over Route Type Average	3	2	1
		3	> 60% over Route Type Average	1	0	1
Supporting Local Bus	Weekday	Meets Standard	20% over Route Type Average or less	7	7	10
		1	> 20% to 35% over Route Type Average	1	0	0
		2	> 35% to 60% over Route Type Average	0	1	0
		3	> 60% over Route Type Average	2	2	1
	Saturday	Meets Standard	20% over Route Type Average or less	7	8	10
		1	> 20% to 35% over Route Type Average	2	1	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	1	1	1
	Sunday	Meets Standard	20% over Route Type Average or less	5	8	8
		1	> 20% to 35% over Route Type Average	0	0	1
		2	> 35% to 60% over Route Type Average	3	0	0
		3	> 60% over Route Type Average	0	1	1
Suburban Local Bus	Weekday	Meets Standard	20% over Route Type Average or less	22	29	30
		1	> 20% to 35% over Route Type Average	2	2	2
		2	> 35% to 60% over Route Type Average	2	1	1
		3	> 60% over Route Type Average	8	10	8
	Saturday	Meets Standard	20% over Route Type Average or less	21	23	27
		1	> 20% to 35% over Route Type Average	3	0	0
		2	> 35% to 60% over Route Type Average	1	0	1
		3	> 60% over Route Type Average	5	5	2
	Sunday	Meets Standard	20% over Route Type Average or less	15	16	20
		1	> 20% to 35% over Route Type Average	2	0	0
		2	> 35% to 60% over Route Type Average	1	1	0
		3	> 60% over Route Type Average	5	4	3

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³ Starting with 2025 data, the Regional Route Performance Analysis only compares subsidy per passenger trip performance for routes that had been in operation prior to that year. This change was made to reflect guidance in the Transportation Policy Plan that newly implemented routes should be given a 12-month “demonstration period” before evaluating performance. Prior years (2023 and 2024) include all routes operated in that calendar year.

Table 15 – Routes Meeting Subsidy per Passenger Trip Guidelines, by Route Type, 2023-2025, continued

Routes Meeting Subsidy Threshold Information ³						
Service Type	Day of	Level Number	Description	2023	2024	2025
Commuter and Express Bus	Weekday	Meets Standard	20% over Route Type Average or less	40	35	37
		1	> 20% to 35% over Route Type Average	5	3	4
		2	> 35% to 60% over Route Type Average	2	7	3
		3	> 60% over Route Type Average	4	4	3
	Saturday	Meets Standard	20% over Route Type Average or less	1	1	1
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
	Sunday	Meets Standard	20% over Route Type Average or less	0	0	0
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
Arterial BRT	Weekday	Meets Standard	20% over Route Type Average or less	3	2	3
		1	> 20% to 35% over Route Type Average	0	1	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
	Saturday	Meets Standard	20% over Route Type Average or less	3	3	3
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
	Sunday	Meets Standard	20% over Route Type Average or less	3	3	3
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
Highway BRT	Weekday	Meets Standard	20% over Route Type Average or less	2	2	2
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
	Saturday	Meets Standard	20% over Route Type Average or less	2	2	2
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
	Sunday	Meets Standard	20% over Route Type Average or less	2	2	2
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0

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³ Starting with 2025 data, the Regional Route Performance Analysis only compares subsidy per passenger trip performance for routes that had been in operation prior to that year. This change was made to reflect guidance in the Transportation Policy Plan that newly implemented routes should be given a 12-month “demonstration period” before evaluating performance. Prior years (2023 and 2024) include all routes operated in that calendar year.

Table 15 – Routes Meeting Subsidy per Passenger Trip Guidelines, by Route Type, 2023-2025, continued

Routes Meeting Subsidy Threshold Information ³						
Service Type	Day of	Level Number	Description	2023	2024	2025
Dedicated BRT	Weekday	Meets Standard	20% over Route Type Average or less	-	-	1
		1	> 20% to 35% over Route Type Average	-	-	0
		2	> 35% to 60% over Route Type Average	-	-	0
		3	> 60% over Route Type Average	-	-	0
	Saturday	Meets Standard	20% over Route Type Average or less	-	-	1
		1	> 20% to 35% over Route Type Average	-	-	0
		2	> 35% to 60% over Route Type Average	-	-	0
		3	> 60% over Route Type Average	-	-	0
	Sunday	Meets Standard	20% over Route Type Average or less	-	-	1
		1	> 20% to 35% over Route Type Average	-	-	0
		2	> 35% to 60% over Route Type Average	-	-	0
		3	> 60% over Route Type Average	-	-	0
Light Rail	Weekday	Meets Standard	20% over Route Type Average or less	2	1	2
		1	> 20% to 35% over Route Type Average	0	1	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
	Saturday	Meets Standard	20% over Route Type Average or less	2	2	2
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
	Sunday	Meets Standard	20% over Route Type Average or less	2	2	2
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
Commuter Rail	Weekday	Meets Standard	20% over Route Type Average or less	1	1	1
		1	> 20% to 35% over Route Type Average	0	0	0
		2	> 35% to 60% over Route Type Average	0	0	0
		3	> 60% over Route Type Average	0	0	0
General Public Dial-a-Ride and microtransit	All Days	Meets Standard	20% over Route Type Average or less	4	4	5
		1	> 20% to 35% over Route Type Average	1	1	1
		2	> 35% to 60% over Route Type Average	1	1	0
		3	> 60% over Route Type Average	0	0	0

³ Starting with 2025 data, the Regional Route Performance Analysis only compares subsidy per passenger trip performance for routes that had been in operation prior to that year. This change was made to reflect guidance in the Transportation Policy Plan that newly implemented routes should be given a 12-month “demonstration period” before evaluating performance. Prior years (2023 and 2024) include all routes operated in that calendar year.

Table 16 – Routes Meeting Farebox Recovery Standards, by Route Type, 2023-2025

Routes Meeting Farebox Threshold Information						
Service Type	Day of Service	Level Number	Description	2023	2024	2025
Core Local Bus	Weekday	Meets Standard	> 80% of Route Type Average	20	19	19
		1	> 65% up to 80% of Route Type Average	2	4	4
		2	≥ 40% up to 65% of Route Type Average	3	1	3
		3	< 40% of Route Type Average	0	1	0
	Saturday	Meets Standard	> 80% of Route Type Average	19	19	18
		1	> 65% up to 80% of Route Type Average	2	2	4
		2	≥ 40% up to 65% of Route Type Average	2	1	2
		3	< 40% of Route Type Average	0	1	0
	Sunday	Meets Standard	> 80% of Route Type Average	16	17	17
		1	> 65% up to 80% of Route Type Average	2	4	2
		2	≥ 40% up to 65% of Route Type Average	4	0	5
		3	< 40% of Route Type Average	0	1	0
Supporting Local Bus	Weekday	Meets Standard	> 80% of Route Type Average	5	6	8
		1	> 65% up to 80% of Route Type Average	0	0	1
		2	≥ 40% up to 65% of Route Type Average	5	3	2
		3	< 40% of Route Type Average	0	1	3
	Saturday	Meets Standard	> 80% of Route Type Average	4	6	7
		1	> 65% up to 80% of Route Type Average	3	0	2
		2	≥ 40% up to 65% of Route Type Average	2	0	2
		3	< 40% of Route Type Average	0	2	3
	Sunday	Meets Standard	> 80% of Route Type Average	3	5	7
		1	> 65% up to 80% of Route Type Average	1	0	1
		2	≥ 40% up to 65% of Route Type Average	4	1	2
		3	< 40% of Route Type Average	0	3	2
Suburban Local Bus	Weekday	Meets Standard	> 80% of Route Type Average	26	24	26
		1	> 65% up to 80% of Route Type Average	5	4	5
		2	≥ 40% up to 65% of Route Type Average	8	7	6
		3	< 40% of Route Type Average	2	7	7
	Saturday	Meets Standard	> 80% of Route Type Average	17	14	20
		1	> 65% up to 80% of Route Type Average	5	6	4
		2	≥ 40% up to 65% of Route Type Average	8	8	3
		3	< 40% of Route Type Average	0	0	7
	Sunday	Meets Standard	> 80% of Route Type Average	14	10	16
		1	> 65% up to 80% of Route Type Average	4	5	2
		2	≥ 40% up to 65% of Route Type Average	5	6	3
		3	< 40% of Route Type Average	0	0	6
Commuter and Express	All Days	Meets Standard	> 80% of Route Type Average	33	28	33
		1	> 65% up to 80% of Route Type Average	8	8	9
		2	≥ 40% up to 65% of Route Type Average	8	12	6
		3	< 40% of Route Type Average	3	2	8
Arterial BRT	All Days	Meets Standard	> 80% of Route Type Average	2	2	4
		1	> 65% up to 80% of Route Type Average	1	1	0
		2	≥ 40% up to 65% of Route Type Average	0	0	1
		3	< 40% of Route Type Average	0	0	0

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Table 16 – Routes Meeting Farebox Recovery Standards, by Route Type, 2023-2025, continued

Routes Meeting Farebox Threshold Information						
Service Type	Day of Service	Level Number	Description	2023	2024	2025
Highway BRT	All Days	Meets Standard	> 80% of Route Type Average	1	1	2
		1	> 65% up to 80% of Route Type Average	1	1	0
		2	≥ 40% up to 65% of Route Type Average	0	0	0
		3	< 40% of Route Type Average	0	0	0
Dedicated BRT	All Days	Meets Standard	> 80% of Route Type Average	1	2	1
		1	> 65% up to 80% of Route Type Average	1	0	0
		2	≥ 40% up to 65% of Route Type Average	0	0	0
		3	< 40% of Route Type Average	0	0	0
Light Rail	All Days	Meets Standard	> 80% of Route Type Average	1	2	2
		1	> 65% up to 80% of Route Type Average	1	0	0
		2	≥ 40% up to 65% of Route Type Average	0	0	0
		3	< 40% of Route Type Average	0	0	0
Commuter Rail	All Days	Meets Standard	> 80% of Route Type Average	1	1	1
		1	> 65% up to 80% of Route Type Average	0	0	0
		2	≥ 40% up to 65% of Route Type Average	0	0	0
		3	< 40% of Route Type Average	0	0	0
General Public Dial-a-Ride	All Days	Meets Standard	> 80% of Route Type Average	4	4	5
		1	> 65% up to 80% of Route Type Average	2	1	0
		2	≥ 40% up to 65% of Route Type Average	0	0	0
		3	< 40% of Route Type Average	0	1	1

Appendix A – Relevant State Statutes

[297A.9915 REGIONAL TRANSPORTATION SALES AND USE TAX.](#)

Subdivision 1. Definitions.

- (a) For purposes of this section, the following terms have the meanings given.
- (b) "Metropolitan area" and "metropolitan counties" means the counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.
- (c) "Metropolitan Council" or "council" means the Metropolitan Council established by section [473.123](#).
- (d) "Regional transportation sales tax" means the regional transportation sales and use tax imposed under this section.

Subd. 2. Sales tax imposition; rate.

Notwithstanding section [473.123, subdivision 1](#), the Metropolitan Council must impose a regional transportation sales and use tax at a rate of three-quarters of one percent on retail sales and uses taxable under this chapter made in the metropolitan area or to a destination in the metropolitan area.

Subd. 3. Administration; collection; enforcement.

Except as otherwise provided in this section, the provisions of section [297A.99, subdivisions 4](#), and 6 to 12a, govern the administration, collection, and enforcement of the regional transportation sales tax.

Subd. 4. Distribution.

- (a) Proceeds of the regional transportation sales tax must be allocated as follows:
 - (1) 83 percent to the Metropolitan Council for the purposes specified under section [473.4465](#), subdivisions 2 and 3, subject to section [473.39, subdivision 3a](#); and
 - (2) 17 percent to metropolitan counties for the purposes specified under section [473.4465, subdivision 4](#).
- (b) Funds under paragraph (a), clause (2), are appropriated to the commissioner of transportation for distribution to metropolitan counties as provided under section [174.49, subdivision 5](#).

Subd. 5. Revenue bonds.

- (a) In addition to other authority granted in this section, and notwithstanding section [473.39, subdivision 7](#), or any other law to the contrary, the council may, by resolution, authorize the sale and issuance of revenue bonds, notes, or obligations to provide funds to (1) implement the council's transit capital improvement program, and (2) refund bonds issued under this subdivision.
- (b) The bonds are payable from and secured by a pledge of all or part of the revenue received under subdivision 4, clause (1), and associated investment earnings on debt proceeds. The council may, by resolution, authorize the issuance of the bonds as general obligations of the council. The bonds must be sold, issued, and secured in the manner provided in chapter 475, and the council has the same powers and duties as a municipality and its governing body in issuing bonds under chapter 475, except that no election is required and the net debt limitations in chapter 475 do not apply to such bonds. The proceeds of the bonds may also be used to fund necessary reserves and to pay credit enhancement fees, issuance costs, and other financing costs during the life of the debt.
- (c) The bonds may be secured by a bond resolution, or a trust indenture entered into by the council with a corporate trustee within or outside the state, which must define the revenues and bond proceeds pledged for the payment and security of the bonds. The pledge must be a valid charge on the revenues received under section [297A.99, subdivision 11](#). Neither the state, nor any municipality or political subdivision except the council, nor any member or officer or employee of the council, is liable on the obligations. No mortgage or security interest in any tangible real or personal property is granted to the bondholders or the trustee, but they have a valid security interest in the revenues and bond proceeds received by the council and pledged to the payment of the bonds. In the bond resolution or trust indenture, the council may make such covenants as it determines to be reasonable for the protection of the bondholders.

473.4465 REGIONAL TRANSPORTATION SALES AND USE TAX USES.

Subdivision 1. Definition.

For purposes of this section, “sales tax revenue” means revenue from the regional transportation sales and use tax under section [297A.9915](#).

Subd. 2. Use of funds; Metropolitan Council.

(a) Sales tax revenue allocated to the council under section [297A.9915, subdivision 4](#), paragraph (a), clause (1), is available as follows:

- (1) five percent for active transportation, as determined by the Transportation Advisory Board under subdivision 3; and
- (2) 95 percent for transit system purposes under sections [473.371](#) to [473.452](#), including but not limited to operations, maintenance, and capital projects.

(b) The council must expend a portion of sales tax revenue under paragraph (a), clause (2), in each of the following categories:

- (1) improvements to regular route bus service levels;
- (2) improvements related to transit safety, including additional transit officials, as defined under section [473.4075](#);
- (3) maintenance and improvements to bus accessibility at transit stops and transit centers;
- (4) transit shelter replacement and improvements under section [473.41](#);
- (5) planning and project development for expansion of arterial bus rapid transit lines;
- (6) operations and capital maintenance of arterial bus rapid transit;
- (7) planning and project development for expansion of highway bus rapid transit and bus guideway lines;
- (8) operations and capital maintenance of highway bus rapid transit and bus guideways;
- (9) zero-emission bus procurement and associated costs in conformance with the zero-emission and electric transit vehicle transition plan under section [473.3927](#);
- (10) demand response microtransit service provided by the council;
- (11) financial assistance to replacement service providers under section [473.388](#), to provide for service, vehicle purchases, and capital investments related to demand response microtransit service;
- (12) financial assistance to political subdivisions and tax-exempt organizations under section 501(c)(3) of the Internal Revenue Code for active transportation; and
- (13) wage adjustments for Metro Transit hourly operations employees.

Subd. 2a. Use of funds; Metropolitan Council; loan authorizations and requirements; coordinated corridor projects.

(a) For purposes of this subdivision and subdivision 2b, the following terms have the meanings given:

- (1) “corridor projects” means roadway improvements and trunk highway construction and reconstruction in coordination with the following projects:
 - (i) the F Line bus rapid transit project in coordination with marked Trunk Highway 65, also known as Central Avenue, and marked Trunk Highway 47, also known as University Avenue; and
 - (ii) the Riverview Corridor, also known as the West 7th bus rapid transit project, in coordination with marked Trunk Highway 5, also known as West 7th Street;
- (2) “loan agreement” means the contractual and promissory agreement between the Metropolitan Council and the Department of Transportation authorized under this subdivision; and
- (3) “project agreement” means the planned and final design of a corridor project.

- (b) From the sales tax revenue allocated under subdivision 2, paragraph (a), clause (2), and subject to the requirements of this subdivision and subdivision 2b, the council may authorize up to two loans in an amount up to \$250,000,000 total to the Department of Transportation to advance corridor projects to ensure the trunk highway's compatibility with planned bus rapid transit investments along the route.
- (c) A loan authorized under this section must be repaid in full by June 30, 2040, or ten years after construction begins, whichever is later.
- (d) Funds from any loan authorized under this subdivision may be used for the costs of predesign, design, engineering, and environmental analysis. The council and the Department of Transportation may use the loan funds for right-of-way acquisition and construction only upon joint submission of a project agreement to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy. A project agreement must provide a proposed design analysis to ensure:
 - (1) the construction and reconstruction plan for the trunk highway is compatible with future transit and roadway investments along the route; and
 - (2) safe and accessible facilities for all modes of travel along the entire corridor.
- (e) At least 30 days prior to executing a loan agreement, the council must submit a copy of the loan agreement to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy.
- (f) Authorization to enter into a loan agreement expires on June 30, 2030.

Subd. 2b. Repayment of funds from authorized loan.

- (a) Funds repaid to the Metropolitan Council from a loan authorized under subdivision 2a must only be used for the purposes under subdivision 2, paragraph (a).
- (b) A loan agreement, including repayment terms, cannot provide any financial benefit to either entity and must be mutually agreed to by the council and the Department of Transportation.
- (c) Within 30 business days of receiving payment under a loan agreement under subdivision 2a from the Department of Transportation, the council must provide notice to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy. The notice must include the amount repaid and the remaining balance of an outstanding loan.

Subd. 3. Use of funds; active transportation.

- (a) Sales tax revenue allocated to the Transportation Advisory Board under subdivision 2, paragraph (a), clause (1), is for grants to support active transportation within the metropolitan area.
- (b) The Transportation Advisory Board must establish eligibility requirements and a selection process to provide the grant awards. The process must include: solicitation; evaluation and prioritization, including technical review, scoring, and ranking; project selection; and award of funds. To the extent practicable and subject to paragraph (c), the process must align with procedures and requirements established for allocation of other sources of funds.
- (c) The selection process must include criteria and prioritization of projects based on:
 - (1) the project's inclusion in a municipal or regional nonmotorized transportation system plan;
 - (2) the extent to which policies or practices of the political subdivision encourage and promote complete streets planning, design, and construction;
 - (3) the extent to which the project supports connections between communities and to key destinations within a community;
 - (4) identified barriers or deficiencies in the nonmotorized transportation system;
 - (5) identified safety or health benefits;

- (6) geographic equity in project benefits, with an emphasis on communities that are historically and currently underrepresented in local or regional planning; and
- (7) the ability of a grantee to maintain the active transportation infrastructure following project completion.

Subd. 4. Use of funds; metropolitan counties.

A metropolitan county must use sales tax revenue in conformance with the requirements under section [174.49, subdivision 6](#).

Subd. 5.

MS 2024 [Repealed, [2025 c 20 s 294](#)]

Subd. 6. Tracking and information.

- (a) The council must maintain separate financial information on sales tax revenue that includes:
 - (1) a summary of annual revenue and expenditures, including but not limited to balances and anticipated revenue in the forecast period under section [16A.103](#); and
 - (2) for active transportation under subdivision 3 and each of the categories specified under subdivision 2 in the most recent prior three fiscal years:
 - (i) specification of annual expenditures; and
 - (ii) an overview of the projects or services.
- (b) The council must publish the information required under paragraph (a) on the council's website.

Appendix B – Summaries: Guideway Projects in Study, Planning, Development, or Construction

METRO Green Line Extension

Corridor Description

The METRO Green Line Extension will operate from downtown Minneapolis through St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, passing near Edina. The alignment is primarily at-grade and includes 16 new stations and approximately 14.5 miles of double track.

The line will connect major activity centers in the region including downtown Minneapolis, the Opus/Golden Triangle employment area in Minnetonka and Eden Prairie, downtown Hopkins, Park Nicollet Methodist Hospital in St. Louis Park, Eden Prairie Center, and the Chain of Lakes. As an extension of the existing Green Line, it will provide a one-seat ride from Eden Prairie to downtown St. Paul. It will be part of an integrated system of guideways, including connections to the METRO Blue Line, major bus routes, arterial BRT, and proposed future guideways. An additional 27 light rail vehicles will be added to the Green Line fleet for the operation of the extended Green Line. The additional vehicles will be stored and maintained in existing facilities on the Blue Line and Green Line. A new rail support facility will be centrally located in Hopkins.

Ridership is projected at about 29,000 weekday boardings in 2035.

Project Status and Timeline

In September 2011, the Federal Transit Administration (FTA) approved the Green Line Extension light rail project to enter Project Development. FTA issued the Record of Decision (ROD) in July 2016. In August 2016, the Green Line Extension Project Office transmitted the project’s 2016 New Starts submittal for FFY 2018 and documented its completion of the Project Development phase. In December 2016, the FTA approved the project to enter Engineering based on an overall medium-high rating. FTA issued an amended ROD in May 2018. The Council executed a Full Funding Grant Agreement with the FTA in September 2020.

Table B1: METRO Green Line Extension Project Status and Timeline

Project Milestone	Date(s)
Locally Preferred Alternative	May 2010
Preliminary Engineering	Sept. 2011 - Dec. 2016
Record of Decision	July 2016
Engineering	Dec. 2016 - 2018
Construction	2018-2027
Full Funding Grant Agreement	2020
Revenue Service	June 12, 2027

Progress Update

As of August 2026, the percentage complete of the overall project is more than 90%. The status of major construction contracts is provided below:

- **Civil construction.** The civil construction contract with Lunda McCrossan Joint Venture is 99% complete. Twenty of the 21 milestones are complete, including track, stations, bridges, and tunnels. Substantial completion has been achieved.

- **Systems construction.** The systems contract with Aldridge Parsons, a Joint Venture (APJV) is 94% complete. Fifteen of the 21 milestones are complete, including all design, programmable logic controller equipment, and Franklin Operations and Maintenance Facility-related milestones. All 19 traction power substation (TPSS) facilities are in place and energized. Overhead contact system (OCS) poles and wire have been installed in all segments, except 14A, where the Kenilworth tunnel is located. Signal facility and cable installation are complete in all segments except 14A, where the Kenilworth tunnel is located. Fiber optic and communications cabling have been completed. Tunnel ventilation system installation has started with 8 of 16 fans installed. Systems integration testing is 61% complete.
- **Supervisory control and data acquisition (SCADA).** The SCADA contract with Wabtec is 91% complete. Eight of the 13 milestones are complete. All work at the Franklin Operations and Maintenance Facility and equipment deliveries to APJV, have been completed. Initial software upgrades for the Project to the existing SCADA system have been completed. Initial new features in software have been provided to the Project for testing and review.
- **Hopkins Rail Support Facility.** The facility's contract with Shaw-Lundquist, Associates is 97% complete and has received a Temporary Certificate of Occupancy.
- **Light rail vehicles (LRVs).** All 27 LRVs have been delivered to the the Council's maintenance facility by Siemens. LRVs 301 through 325 and 327 are in revenue service. The remaining LRV is in the commissioning process.
- **Franklin Operations and Maintenance Facility modifications.** Work has been completed and the contract is closed.
- **Fare collection equipment.** The Council has received all devices provided by Cubic Transportation Systems, which are stored locally prior to installation at stations.
- **Kenilworth landscaping.** The Kenilworth landscaping contract with JL Theis is 23% complete.

As of August 2026, the Council has acquired 139 of the 151 privately owned parcels necessary for the project and all the 177 displaced property owners have been relocated. The remaining parcel acquisitions are underway and anticipated to be finalized by the end of 2028.

Summary Financial Plan – METRO Green Line Extension

Capital Cost, Funding Sources, and Budget Activities

The current overall cost estimate for the project is \$2.86 billion.

Table B2: METRO Green Line Extension Capital Funding Sources

Source	TOTAL (\$M)	Share (%)
Federal (New Starts)	928.8	32.4
Federal (other)	379.3	13.2
Hennepin County	1,082.0	37.8
Counties Transit Improvement Board (CTIB)	219.0	7.6
State General Obligation Bonds or Other	30.3	1.1
Hennepin County Regional Railroad Authority	199.5	7.0
Local (Other)	24.0	0.9
Total	2,862.9	100

Table B3: METRO Green Line Extension Capital Funding Uses

Budget Activity	Spent to date (\$M)*	Projected (\$M)	TOTAL (\$M)
Construction	1,721.6	142.2	1,863.9
ROW, Land, Existing Improvements	205.2	13.6	218.9
Vehicles	128.3	10.0	138.3
Professional Services	497.0	70.4	567.6
Unallocated Contingency	-	61.2	61.2
Finance Charges	-	13.0	13.0
TOTAL	2,552.2	310.6	2,862.9

*Spent as of July 31, 2026

Annual Operating and Maintenance Costs

The METRO Green Line Extension will begin revenue service on June 12, 2027. Operating costs for 2028, the first full year of operation, are estimated at \$43.1 million. After accounting for anticipated farebox and other operating revenues of \$7.8 million, the Regional Transportation Sales and Use Tax is expected to cover the remaining \$35.3 million in net annual operating costs.

Table B4: METRO Green Line Extension 2028 Proposed Operating Budget (first full year of operation)

Budget Activity	Projected (\$M)	Share (%)
Fare Revenue	7.8	18
Regional Transportation Sales & Use Tax	35.3	82
TOTAL	43.1	100

Capital maintenance costs are different from operating costs. Operating costs include vehicle operator salary and benefits, fuel, vehicle cleaning and maintenance, and other administrative costs. Annual capital maintenance includes track maintenance, periodic vehicle overhauls, signal work and other small-scale capital improvements. For more information about capital maintenance costs, see the capacity analysis portion of this report.

Other METRO Green Line Extension Project Information

Lead Agency

Metropolitan Council (Metro Transit)

Project Contact

Jim Alexander, P.E.

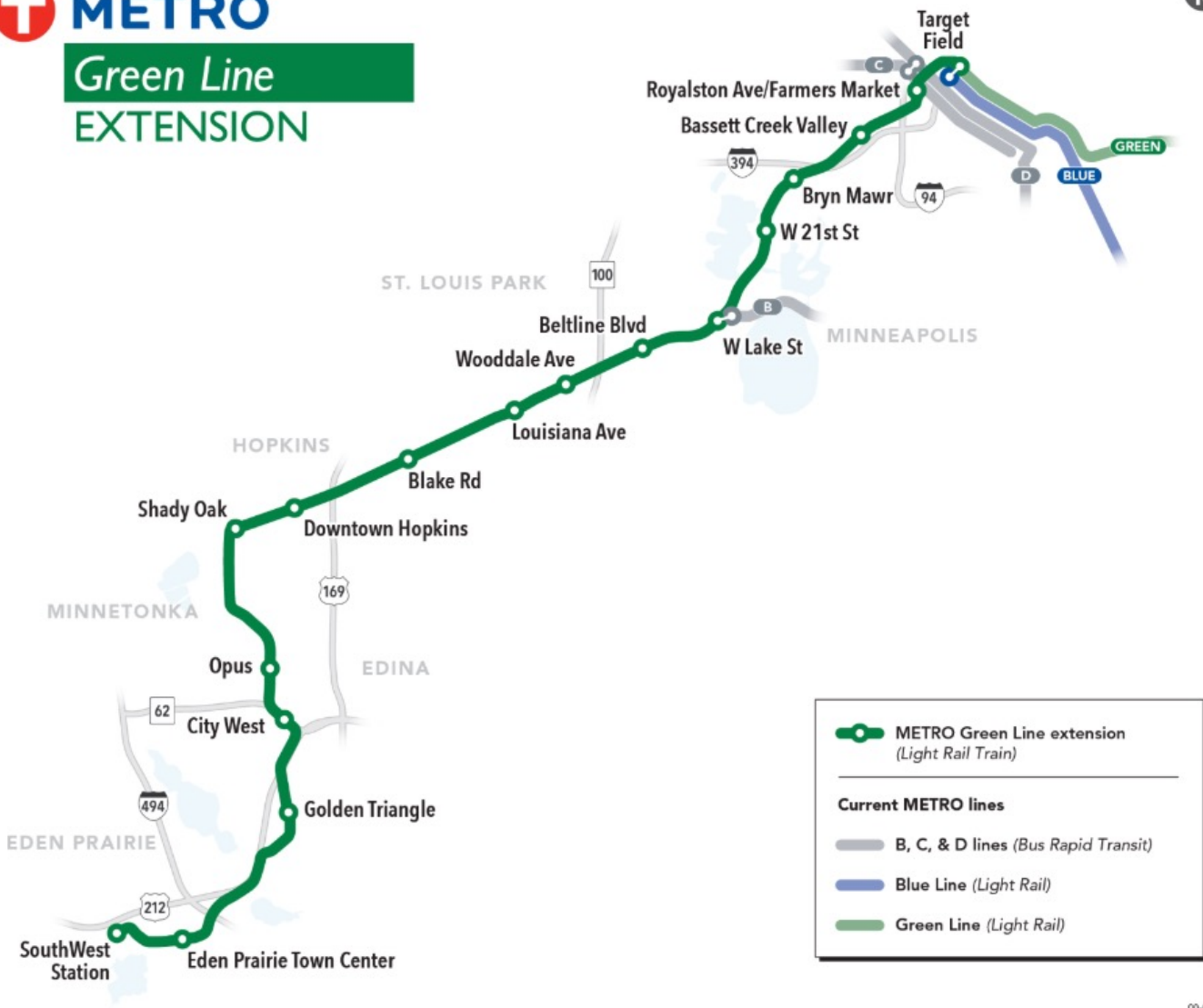
Project Director, METRO Green Line Extension

Green Line Extension Project Office

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METRO Green Line EXTENSION



00-05-1217900-26

Figure B1: METRO Green Line Extension

METRO Blue Line Extension

Corridor Description

The METRO Blue Line Extension project will extend the existing Blue Line light rail line by 13.4 miles and add 13 new stations from Target Field Station along West Broadway Avenue in Minneapolis to County Road 81 in Crystal and Robbinsdale, and along West Broadway Avenue in Brooklyn Park.

Stations and Park & Ride facilities have been planned to provide access to area destinations. The Blue Line Extension is expected to connect major activity centers, including downtown Minneapolis, downtown Robbinsdale, Crystal Shopping Center, Brooklyn Park’s commercial strip, North Hennepin Community College, and Target Corporation’s North Campus.

Passengers will be able to connect to the greater METRO system, including the Blue Line, Green Line, Red Line (Cedar Avenue BRT), the Green Line Extension, and Orange Line (I-35W BRT), as well as existing and planned arterial bus rapid transit lines connecting at multiple locations on the METRO system.

Project Status and Timeline

In August 2014, the FTA approved the METRO Blue Line Extension Project to enter the Project Development phase. In August 2016, the Council transmitted the Project’s 2016 New Starts submittal for FFY 2018 and documented the completion of the Project Development phase. In January 2017, the FTA approved the Project to enter Engineering based on an overall medium-high rating.

Table B5: METRO Blue Line Extension Project Status and Timeline

Project Milestone	Date(s)
Locally Preferred Alternative	May 2013
Project Development	Aug. 2014 - Aug. 2016
Municipal Consent	Sept. 2016
Engineering Phase	Jan. 2017 - 2027
Heavy Construction	To be determined
Revenue Service	To be determined

Progress Update

The project received approval under Minnesota’s municipal consent law from all cities along the proposed route and Hennepin County in March 2016. In July 2016, the FTA and the Council published the final Environmental Impact Statement (EIS). In August 2016, the Council submitted its first New Starts application. In September 2016, the FTA issued the Record of Decision, and the Council submitted the application to enter the Engineering phase of the FTA’s New Starts funding process. The request to enter the Engineering phase was approved by the FTA in January 2017.

After several years of unsuccessful negotiations with BNSF (Burlington Northern and Santa Fe) Railway for the joint use of approximately 8.5 miles of freight rail corridor, project leadership determined it was necessary to move on from the freight rail corridor. In August 2020, project partners and committees decided to find a modified route based on the previous project work that did not use the freight rail corridor. In early summer 2022, Hennepin County and the Council approved a modified route that followed West Broadway through north Minneapolis to County Road 81 through the cities of Robbinsdale and Crystal and joined the previous alignment in Brooklyn Park. The METRO Blue Line Extension Corridor Management Committee passed a resolution in support of the current route in September 2023.

The project completed 30% design of the new alignment in early 2024 and published the Supplemental Draft Environmental Impact Statement in Spring 2024. Publication of the Supplemental Final Environmental Impact Statement occurred in May 2025. The Amended Record of Decision was received in August 2025. The project anticipates completing final design in early 2027, with major construction expected to start as early as early 2028 pending application for and receipt of a federal grant.

Summary Financial Plan – METRO Blue Line Extension

Capital Cost, Funding Sources, and Budget Activities

The current overall cost estimate for the project is \$3.58 billion.

*The project cost does not include scope reductions still under review by the FTA.

Table B6: METRO Blue Line Extension Capital Funding Sources (as of 9/15/26)

Source	Committed (\$M)	TOTAL (\$M)	Share (%)
Federal (New Starts)	-	752.7	21.0
Federal (Other)	18.1	18.1	0.5
Hennepin County	1,896.0	1,896.0	52.9
Counties Transit Improvement Board	82.8	82.8	2.3
State General Obligation Bonds	41.0	41.0	1.1
Hennepin County Regional Railroad Authority	358.0	358.0	10.0
Local (Other)	13.0	432.0	12.1
TOTAL	2,379.0	3,580.7	100

Table B7: METRO Blue Line Extension Capital Funding Uses

Budget Activity	Spent to date (\$M)*	Projected (\$M)	TOTAL (\$M)
Construction	2.6	2,008.0	2,010.6
ROW, Land, Existing Improvements	0.1	206.5	206.6
Vehicles	-	244.1	244.1
Professional Services	301.4	271.9	573.3
Unallocated Contingency	-	471.1	471.1
Finance Charges	-	75.0	75.0
TOTAL	304.1	3,276.6	3,580.7

*Spent as of July 31, 2026

Annual Operating and Maintenance Costs

Operating costs for the first full year of operation in 2034 are estimated at \$53.3 million. After accounting for anticipated farebox revenues of \$7.5 million, Regional Transportation Sales and Use Tax revenue is expected to cover the remaining \$45.8 million in net annual operating costs.

Table B8: METRO Blue Line Extension Proposed Operating Budget (first full year of operation)

Budget Activity	Committed (\$M)	Projected (\$M)	TOTAL (\$M)
Fare Revenue	-	7.5	7.5
State (General Fund)	-	0	0
Regional Transportation Sales & Use Tax	-	45.8	45.8
TOTAL	0	53.3	53.3

Other METRO Blue Line Extension Project Information

Lead Agency

Metropolitan Council (Metro Transit)

Project Contact

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Blue Line Extension Project Office

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Figure B2: METRO Blue Line Extension Map

METRO Gold Line Extension

Corridor Description

The METRO Gold Line Extension project will extend the existing Gold Line BRT line that currently runs from Woodbury to downtown St. Paul to downtown Minneapolis by replacing Route 94. Construction work for the extension primarily involves building a new, enhanced transit station with heated shelters, real-time arrival signs, and ticket machines near the intersection of Interstate 94 and Snelling Avenue. This new station will provide connections to METRO A, B, and Green lines. The Gold Line Extension is expected to expand existing ridership from the Gold Line and Route 94 with its combined efficiencies and expanded service frequency.

Additional stations in Downtown Minneapolis and other transit improvements are scheduled to be implemented in future years and are included in this budget.

Project Status and Timeline

Table B9: METRO Gold Line Extension Project Status and Timeline

Project Milestone	Date(s)
Construction	2026 – 2028
Revenue Service	March 27, 2027

Progress Update

The METRO Gold Line Extension project completed design and entered the construction phase in July 2026. Construction is currently on track to be substantially complete in late fall 2026, with testing and final completion on track to finish by March 2027. Revenue service is expected to begin March 27, 2027.

Summary Financial Plan – METRO Gold Line Extension

Capital Cost, Funding Sources, and Budget Activities

Table B10: METRO Gold Line Extension Capital Funding Sources

Source	Committed (\$M)	Proposed (\$M)	TOTAL (\$M)	Share (%)
Regional Transportation Sales & Use Tax	25	0	25	100

Table B11: METRO Gold Line Extension Capital Funding Uses

Budget Activity	Spent to date (\$M)*	Projected (\$M)	TOTAL (\$M)
Construction	0	6.4	6.4
ROW, Land, Existing Improvements	0	1.0	1.0
Vehicles	0	11.0	11.0
Professional Services	0.5	0.6	0.6
Unallocated Contingency	0	5.9	5.9
Finance Charges	0	0	0
TOTAL ⁴	0.5	25.0	25.0

Annual Operating and Maintenance Costs

Annual Operating and Maintenance Costs are not expected to change substantially as the METRO Gold Line Extension is replacing routes currently in operation.

⁴ Spent as of July 31, 2026

Other METRO Gold Line Extension Project Information

Lead Agency

Ramsey County and Metropolitan Council

Project Contact

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METRO Gold Line

 METRO Gold Line (Bus Rapid Transit)	Current METRO lines	Planned METRO lines
 METRO Gold Line Extension (Bus Rapid Transit)	 Blue Line (Light Rail)	 Purple Line (Bus Rapid Transit)
 Park & Ride Lot	 Green Line (Light Rail)	 B, E, & G lines (Bus Rapid Transit)
	 Orange Line (Bus Rapid Transit)	
	 A, C & D lines (Bus Rapid Transit)	

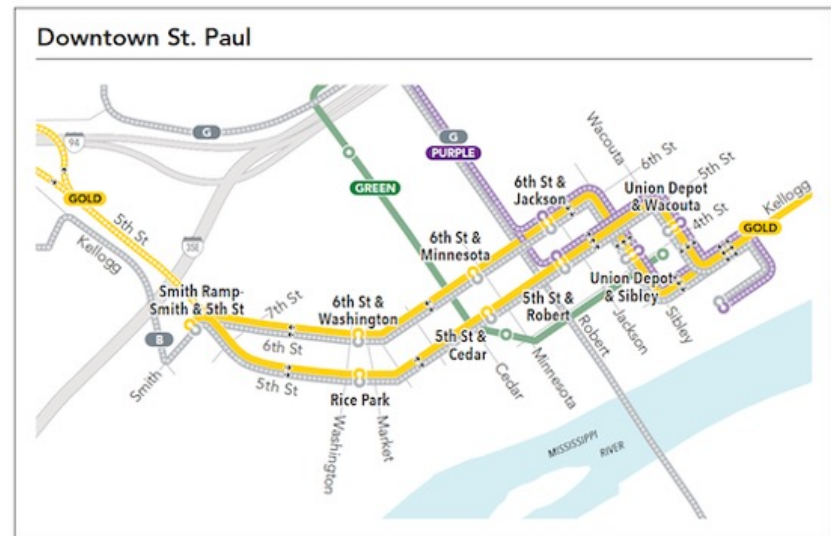
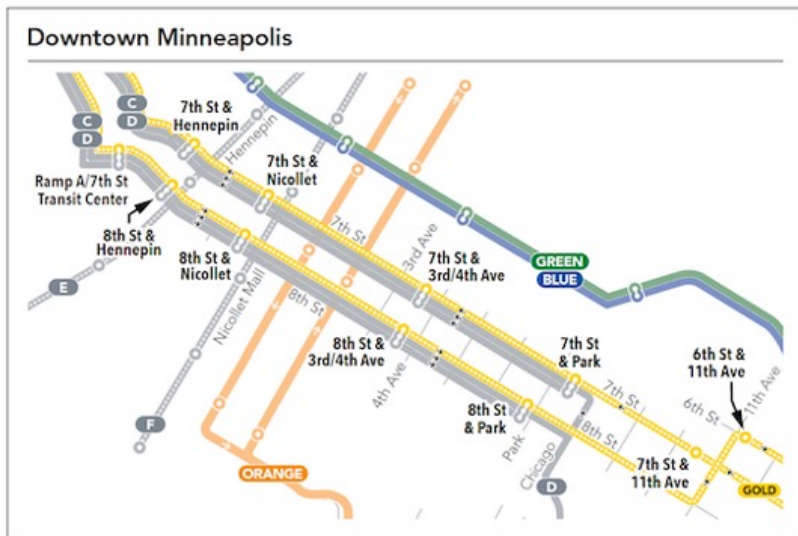
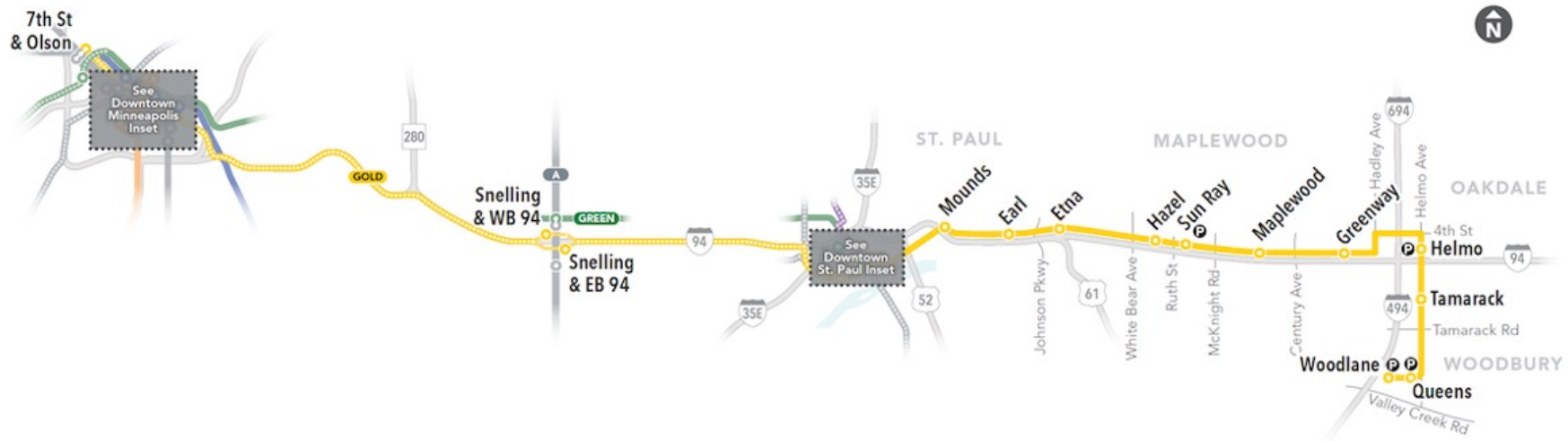


Figure B3: METRO Gold Line Extension Map (Full Route)

METRO Bronze Line

Corridor Description

METRO Bronze Line is a reimagined and community-responsive version of the former METRO Purple Line BRT that was rebranded in December 2025. This is a proposed 9.8-mile bus rapid transit (BRT) route connecting downtown St. Paul, St. Paul’s East Side, and Maplewood. The route will begin at Union Depot operating in existing side running lanes, mixed traffic, new side running and exclusive bus lanes with the end point at Maplewood Mall Transit Center.

The purpose of the Bronze Line project is to provide transit service that satisfies the long-term regional mobility and accessibility needs of businesses and the traveling public and supports sustainable development within the project corridor area.

Project Status and Timeline

Table B12: METRO Bronze Line Project Status and Timeline

Project Milestone	Date(s)
Transit Feasibility Study	2001
Alternatives Analysis Study	Nov. 2009
Demonstration Commuter Bus	Oct. 2010 – Dec. 2012
Pre-project Development Study	March 2014 – Aug. 2017
Locally Preferred Alternative	May 2017
Environmental Analysis	Jan. 2018 – Dec. 2021
Project Development	Dec. 2021 – Dec. 2024
Route Modification Studies	June 2022 – Sept. 2022 (Phase I) April 2023 – July 2025 (Phase II)
Engineering	Oct. 2026 – Dec. 2029
Construction	2030 – 2032
Revenue Service	2032

Progress Update

The Council and Ramsey County have committed to jointly funding the capital infrastructure investment. Each agency will be responsible for designing portions of the project, with the Council focused primarily on the transit elements and the County focused primarily on the roadway elements. A few key decisions remain open, including which agency will lead project construction.

In September 2025, the Council, Ramsey County and the cities of Maplewood and St. Paul announced a new METRO bus rapid transit project, a reimagined and community responsive version of the former Purple Line project. In November 2025, policy direction was provided to forgo the pursuit of future federal funding for the project, and to fully provide the capital funding locally. On Dec. 2, 2025, the Council and Ramsey County, along with the cities of St. Paul and Maplewood, at a public event announced the rebranding of the project to METRO Bronze Line.

In December 2025, the project’s Corridor Management Committee, elected and appointed officials and community leaders who advise the Council and Ramsey County, made three recommendations. First, they recommended the Bronze Line as the revised Locally Preferred Alternative (LPA) for the Project formerly known as Purple Line. Second, they recommended the cities of St. Paul and Maplewood, and Ramsey County adopt Resolutions of Support for the recommended revised LPA. Lastly, they recommended the Council amend the recommended revised LPA into the region’s long-range transportation policy plan.

In March 2026, the City of St. Paul unanimously adopted a Resolution of Support for the revised LPA. Later that month, the Ramsey County Regional Railroad Authority unanimously adopted a Resolution of Support for the revised LPA. On March 23, 2026, the City of Maplewood unanimously adopted a Resolution of Support for the revised LPA. In June 2026, the Capitol Area Architectural and Planning Board approved a Letter of Support for the revised LPA.

In spring 2026, the Council and Ramsey County each advertised solicitations for professional and technical consultant services for their respective portions of the project. A third solicitation by the County was advertised in late summer 2026. By fall 2026, the Council and County awarded contracts for these solicitations. Preliminary engineering and environmental review began in fall 2026. The next update to the capital cost estimate will be produced in 2027 after completion of preliminary engineering (i.e., 30% design plans complete).

Summary Financial Plan – METRO Bronze Line

Capital Cost, Funding Sources, and Budget Activities

The anticipated METRO Bronze Line Project (Project) capital cost is estimated to be approximately \$375 million as shown in Table B13. Note: this value excludes a late scope addition to the project (i.e., pavement replacement on White Bear Avenue between Frost Avenue and Beam Avenue).

Table B13: METRO Bronze Line Capital Funding Sources

Source	Committed (\$M)	TOTAL (\$M)	Share (%)
Metropolitan Council	10.3	35.0	10
Ramsey County Regional Railroad Authority	22.3	340.0	90
TOTAL	32.6	375.0	100

Table B14: METRO Bronze Line Capital Funding Uses

Budget Activity	Spent to date (\$M)	Proposed (\$M)	TOTAL (\$M)
Construction	0	225.0	225.0
ROW, Land, Existing Improvements	0	12.0	12.0
Vehicles	0	33.0	33.0
Professional Services	0	66.0	66.0
Unallocated Contingency	0	39.0	39.0
Finance Charges	0	0	0
TOTAL	0	375.0	375.0

Annual Operating and Maintenance Costs

The estimated operating cost for the METRO Bronze Line is \$15 million per year in 2026 dollars (first full year of operations).

Table B15: METRO Bronze Line Estimated Operating Costs

Source	Committed (\$M)	Share (%)
Fare Revenue	0	20
Regional Transportation Sales & Use Tax	0	80
TOTAL	0	100

Other METRO Bronze Line Project Information

Lead Agency

Ramsey County and Metropolitan Council

Project Contacts

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Figure B4: METRO Bronze Line Project Route Map

Appendix C – Summaries: Additional Guideways Identified in the Transportation Policy Plan

Midtown Corridor Rail

Corridor Description

A Midtown Corridor rail project would connect the METRO Blue Line’s Lake Street Station and METRO Green Line’s West Lake Station with neighborhoods in south Minneapolis. The Midtown Corridor Alternatives Analysis concluded in 2014, with a Locally Preferred Alternative (LPA) recommendation of rail in the Midtown Greenway combined with arterial BRT on Lake Street. METRO B Line arterial BRT entered service in this corridor in 2025.

The rail alternative travels along a 4.4-mile segment of former freight rail and includes 10 station locations about a half-mile apart. When constructed, the project would be parallel to the existing Midtown Greenway trail. Major corridor destinations include connections to METRO light rail lines, the Lake Street commercial corridor with shopping districts and destinations throughout, Allina hospitals headquarters, central laboratory, and hospitals; and additional destinations such as Midtown Global Market, educational campuses, and more.

As documented in the 2050 Transportation Policy Plan (adopted by the Council in February 2025) Hennepin County plans to further analyze rail in this corridor before the next Transportation Policy Plan update.

The Midtown Corridor rail alignment status, progress, and budget are detailed below.

Project Status and Timeline

Table C1: Midtown Corridor Rail Project Status and Timeline

Milestone	Date(s)
Alternatives Analysis Study	Completed April 2014
Adopt Locally Preferred Alternative	To be determined
Environmental and Engineering	To be determined
Construction	To be determined
Revenue Service	To be determined

Progress Update

METRO B Line arterial BRT in this corridor entered service in 2025. Future rail corridor progress including adoption of an LPA is dependent on the following:

- Resolutions of local support for the recommended LPA
- Additional transit funding to enable additional projects to be funded
- Increased definition of Midtown rail vehicle as streetcar or single-vehicle light rail

Summary Financial Plan – Midtown Corridor Rail

Planning-phase cost estimates were generated for the Midtown Corridor Alternatives Analysis for the recommended improvements. These preliminary assessments estimated the costs for this project at approximately \$185-200 million in 2013 dollars for rail project improvements. Potential sources of funding and greater definition of uses would be defined in future project phases.

Capital Cost, Funding Sources, and Budget Activities

Table C2: Midtown Corridor Rail Capital Funding Sources (2013 Est. USD)

Source	Committed (\$M)	TOTAL (\$M)	Share (%)
Unidentified	-	200.0	100
TOTAL	0	200.0	100

Table C3: Midtown Corridor Rail Capital Funding Uses (2013 Est. USD)

Budget Activity	Spent to date (\$M)	Projected (\$M)	TOTAL (\$M)
Unidentified	-	200.0	200.0
TOTAL	0	200.0	200.0

The Alternatives Analysis study was considered pre-project development and is not included in capital budget activities or previous expenditures above.

Annual Operating and Maintenance Costs

The project's Alternatives Analysis estimated annual operating and maintenance costs are in 2012 dollars. Rail operations were estimated at \$8 million annually. No proposed or committed sources have been identified.

Table C4: Midtown Corridor Estimated Operating and Maintenance Costs (2013 Est. USD)

Source	Committed (\$M)	TOTAL (\$M)	Share (%)
Unidentified	-	8.0	100
TOTAL	0	8.0	100

Other Midtown Corridor Rail Project Information

Lead Agency

Metropolitan Council (Metro Transit)

Project Contact

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Figure C1: Midtown Rail Corridor Map

Appendix D – Intercity Passenger Rail Corridors

Northern Lights Express (NLX) - Minneapolis to Duluth Passenger Rail

Corridor Description

The Northern Lights Express (NLX) is a proposed intercity passenger rail service between Minneapolis and Duluth. Intermediate stations were originally planned in Coon Rapids, Cambridge, Hinckley, and Superior, Wisconsin. The 2026 Minnesota State Rail Plan identifies this corridor as a project in advanced planning.

The Project includes planning, environmental review, design, and construction of the infrastructure required to implement daily intercity passenger train service along a 152-mile corridor on track owned by BNSF Railway. Project components include track upgrades, new sidings, stations, procurement of intercity passenger rail equipment, potential construction of layover and maintenance facilities, and completion of all agreements necessary to operate over BNSF tracks.

Project Status and Timeline

The Project is currently in Step One of the Federal Railroad Administration's Corridor ID Program (CIDP). This program will dictate the project pace and timeline for updating planning work and entering final design.

Progress Update

The Project has received \$117M in state matching funds to apply for Federal funding. Federal funding is critical so final design and construction can move forward as the CIDP progresses and reaches completion.

MnDOT originally completed a service development plan, preliminary engineering, and an environmental assessment in 2017. The Federal Railroad Administration issued a Finding of No Significant Impact and Section 4(f) Determination for the Project in February 2018. A State of Minnesota Negative Declaration was issued in March 2018. Because of the amount of time that has passed, this work needs to be updated under the CIDP before the Project can advance to final design and construction.

Summary Financial Plan – Northern Lights Express

NLX is currently receiving funding through the Federal CIDP program to advance into Step Two. In addition, the state fund match of \$117M will be used to match federal grants to complete the Project.

Other NLX Project Information

Partnering Agencies

Minnesota Department of Transportation
Federal Railroad Administration
Minneapolis/Duluth Passenger Rail Alliance
Wisconsin Department of Transportation

Project Contact

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Minnesota Department of Transportation
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Twin Cities-Milwaukee-Chicago (TCMC) – Borealis Intercity Passenger Rail Project

Corridor Description

The Minnesota Department of Transportation (MnDOT), Wisconsin Department of Transportation (WisDOT), Illinois Department of Transportation (IDOT), and their partners led the Twin Cities - Milwaukee - Chicago Intercity Passenger Rail Service Project to improve passenger rail service between the Twin Cities and Chicago, Illinois, and station communities in between. On May 21, 2024, Borealis began operation in the 411-mile corridor between St. Paul and Chicago to improve mobility and increase reliable travel options, while minimizing capital investment. The service follows Amtrak's existing long-distance Empire Builder route with termini at Chicago Union Station and Union Depot in St. Paul. Borealis is currently operated by Amtrak as a "state supported" service.

When Congress passed the [Passenger Rail Improvement and Investment Act of 2008](#) it changed the way passenger rail service is funded. Services that are not "long distance" trains (750 plus miles and not part of Amtrak's core network) are the states' responsibility to capitalize and to provide operating subsidies. This means Minnesota, Wisconsin, and Illinois are responsible for capital costs and operations costs not generated by revenue.

Project Status and Timeline

Borealis has been in operation since May 21, 2024. Current steps include monitoring and evaluating service performance, frequencies, and future needs for the corridor.

Past work on the project included: The TCMC Phase 1 Study started in summer 2016. Primary funding for the Phase 1 study was provided by WisDOT and the Ramsey County Regional Railroad Authority. In addition, the Minnesota High Speed Rail Commission and La Crosse Area Planning Committee provided contingency funding for the study. The Minnesota High Speed Rail Commission has changed its name to the Great River Rail Commission to reflect a change in mission, which is to increase passenger rail options along the Mississippi River Route between the Twin Cities and Chicago.

Capital improvements to enhance safety and address bottlenecks to improve on-time performance and currently in final design. Construction is currently planned for 2027-2028.

Summary Financial Plan – TCMC

Operating Cost

In May 2020, the Federal Railroad Administration awarded a Restoration and Enhancement Program (R&E) grant of \$12.569 million for operating Borealis to be used in the first four years of service. Payments are based on a sliding scale over four years. Since receiving the grant, the Infrastructure Investment and Jobs Act amended significant aspects of this program, including increasing the span of support from four to six years. Borealis was awarded the second R&E grant of up to \$38.63 million in January 2025.

Construction Cost

In September 2020, the Federal Railroad Administration awarded a \$31.8 million Consolidated Infrastructure and Safety Improvement Program grant to construct the safety and capacity improvements for Borealis. Amtrak is contributing \$5.0 million. The Minnesota and Wisconsin Departments of Transportation are splitting the remaining costs based on the amount of construction in each state.

Other TCMC Project Information

Partnering Agencies

Minnesota Department of Transportation
Wisconsin Department of Transportation
Illinois Department of Transportation
Federal Railroad Administration
La Crosse Area Planning Organization
Great River Rail Commission

Project Contact

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Other Intercity Passenger Rail Projects Currently in Planning Phase

There are multiple projects that would connect to the Twin Cities region being led by other agency partners that are currently in the Federal Railroad Administration's Corridor Identification and Development Program.

- Milwaukee to Twin Cities (via Madison and Eau Claire) – Led by WisDOT
- Twin Cities – Milwaukee – Chicago (2nd Borealis frequency) – Led by WisDOT
- Eau Claire – Twin Cities – Led by Chippewa-St. Croix Rail Commission
- Chicago – Seattle (Refreshing the North Coast Hiawatha route) – Led by Big Sky Passenger Rail Authority

Appendix E – Summary Status of Busway Projects in Revenue Operation or in Study, Planning, Development, or Construction

Busways in Operation

Each of these busways is included in the existing METRO system operating reporting.

- **Red Line** – Opened 2013
- **Orange Line** – Opened 2021
- **A Line** – Opened 2016
- **C Line** – Opened 2019
- **D Line** – Opened 2022
- **B Line** – Opened 2025
- **E Line** – Opened 2025

Busways in Study, Planning, Development, or Construction - Arterial BRT

- **METRO F Line** – The F Line will serve the Central/University corridor from downtown Minneapolis to the Northtown Transit Center in Blaine. MnDOT is planning major roadway improvements on Trunk Highway 47 (University Avenue) and Trunk Highway 65 (Central Avenue). To coordinate these roadway projects, construction of the F Line on Central Avenue is expected to begin in 2028.
- **METRO G Line** – The G Line will serve the Rice/Robert corridor from Little Canada through downtown St. Paul to the Dakota County Northern Service Center in West St. Paul. Metro Transit plans to construct and open the G Line project in two phases in coordination with planned street construction. Construction of stations along the Rice Street segment is expected to begin in 2026, with an anticipated opening in December 2027. This will be followed by construction of stations along Robert Street beginning in 2028.
- **METRO H Line** – The H Line will serve the Como/Maryland corridor from downtown Minneapolis and the University of Minnesota to the Sun Ray Transit Center on the east side of St. Paul. H Line planning is nearing completion, with design expected to occur in 2026-2027. Construction is anticipated to begin in 2028.
- **METRO J Line** – The J Line was identified and prioritized in the recently completed Arterial BRT Plan Update led by Metro Transit. It will serve the West 7th Street Corridor (the location of the former Riverview Corridor Modern Streetcar) from downtown St. Paul to the Mall of America, serving Terminal 1 of the Minneapolis-St. Paul International Airport. The J Line is in preliminary planning and active coordination with the planned MnDOT-led roadway project on this corridor.
- **METRO K Line** – The K Line was identified and prioritized in the recently completed Arterial BRT Plan Update led by Metro Transit. It will serve the Nicollet Corridor from downtown Minneapolis to American Boulevard via Nicollet Avenue. Planning on this corridor is anticipated to begin in 2027.
- **METRO L Line** – The Arterial BRT Plan Update, led by Metro Transit, identified that additional study is needed to identify the METRO L Line from a set of three candidate corridors. This study is ongoing as of 2026.

Additional Busways Currently in Study, Planning, Development, or Construction

- **Highway 169 BRT** – This project would connect communities in northern Scott County to cities along Highway 169 in Hennepin County and along Highway 55 into downtown Minneapolis. The Highway 169 Mobility Study evaluated options for improving transit and reducing congestion on Highway 169 in the southwest metro, with a focus on highway bus rapid transit, a managed lane, and spot mobility improvements. In addition to the study of BRT, potential interim service improvements were identified, and highway improvements could provide improved transit advantages in the corridor for existing and planned transit. In 2023, the state provided a \$3 million appropriation for additional work on this corridor and Highway 55 bus rapid transit.

Additional Planned or Potential Busway Corridors in the Transportation Policy Plan

- **Red Rock Corridor** – In January 2024 the Red Rock Corridor Commission published a new vision for the Red Rock Corridor that establishes principles to serve the whole corridor, to connect the corridor with other places, and to work with employers and residents. The vision anticipates bus-based options for the corridor. Future planning will establish further detail for potential busway options, to be included in future reporting.
- **METRO Orange Line Extension** – The METRO Orange Line Extension Study (2018) defined the key components of a potential future extension of service south to Burnsville Center. The study identified preferred station locations, route alignments, running way operations, and operating technologies needed for an extension. The recommendations are contingent on performance of the first stage of the METRO Orange Line and land use changes in the Burnsville Center Mall area.
- **METRO Red Line Future Phases** – A Red Line Implementation Plan Update (2015) identified additional future stages that will add stations, park and-ride capacity, and service to the line, including an extension to a number of planned stations in Lakeville. The near-term priorities are infill stations at Palomino Drive and Cliff Road, with each station undergoing some planning activity recently or in the near future. Extension of the line further south is staged according to forecasted station boardings and cost effectiveness in the implementation plan update, but this will be examined in future updates as well. Future stages would also continue to address bicycle and pedestrian improvements and station area planning, continuing a theme from stage two of the implementation plan update.
- **I-35W North** – This corridor links downtown Minneapolis with communities along I-35W north of downtown to Blaine. The corridor was studied in the 2013 I-35W North Managed Lanes Corridor Study. The study focused primarily on the highway managed lane vision but also included an analysis of highway BRT to 95th Avenue park-and-ride in Blaine that could potentially be coordinated with the managed vision. Portions of the managed lane vision have been implemented, and additional work was conducted on the I-35W North Gateway Study. However, no recommendations were advanced because of the effects of the COVID-19 pandemic on travel patterns.
- **Highway 36** – Washington County in collaboration with partners at Ramsey County, Hennepin County, MnDOT, cities adjacent to the corridor, and the Council completed the Highway 36 Transit Feasibility Study in 2021. The study identifies transit service needs and recommendations that are reflective of the Highway 36 corridor's existing and anticipated future travel demands and patterns. The report includes short- and long-term implementation recommendations that include monitoring and exploring transit service improvements in the corridor and coordinating highway projects with potential multimodal improvements.
- **Highway 55 BRT** – This project would connect Plymouth and Golden Valley with Minneapolis along Highway 55 in the west metro. This project was evaluated as a supplement to the Highway Transitway Corridor Study in 2015. In 2021, the Legislature allocated funding to the Council for a Highway 55 Transit Study between Minneapolis and Medina. With additional funding and involvement from corridor cities and Hennepin County, Metro Transit completed this study in 2025. The study concluded with recommendations for advancing all-day limited stop service on Route 757, which is planned for 2027 implementation.
- **County Road 42** – MVTa completed a study in 2024 of bus rapid transit options along County Road 42 between Shakopee and Rosemount in the south metro. Study recommendations did not identify a recommendation to advance a busway in this corridor at this time.
- **American Boulevard** – The City of Bloomington completed a study in 2025 to examine transitway alternatives along American Boulevard, to build off previous work exploring arterial bus rapid transit in the corridor. The study concluded with recommendations for coordination with Metro Transit, additional street concept study, and land use changes. Study recommendations did not identify a recommendation to advance a busway in this corridor at this time.

Appendix F – Regional Route Performance Data Summaries

Performance Review Legend	
Subsidy per Passenger and Farebox Recovery	Passengers per In-Service Hour
Meets Standards	Meets Standards
Level 1 Review	Does Not Meet Standards
Level 2 Review	
Level 3 Review	

Table F1: 2023 Route Performance Detail

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/ Express	94	Weekdays	\$2,547,468	\$270,268	182,121	8,180	\$12.50	62%	10.6%	73%	22.3	
Commuter/ Express	113	Weekdays	\$550,571	\$62,565	34,994	1,353	\$13.95	69%	11.4%	79%	25.9	
Commuter/ Express	114	Weekdays	\$616,240	\$83,079	46,722	1,457	\$11.41	56%	13.5%	93%	32.1	
Commuter/ Express	250	Weekdays	\$1,368,908	\$358,494	88,694	3,153	\$11.39	56%	26.2%	181%	28.1	
Commuter/ Express	252	Weekdays	\$249,128	\$29,256	12,980	496	\$16.94	84%	11.7%	81%	26.2	
Commuter/ Express	264	Weekdays	\$237,331	\$47,187	11,341	628	\$16.77	83%	19.9%	137%	18.0	
Commuter/ Express	270	Weekdays	\$536,540	\$148,835	37,889	1,264	\$10.23	50%	27.7%	192%	30.0	
Commuter/ Express	275	Weekdays	\$292,348	\$53,207	13,841	653	\$17.28	85%	18.2%	126%	21.2	
Commuter/ Express	294	Weekdays	\$198,099	\$24,560	7,863	602	\$22.07	109%	12.4%	86%	13.1	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/ Express	351	Weekdays	\$21,545	\$2,551	659	46	\$28.81	142%	11.8%	82%	14.5	
Commuter/ Express	353	Weekdays	\$745,911	\$198,556	59,756	1,699	\$9.16	45%	26.6%	184%	35.2	
Commuter/ Express	355	Weekdays	\$245,379	\$54,085	12,338	507	\$15.50	76%	22.0%	152%	24.3	
Commuter/ Express	363	Weekdays	\$589,228	\$117,135	30,100	1,283	\$15.68	77%	19.9%	137%	23.5	
Commuter/ Express	460	Weekdays	\$1,726,693	\$215,539	91,724	5,377	\$16.48	81%	12.5%	86%	17.1	
Commuter/ Express	465	Weekdays	\$2,301,696	\$279,157	118,797	9,209	\$17.03	84%	12.1%	84%	12.9	
Commuter/ Express	467	Weekdays	\$661,062	\$91,763	32,721	2,073	\$17.40	86%	13.9%	96%	15.8	
Commuter/ Express	470	Weekdays	\$670,389	\$64,027	27,247	2,252	\$22.25	110%	9.6%	66%	12.1	
Commuter/ Express	472	Weekdays	\$435,461	\$35,300	15,022	1,650	\$26.64	131%	8.1%	56%	9.1	
Commuter/ Express	475	Weekdays	\$1,216,976	\$126,665	53,903	4,913	\$20.23	100%	10.4%	72%	11.0	
Commuter/ Express	477	Weekdays	\$1,852,027	\$276,415	117,630	6,287	\$13.39	66%	14.9%	103%	18.7	
Commuter/ Express	479	Weekdays	\$147,777	\$3,743	1,593	511	\$90.42	446%	2.5%	17%	3.1	Route removed in 2023
Commuter/ Express	480	Weekdays	\$781,898	\$62,455	26,578	3,271	\$27.07	133%	8.0%	55%	8.1	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/ Express	484	Weekdays	\$181,296	\$9,759	4,153	640	\$41.30	204%	5.4%	37%	6.5	
Commuter/ Express	490	Weekdays	\$1,128,260	\$63,649	27,086	4,429	\$39.30	194%	5.6%	39%	6.1	
Commuter/ Express	493	Weekdays	\$442,317	\$35,004	14,896	1,538	\$27.34	135%	7.9%	55%	9.7	
Commuter/ Express	578	Weekdays	\$244,439	\$50,384	12,876	544	\$15.07	74%	20.6%	142%	23.7	
Commuter/ Express	600	Weekdays	\$196,464	\$12,715	4,942	597	\$37.18	183%	6.5%	45%	8.3	
Commuter/ Express	667	Weekdays	\$327,078	\$58,666	16,981	754	\$15.81	78%	17.9%	124%	22.5	
Commuter/ Express	673	Weekdays	\$253,564	\$65,440	16,009	691	\$11.75	58%	25.8%	178%	23.2	
Commuter/ Express	695	Weekdays	\$845,626	\$98,355	34,515	2,569	\$21.65	107%	11.6%	80%	13.4	
Commuter/ Express	698	Weekdays	\$3,522,967	\$432,890	157,600	10,702	\$19.61	97%	12.3%	85%	14.7	
Commuter/ Express	747	Weekdays	\$766,116	\$59,604	25,962	3,979	\$27.21	134%	7.8%	54%	6.5	
Commuter/ Express	755	Weekdays	\$917,938	\$63,467	36,870	2,624	\$23.18	114%	6.9%	48%	14.1	
Commuter/ Express	760	Weekdays	\$315,496	\$47,655	14,262	848	\$18.78	93%	15.1%	104%	16.8	
Commuter/ Express	761	Weekdays	\$233,290	\$22,398	8,360	587	\$25.23	124%	9.6%	66%	14.2	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/Express	763	Weekdays	\$215,578	\$29,586	8,978	607	\$20.72	102%	13.7%	95%	14.8	
Commuter/Express	764	Weekdays	\$133,830	\$30,454	8,661	372	\$11.94	59%	22.8%	157%	23.3	
Commuter/Express	766	Weekdays	\$504,125	\$53,445	16,074	1,311	\$28.04	138%	10.6%	73%	12.3	
Commuter/Express	768	Weekdays	\$834,923	\$227,603	57,404	1,680	\$10.58	52%	27.3%	188%	34.2	
Commuter/Express	774	Weekdays	\$780,086	\$112,690	49,137	4,332	\$13.58	67%	14.4%	100%	11.3	
Commuter/Express	776	Weekdays	\$495,765	\$42,781	18,579	2,591	\$24.38	120%	8.6%	60%	7.2	
Commuter/Express	777	Weekdays	\$507,508	\$43,959	19,166	2,588	\$24.19	119%	8.7%	60%	7.4	
Commuter/Express	781	Weekdays	\$1,340,045	\$313,003	106,555	4,347	\$9.64	48%	23.4%	161%	24.5	
Commuter/Express	784	Weekdays	\$400,226	\$55,169	18,781	1,537	\$18.37	91%	13.8%	95%	12.2	
Commuter/Express	785	Weekdays	\$524,568	\$97,013	33,026	1,817	\$12.95	64%	18.5%	128%	18.2	
Commuter/Express	789	Weekdays	\$216,193	\$56,538	19,247	603	\$8.30	41%	26.2%	181%	31.9	
Commuter/Express	790	Weekdays	\$385,432	\$41,171	17,980	2,050	\$19.15	94%	10.7%	74%	8.8	
Commuter/Express	795	Weekdays	\$91,275	\$11,195	4,918	498	\$16.28	80%	12.3%	85%	9.9	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/ Express	824	Weekdays	\$133,135	\$21,437	7,434	372	\$15.02	74%	16.1%	111%	20.0	
Commuter/ Express	850	Weekdays	\$1,573,764	\$361,498	91,361	3,460	\$13.27	65%	23.0%	159%	26.4	
Commuter/ Express	852	Weekdays	\$819,379	\$92,288	60,045	7,876	\$12.11	60%	11.3%	78%	7.6	
Commuter/ Express	852	Saturdays	\$49,296	\$3,852	3,637	499	\$12.50	100%	7.8%	100%	7.3	
Core Local Bus	2	Weekdays	\$7,510,517	\$942,622	932,961	25,434	\$7.04	56%	12.6%	144%	36.7	
Core Local Bus	2	Saturdays	\$1,093,468	\$91,734	111,699	3,580	\$8.97	58%	8.4%	151%	31.2	
Core Local Bus	2	Sundays	\$1,065,209	\$82,648	96,243	3,427	\$10.21	63%	7.8%	140%	28.1	
Core Local Bus	3	Weekdays	\$12,098,584	\$1,482,427	1,163,849	43,078	\$9.12	73%	12.3%	140%	27.0	
Core Local Bus	3	Saturdays	\$1,778,961	\$104,545	109,370	6,418	\$15.31	99%	5.9%	106%	17.0	
Core Local Bus	3	Sundays	\$1,126,563	\$76,081	76,233	3,976	\$13.78	85%	6.8%	122%	19.2	
Core Local Bus	4	Weekdays	\$9,479,698	\$1,001,307	730,517	33,931	\$11.61	93%	10.6%	121%	21.5	
Core Local Bus	4	Saturdays	\$1,750,955	\$106,969	105,912	6,388	\$15.52	101%	6.1%	110%	16.6	
Core Local Bus	4	Sundays	\$1,385,056	\$79,744	74,702	4,752	\$17.47	108%	5.8%	104%	15.7	
Core Local Bus	6	Weekdays	\$10,784,956	\$1,093,396	865,307	37,675	\$11.20	89%	10.1%	116%	23.0	
Core Local Bus	6	Saturdays	\$2,069,866	\$123,016	128,825	7,268	\$15.11	98%	5.9%	107%	17.7	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	6	Sundays	\$2,114,018	\$109,849	113,675	7,032	\$17.63	109%	5.2%	94%	16.2	
Core Local Bus	7	Weekdays	\$3,777,971	\$214,462	183,753	13,877	\$19.39	155%	5.7%	65%	13.2	
Core Local Bus	7	Saturdays	\$456,382	\$18,290	19,052	1,573	\$22.99	149%	4.0%	72%	12.1	
Core Local Bus	7	Sundays	\$497,922	\$16,608	16,714	1,643	\$28.80	178%	3.3%	60%	10.2	
Core Local Bus	9	Weekdays	\$4,914,439	\$310,095	255,212	16,754	\$18.04	144%	6.3%	72%	15.2	
Core Local Bus	9	Saturdays	\$811,399	\$30,067	33,541	2,725	\$23.29	151%	3.7%	67%	12.3	
Core Local Bus	9	Sundays	\$673,855	\$25,245	27,331	2,179	\$23.73	147%	3.7%	68%	12.5	
Core Local Bus	10	Weekdays	\$10,542,540	\$963,981	999,920	37,376	\$9.58	77%	9.1%	105%	26.8	
Core Local Bus	10	Saturdays	\$1,742,458	\$122,361	156,321	5,940	\$10.36	67%	7.0%	126%	26.3	
Core Local Bus	10	Sundays	\$1,481,424	\$106,372	133,019	4,823	\$10.34	64%	7.2%	130%	27.6	
Core Local Bus	11	Weekdays	\$9,164,293	\$824,011	711,845	32,161	\$11.72	94%	9.0%	103%	22.1	
Core Local Bus	11	Saturdays	\$1,506,678	\$82,774	95,026	5,297	\$14.98	97%	5.5%	99%	17.9	
Core Local Bus	11	Sundays	\$1,027,541	\$60,931	66,754	3,602	\$14.48	90%	5.9%	107%	18.5	
Core Local Bus	14	Weekdays	\$9,018,300	\$750,458	675,185	32,845	\$12.25	98%	8.3%	95%	20.6	
Core Local Bus	14	Saturdays	\$1,349,755	\$74,063	87,206	4,610	\$14.63	95%	5.5%	99%	18.9	
Core Local Bus	14	Sundays	\$1,485,258	\$72,631	79,449	5,142	\$17.78	110%	4.9%	88%	15.5	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	17	Weekdays	\$9,629,776	\$871,082	817,858	33,603	\$10.71	86%	9.0%	103%	24.3	
Core Local Bus	17	Saturdays	\$1,411,905	\$92,960	114,022	4,957	\$11.57	75%	6.6%	118%	23.0	
Core Local Bus	17	Sundays	\$1,241,364	\$77,839	87,230	4,329	\$13.34	83%	6.3%	113%	20.1	
Core Local Bus	18	Weekdays	\$11,282,416	\$1,229,252	1,242,658	40,074	\$8.09	65%	10.9%	125%	31.0	
Core Local Bus	18	Saturdays	\$1,960,548	\$152,378	191,674	6,873	\$9.43	61%	7.8%	140%	27.9	
Core Local Bus	18	Sundays	\$2,055,398	\$150,730	184,788	7,234	\$10.31	64%	7.3%	132%	25.5	
Core Local Bus	21	Weekdays	\$15,800,159	\$1,793,111	1,841,977	56,758	\$7.60	61%	11.3%	130%	32.5	
Core Local Bus	21	Saturdays	\$2,679,768	\$208,941	283,941	9,819	\$8.70	57%	7.8%	140%	28.9	
Core Local Bus	21	Sundays	\$2,425,432	\$194,389	257,383	8,634	\$8.67	54%	8.0%	145%	29.8	
Core Local Bus	22	Weekdays	\$10,109,268	\$801,499	655,361	37,045	\$14.20	113%	7.9%	91%	17.7	
Core Local Bus	22	Saturdays	\$1,231,952	\$65,944	76,449	4,674	\$15.25	99%	5.4%	96%	16.4	
Core Local Bus	22	Sundays	\$1,394,632	\$64,282	70,868	5,159	\$18.77	116%	4.6%	83%	13.7	
Core Local Bus	25	Weekdays	\$1,137,092	\$95,605	45,142	3,451	\$23.07	184%	8.4%	96%	13.1	
Core Local Bus	54	Weekdays	\$9,458,902	\$916,534	865,800	33,513	\$9.87	79%	9.7%	111%	25.8	
Core Local Bus	54	Saturdays	\$1,678,504	\$132,566	142,142	6,001	\$10.88	71%	7.9%	142%	23.7	
Core Local Bus	54	Sundays	\$1,120,588	\$97,517	99,614	3,845	\$10.27	64%	8.7%	157%	25.9	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	61	Weekdays	\$5,461,456	\$502,373	359,426	19,473	\$13.80	110%	9.2%	105%	18.5	
Core Local Bus	61	Saturdays	\$442,753	\$21,503	23,643	1,496	\$17.82	116%	4.9%	87%	15.8	
Core Local Bus	62	Weekdays	\$5,267,892	\$188,054	406,182	18,302	\$12.51	100%	3.6%	41%	22.2	
Core Local Bus	62	Saturdays	\$853,846	\$19,020	59,725	3,202	\$13.98	91%	2.2%	40%	18.7	
Core Local Bus	62	Sundays	\$607,491	\$15,223	49,823	2,064	\$11.89	74%	2.5%	45%	24.1	
Core Local Bus	63	Weekdays	\$8,811,395	\$822,438	736,734	31,357	\$10.84	87%	9.3%	107%	23.5	
Core Local Bus	63	Saturdays	\$1,529,970	\$87,901	106,166	5,470	\$13.58	88%	5.7%	103%	19.4	
Core Local Bus	63	Sundays	\$1,365,613	\$76,808	84,237	4,642	\$15.30	95%	5.6%	102%	18.1	
Core Local Bus	64	Weekdays	\$8,151,625	\$655,100	644,714	28,030	\$11.63	93%	8.0%	92%	23.0	
Core Local Bus	64	Saturdays	\$1,425,048	\$71,488	89,278	4,997	\$15.16	98%	5.0%	90%	17.9	
Core Local Bus	64	Sundays	\$1,135,010	\$83,339	100,456	4,080	\$10.47	65%	7.3%	133%	24.6	
Core Local Bus	67	Weekdays	\$997,829	\$93,728	81,918	9,294	\$11.04	88%	9.4%	107%	8.8	
Core Local Bus	67	Saturdays	\$164,767	\$8,182	8,905	1,402	\$17.58	114%	5.0%	89%	6.4	
Core Local Bus	67	Sundays	\$157,791	\$5,454	6,472	1,345	\$23.54	146%	3.5%	62%	4.8	
Core Local Bus	68	Weekdays	\$7,393,110	\$463,249	487,225	26,464	\$14.22	114%	6.3%	72%	18.4	
Core Local Bus	68	Saturdays	\$1,294,074	\$61,685	80,072	4,801	\$15.39	100%	4.8%	86%	16.7	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	68	Sundays	\$1,187,719	\$58,155	72,818	4,130	\$15.51	96%	4.9%	88%	17.6	
Core Local Bus	70	Weekdays	\$392,155	\$30,402	28,432	3,446	\$12.72	102%	7.8%	89%	8.3	
Core Local Bus	70	Saturdays	\$47,960	\$2,329	2,413	418	\$18.91	123%	4.9%	87%	5.8	
Core Local Bus	70	Sundays	\$51,178	\$1,737	2,026	444	\$24.40	151%	3.4%	61%	4.6	
Core Local Bus	71	Weekdays	\$4,317,075	\$189,824	182,980	13,926	\$22.56	180%	4.4%	50%	13.1	
Core Local Bus	71	Saturdays	\$652,610	\$15,615	21,037	2,028	\$30.28	197%	2.4%	43%	10.4	
Core Local Bus	71	Sundays	\$197,765	\$8,709	9,225	676	\$20.49	127%	4.4%	79%	13.7	
Core Local Bus	74	Weekdays	\$7,865,220	\$695,311	584,358	28,134	\$12.27	98%	8.8%	101%	20.8	
Core Local Bus	74	Saturdays	\$1,038,528	\$60,283	67,956	3,618	\$14.40	94%	5.8%	104%	18.8	
Core Local Bus	74	Sundays	\$1,182,281	\$56,710	63,347	4,025	\$17.77	110%	4.8%	87%	15.7	
Core Local Bus	75	Weekdays	\$604,590	\$63,868	67,894	5,520	\$7.96	64%	10.6%	121%	12.3	
Supporting Local Bus	5	Weekdays	\$3,447,021	\$212,119	193,230	11,504	\$16.74	126%	6.2%	64%	16.8	
Supporting Local Bus	5	Saturdays	\$674,939	\$22,462	27,473	2,240	\$23.75	133%	3.3%	60%	12.3	
Supporting Local Bus	5	Sundays	\$744,569	\$21,508	25,470	2,436	\$28.39	139%	2.9%	56%	10.5	
Supporting Local Bus	23	Weekdays	\$3,126,045	\$143,960	123,410	9,793	\$24.16	182%	4.6%	48%	12.6	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Supporting Local Bus	23	Saturdays	\$399,988	\$14,450	17,125	1,120	\$22.51	126%	3.6%	65%	15.3	
Supporting Local Bus	23	Sundays	\$437,298	\$12,699	13,371	1,223	\$31.76	155%	2.9%	56%	10.9	
Supporting Local Bus	30	Weekdays	\$1,134,979	\$70,262	68,891	8,183	\$15.46	117%	6.2%	64%	8.4	
Supporting Local Bus	30	Saturdays	\$188,649	\$8,004	8,839	1,383	\$20.44	115%	4.2%	76%	6.4	
Supporting Local Bus	30	Sundays	\$209,632	\$6,535	6,868	1,537	\$29.57	145%	3.1%	60%	4.5	
Supporting Local Bus	32	Weekdays	\$2,899,632	\$119,857	261,498	9,189	\$10.63	80%	4.1%	43%	28.5	
Supporting Local Bus	32	Saturdays	\$480,154	\$12,715	43,006	1,669	\$10.87	61%	2.6%	48%	25.8	
Supporting Local Bus	32	Sundays	\$497,535	\$10,393	35,613	1,651	\$13.68	67%	2.1%	40%	21.6	
Supporting Local Bus	33	Weekdays	\$113,622	\$17,657	11,997	898	\$8.00	60%	15.5%	161%	13.4	
Supporting Local Bus	33	Saturdays	\$22,409	\$892	663	154	\$32.45	182%	4.0%	72%	4.3	
Supporting Local Bus	46	Weekdays	\$2,800,259	\$146,616	104,438	9,008	\$25.41	192%	5.2%	54%	11.6	
Supporting Local Bus	65	Weekdays	\$682,853	\$92,324	81,448	6,090	\$7.25	55%	13.5%	140%	13.4	
Supporting Local Bus	65	Saturdays	\$127,065	\$11,774	11,621	1,172	\$9.92	56%	9.3%	167%	9.9	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Supporting Local Bus	65	Sundays	\$109,157	\$8,509	8,336	988	\$12.07	59%	7.8%	150%	8.4	
Supporting Local Bus	80	Weekdays	\$409,513	\$50,106	45,966	3,524	\$7.82	59%	12.2%	127%	13.0	
Supporting Local Bus	80	Saturdays	\$84,244	\$6,564	7,303	719	\$10.64	60%	7.8%	140%	10.2	
Supporting Local Bus	80	Sundays	\$50,751	\$5,851	5,302	432	\$8.47	41%	11.5%	222%	12.3	
Supporting Local Bus	83	Weekdays	\$673,626	\$79,326	60,333	6,307	\$9.85	74%	11.8%	122%	9.6	
Supporting Local Bus	83	Saturdays	\$112,967	\$6,483	5,833	992	\$18.26	102%	5.7%	103%	5.9	
Supporting Local Bus	83	Sundays	\$125,340	\$4,884	4,952	1,090	\$24.32	119%	3.9%	75%	4.5	
Supporting Local Bus	87	Weekdays	\$1,026,950	\$176,044	118,950	9,653	\$7.15	54%	17.1%	178%	12.3	
Supporting Local Bus	87	Saturdays	\$187,362	\$17,500	14,454	1,759	\$11.75	66%	9.3%	168%	8.2	
Supporting Local Bus	87	Sundays	\$147,311	\$10,918	8,939	1,379	\$15.26	75%	7.4%	142%	6.5	
Suburban Local Bus	219	Weekdays	\$919,839	\$65,973	57,178	7,413	\$14.93	43%	7.2%	116%	7.7	
Suburban Local Bus	219	Saturdays	\$105,972	\$6,302	6,160	1,079	\$16.18	51%	5.9%	110%	5.7	
Suburban Local Bus	225	Weekdays	\$180,774	\$9,012	8,620	1,590	\$19.93	58%	5.0%	80%	5.4	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	225	Saturdays	\$28,965	\$817	975	254	\$28.87	91%	2.8%	52%	3.8	
Suburban Local Bus	227	Weekdays	\$164,296	\$8,248	6,481	1,439	\$24.08	70%	5.0%	81%	4.5	
Suburban Local Bus	227	Saturdays	\$29,725	\$1,048	949	263	\$30.22	96%	3.5%	65%	3.6	
Suburban Local Bus	323	Weekdays	\$656,057	\$40,654	41,038	4,994	\$15.00	43%	6.2%	100%	8.2	
Suburban Local Bus	323	Saturdays	\$116,631	\$3,925	4,468	893	\$25.23	80%	3.4%	62%	5.0	
Suburban Local Bus	323	Sundays	\$124,587	\$3,027	3,569	928	\$34.06	81%	2.4%	52%	3.8	
Suburban Local Bus	410	Weekdays	\$186,269	\$7,778	3,310	1,122	\$53.92	156%	4.2%	67%	3.0	Seasonal route that runs 4 days per week (Thurs-Sun) from approx. May to Nov.
Suburban Local Bus	410	Saturdays	\$119,329	\$5,785	2,462	709	\$46.12	146%	4.8%	90%	3.5	Seasonal route that runs 4 days per week (Thurs-Sun) from approx. May to Nov.

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	410	Sundays	\$134,462	\$4,937	2,101	796	\$61.65	146%	3.7%	79%	2.6	Seasonal route that runs 4 days per week (Thurs-Sun) from approx. May to Nov.
Suburban Local Bus	420	Weekdays	\$587,990	\$19,368	8,242	2,935	\$68.99	200%	3.3%	53%	2.8	
Suburban Local Bus	420	Saturdays	\$73,302	\$1,666	709	399	\$101.04	320%	2.3%	42%	1.8	
Suburban Local Bus	420	Sundays	\$79,492	\$1,476	628	433	\$124.23	295%	1.9%	40%	1.5	
Suburban Local Bus	425	Weekdays	\$1,502,034	\$37,466	15,944	6,915	\$91.86	266%	2.5%	40%	2.3	
Suburban Local Bus	436	Weekdays	\$863,702	\$26,257	11,174	3,526	\$74.95	217%	3.0%	49%	3.2	
Suburban Local Bus	440	Weekdays	\$899,704	\$42,582	18,121	4,685	\$47.30	137%	4.7%	76%	3.9	
Suburban Local Bus	440	Saturdays	\$106,680	\$3,013	1,282	517	\$80.86	256%	2.8%	52%	2.5	
Suburban Local Bus	440	Sundays	\$115,710	\$2,575	1,096	560	\$103.22	245%	2.2%	48%	2.0	
Suburban Local Bus	442	Weekdays	\$1,557,327	\$77,524	32,991	7,912	\$44.85	130%	5.0%	80%	4.2	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	442	Saturdays	\$228,989	\$12,149	5,170	1,239	\$41.94	133%	5.3%	98%	4.2	
Suburban Local Bus	442	Sundays	\$245,948	\$10,854	4,619	1,331	\$50.90	121%	4.4%	95%	3.5	
Suburban Local Bus	444	Weekdays	\$2,479,252	\$303,561	129,182	13,664	\$16.84	49%	12.2%	198%	9.5	
Suburban Local Bus	444	Saturdays	\$468,900	\$55,271	23,521	2,537	\$17.59	56%	11.8%	218%	9.3	
Suburban Local Bus	444	Sundays	\$503,626	\$46,363	19,730	2,725	\$23.18	55%	9.2%	199%	7.2	
Suburban Local Bus	445	Weekdays	\$1,047,278	\$75,583	32,165	5,426	\$30.21	88%	7.2%	116%	5.9	
Suburban Local Bus	445	Saturdays	\$158,055	\$11,199	4,766	754	\$30.81	98%	7.1%	131%	6.3	
Suburban Local Bus	445	Sundays	\$168,580	\$9,211	3,920	809	\$40.66	97%	5.5%	118%	4.8	
Suburban Local Bus	446	Weekdays	\$1,294,129	\$83,665	35,604	6,634	\$34.00	99%	6.5%	104%	5.4	
Suburban Local Bus	446	Saturdays	\$139,544	\$7,696	3,275	644	\$40.26	128%	5.5%	102%	5.1	
Suburban Local Bus	446	Sundays	\$149,884	\$6,657	2,833	691	\$50.56	120%	4.4%	96%	4.1	
Suburban Local Bus	447	Weekdays	\$989,116	\$39,381	16,759	5,327	\$56.67	164%	4.0%	64%	3.1	
Suburban Local Bus	447	Saturdays	\$207,737	\$6,333	2,695	1,128	\$74.73	237%	3.0%	56%	2.4	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	447	Sundays	\$223,894	\$5,752	2,448	1,216	\$89.11	212%	2.6%	55%	2.0	
Suburban Local Bus	489	Weekdays	\$241,909	\$12,393	5,274	1,269	\$43.52	126%	5.1%	83%	4.2	
Suburban Local Bus	495	Weekdays	\$1,405,413	\$157,660	67,093	7,367	\$18.60	54%	11.2%	181%	9.1	
Suburban Local Bus	495	Saturdays	\$314,351	\$29,848	12,702	1,566	\$22.40	71%	9.5%	175%	8.1	
Suburban Local Bus	495	Sundays	\$337,692	\$27,599	11,745	1,684	\$26.40	63%	8.2%	176%	7.0	
Suburban Local Bus	497	Weekdays	\$719,551	\$27,670	11,775	3,162	\$58.76	170%	3.8%	62%	3.7	
Suburban Local Bus	497	Saturdays	\$70,519	\$3,071	1,307	367	\$51.60	164%	4.4%	80%	3.6	
Suburban Local Bus	497	Sundays	\$75,665	\$2,507	1,067	394	\$68.56	163%	3.3%	71%	2.7	
Suburban Local Bus	498	Weekdays	\$1,081,554	\$12,144	5,168	5,402	\$206.93	600%	1.1%	18%	1.0	Route removed during 2023; conclusion of grant funding
Suburban Local Bus	499	Weekdays	\$630,350	\$24,803	10,555	2,850	\$57.37	166%	3.9%	63%	3.7	
Suburban Local Bus	499	Saturdays	\$75,071	\$2,928	1,246	363	\$57.90	183%	3.9%	72%	3.4	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	499	Sundays	\$80,600	\$2,143	912	390	\$86.03	204%	2.7%	57%	2.3	
Suburban Local Bus	501	Weekdays	\$99,962	\$1,404	1,052	178	\$93.68	271%	1.4%	23%	5.9	
Suburban Local Bus	515	Weekdays	\$3,425,737	\$254,843	258,034	10,230	\$12.29	36%	7.4%	120%	25.2	
Suburban Local Bus	515	Saturdays	\$564,725	\$38,207	43,269	1,537	\$12.17	39%	6.8%	125%	28.1	
Suburban Local Bus	515	Sundays	\$555,117	\$34,144	36,996	1,543	\$14.08	33%	6.2%	133%	24.0	
Suburban Local Bus	534	Weekdays	\$181,597	\$13,999	11,211	1,682	\$14.95	43%	7.7%	124%	6.7	
Suburban Local Bus	537	Weekdays	\$95,349	\$9,446	5,306	777	\$16.19	47%	9.9%	160%	6.8	
Suburban Local Bus	538	Weekdays	\$728,123	\$65,560	60,358	6,970	\$10.98	32%	9.0%	145%	8.7	
Suburban Local Bus	538	Saturdays	\$117,881	\$8,725	8,837	1,157	\$12.35	39%	7.4%	137%	7.6	
Suburban Local Bus	538	Sundays	\$104,695	\$6,048	6,226	1,034	\$15.84	38%	5.8%	125%	6.0	
Suburban Local Bus	539	Weekdays	\$682,984	\$118,952	92,119	6,047	\$6.12	18%	17.4%	281%	15.2	
Suburban Local Bus	539	Saturdays	\$70,728	\$8,373	7,748	530	\$8.05	25%	11.8%	219%	14.6	
Suburban Local Bus	539	Sundays	\$63,574	\$4,842	4,557	478	\$12.89	31%	7.6%	164%	9.5	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	540	Weekdays	\$1,196,284	\$115,932	101,197	8,373	\$10.68	31%	9.7%	156%	12.1	
Suburban Local Bus	540	Saturdays	\$178,195	\$14,098	12,406	1,224	\$13.23	42%	7.9%	146%	10.1	
Suburban Local Bus	540	Sundays	\$101,377	\$7,090	5,688	684	\$16.58	39%	7.0%	151%	8.3	
Suburban Local Bus	542	Weekdays	\$355,745	\$19,199	16,673	2,262	\$20.19	58%	5.4%	87%	7.4	
Suburban Local Bus	546	Weekdays	\$412,603	\$36,640	30,752	3,180	\$12.23	35%	8.9%	143%	9.7	
Suburban Local Bus	546	Saturdays	\$70,909	\$5,580	4,108	649	\$15.90	50%	7.9%	145%	6.3	
Suburban Local Bus	546	Sundays	\$63,776	\$3,130	2,380	585	\$25.48	61%	4.9%	106%	4.1	
Suburban Local Bus	612	Weekdays	\$3,632,728	\$166,411	166,990	11,498	\$20.76	60%	4.6%	74%	14.5	
Suburban Local Bus	612	Saturdays	\$603,345	\$16,621	20,916	1,950	\$28.05	89%	2.8%	51%	10.7	
Suburban Local Bus	612	Sundays	\$435,272	\$13,314	16,730	1,315	\$25.22	60%	3.1%	66%	12.7	
Suburban Local Bus	615	Weekdays	\$402,513	\$19,893	15,909	4,216	\$24.05	70%	4.9%	80%	3.8	
Suburban Local Bus	615	Saturdays	\$78,906	\$2,506	2,477	823	\$30.84	98%	3.2%	59%	3.0	
Suburban Local Bus	645	Weekdays	\$2,897,022	\$184,567	138,010	10,082	\$19.65	57%	6.4%	103%	13.7	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	645	Saturdays	\$271,091	\$10,759	11,876	1,031	\$21.92	69%	4.0%	73%	11.5	
Suburban Local Bus	645	Sundays	\$226,039	\$7,300	8,182	846	\$26.73	63%	3.2%	70%	9.7	
Suburban Local Bus	705	Weekdays	\$666,383	\$23,675	23,749	4,541	\$27.06	78%	3.6%	57%	5.2	
Suburban Local Bus	716	Weekdays	\$318,489	\$23,226	21,523	3,010	\$13.72	40%	7.3%	118%	7.2	
Suburban Local Bus	716	Saturdays	\$58,806	\$3,745	3,569	570	\$15.43	49%	6.4%	118%	6.3	
Suburban Local Bus	717	Weekdays	\$339,565	\$20,727	27,526	3,219	\$11.58	34%	6.1%	98%	8.6	
Suburban Local Bus	721	Weekdays	\$1,760,182	\$94,321	98,364	5,890	\$16.94	49%	5.4%	86%	16.7	
Suburban Local Bus	721	Saturdays	\$251,867	\$10,491	13,005	858	\$18.56	59%	4.2%	77%	15.2	
Suburban Local Bus	721	Sundays	\$297,071	\$11,626	13,338	957	\$21.40	51%	3.9%	84%	13.9	
Suburban Local Bus	722	Weekdays	\$1,811,845	\$109,936	114,930	5,975	\$14.81	43%	6.1%	98%	19.2	
Suburban Local Bus	722	Saturdays	\$372,255	\$15,255	18,373	1,169	\$19.43	62%	4.1%	76%	15.7	
Suburban Local Bus	722	Sundays	\$381,839	\$15,978	18,682	1,219	\$19.58	46%	4.2%	90%	15.3	
Suburban Local Bus	723	Weekdays	\$1,653,214	\$75,003	78,113	5,267	\$20.20	59%	4.5%	73%	14.8	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	723	Saturdays	\$132,197	\$6,666	7,931	438	\$15.83	50%	5.0%	93%	18.1	
Suburban Local Bus	723	Sundays	\$137,862	\$5,740	6,794	441	\$19.45	46%	4.2%	90%	15.4	
Suburban Local Bus	724	Weekdays	\$2,855,457	\$204,474	211,173	8,342	\$12.55	36%	7.2%	116%	25.3	
Suburban Local Bus	724	Saturdays	\$429,587	\$31,184	36,276	1,256	\$10.98	35%	7.3%	134%	28.9	
Suburban Local Bus	724	Sundays	\$463,883	\$28,696	33,898	1,313	\$12.84	30%	6.2%	133%	25.8	
Suburban Local Bus	801	Weekdays	\$523,633	\$44,136	40,152	4,616	\$11.94	35%	8.4%	136%	8.7	
Suburban Local Bus	804	Weekdays	\$457,037	\$17,160	13,939	4,463	\$31.56	91%	3.8%	61%	3.1	
Suburban Local Bus	804	Saturdays	\$72,719	\$1,847	1,745	730	\$40.61	129%	2.5%	47%	2.4	
Suburban Local Bus	805	Weekdays	\$462,784	\$36,592	30,408	4,404	\$14.02	41%	7.9%	128%	6.9	
Suburban Local Bus	805	Saturdays	\$47,558	\$2,487	2,543	464	\$17.72	56%	5.2%	97%	5.5	
Arterial BRT	A	Weekdays	\$6,904,528	\$570,508	893,248	21,133	\$7.09	114%	8.3%	126%	42.3	
Arterial BRT	A	Saturdays	\$1,292,183	\$98,875	169,109	3,905	\$7.06	101%	7.7%	153%	43.3	
Arterial BRT	A	Sundays	\$1,383,641	\$75,699	153,792	4,063	\$8.50	106%	5.5%	138%	37.9	
Arterial BRT	C	Weekdays	\$8,938,745	\$573,556	1,350,230	29,062	\$6.20	100%	6.4%	98%	46.5	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Arterial BRT	C	Saturdays	\$1,620,673	\$63,325	203,833	5,180	\$7.64	110%	3.9%	78%	39.4	
Arterial BRT	C	Sundays	\$1,789,305	\$58,945	196,670	5,632	\$8.80	110%	3.3%	83%	34.9	
Arterial BRT	D	Weekdays	\$16,743,148	\$826,258	2,993,012	60,497	\$5.32	86%	4.9%	75%	49.5	
Arterial BRT	D	Saturdays	\$3,253,925	\$111,881	508,666	11,784	\$6.18	89%	3.4%	69%	43.2	
Arterial BRT	D	Sundays	\$3,365,322	\$103,902	489,031	12,190	\$6.67	83%	3.1%	78%	40.1	
Highway BRT	Orange	Weekdays	\$5,385,436	\$359,929	379,119	18,239	\$13.26	85%	6.7%	129%	20.8	
Highway BRT	Orange	Saturdays	\$721,388	\$15,896	41,909	2,463	\$16.83	104%	2.2%	69%	17.0	
Highway BRT	Orange	Sundays	\$622,514	\$14,913	38,659	2,109	\$15.72	92%	2.4%	80%	18.3	
Highway BRT	Red	Weekdays	\$1,878,568	\$69,081	100,523	6,583	\$18.00	115%	3.7%	71%	15.3	
Highway BRT	Red	Saturdays	\$368,648	\$15,511	22,571	1,241	\$15.65	96%	4.2%	131%	18.2	
Highway BRT	Red	Sundays	\$410,381	\$14,812	21,553	1,375	\$18.35	108%	3.6%	120%	15.7	
Light Rail	Blue	Weekdays	\$33,565,624	\$3,743,341	4,590,178	26,010	\$6.50	121%	11.2%	76%	176.5	
Light Rail	Blue	Saturdays	\$6,851,578	\$779,834	956,252	5,287	\$6.35	110%	11.4%	85%	180.9	
Light Rail	Blue	Sundays	\$7,644,614	\$805,873	988,182	5,902	\$6.92	101%	10.5%	92%	167.4	
Light Rail	Green	Weekdays	\$32,193,438	\$5,873,115	6,199,200	28,728	\$4.25	79%	18.2%	124%	215.8	
Light Rail	Green	Saturdays	\$6,542,156	\$1,015,646	1,072,036	5,810	\$5.16	90%	15.5%	115%	184.5	

Table F1: 2023 Route Performance Detail (continued)

2023							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Light Rail	Green	Sundays	\$7,302,853	\$900,072	950,045	6,489	\$6.74	99%	12.3%	108%	146.4	
Commuter Rail	Northstar	All Days	\$11,369,678	\$315,411	94,806	1,092	\$116.60	100%	2.8%	100%	86.8	
Microtransit	Metro micro	All Days	\$1,066,667	\$70,588	63,738	13,414	\$15.63	48%	6.6%	107%	4.8	
Microtransit	SW Prime	All Days	\$6,866,920	\$599,017	142,614	56,841	\$43.95	136%	8.7%	141%	2.5	
Microtransit	MY RIDE	All Days	\$1,572,385	\$74,099	38,514	17,494	\$38.90	120%	4.7%	76%	2.2	
Microtransit	Click and Ride	All Days	\$1,531,293	\$71,732	45,132	15,655	\$32.34	100%	4.7%	76%	2.9	
Microtransit	Connect	All Days	\$3,657,440	\$232,119	109,925	39,250	\$31.16	96%	6.3%	102%	2.8	
General DAR	Transit Link	All Days	\$8,708,762	\$532,995	122,781	88,450	\$66.59	100%	6.1%	99%	1.4	

Performance Review Legend	
Subsidy per Passenger and Farebox Recovery	Passengers per In-Service Hour
Meets Standards	Meets Standards
Level 1 Review	Does Not Meet Standards
Level 2 Review	
Level 3 Review	

Table F2: 2024 Route Performance Detail

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/Express	94	Weekdays	\$3,247,869	\$298,052	212,650	9,821	\$13.87	74%	9.2%	62%	21.7	
Commuter/Express	113	Weekdays	\$558,292	\$53,290	38,966	1,353	\$12.96	69%	9.5%	65%	28.8	
Commuter/Express	114	Weekdays	\$644,799	\$66,266	47,903	1,536	\$12.08	64%	10.3%	70%	31.2	
Commuter/Express	250	Weekdays	\$1,584,560	\$409,778	91,752	3,428	\$12.80	68%	25.9%	175%	26.8	
Commuter/Express	252	Weekdays	\$277,529	\$28,352	14,884	501	\$16.74	89%	10.2%	69%	29.7	
Commuter/Express	264	Weekdays	\$241,984	\$52,717	11,884	591	\$15.93	85%	21.8%	148%	20.1	
Commuter/Express	270	Weekdays	\$778,098	\$176,168	39,770	1,674	\$15.14	80%	22.6%	153%	23.8	
Commuter/Express	275	Weekdays	\$300,160	\$50,096	12,286	643	\$20.35	108%	16.7%	113%	19.1	
Commuter/Express	294	Weekdays	\$205,993	\$21,266	6,434	587	\$28.71	153%	10.3%	70%	11.0	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/Express	351	Weekdays	\$329,747	\$35,477	10,646	605	\$27.64	147%	10.8%	73%	17.6	
Commuter/Express	355	Weekdays	\$1,207,145	\$283,308	68,053	2,429	\$13.58	72%	23.5%	159%	28.0	
Commuter/Express	363	Weekdays	\$622,539	\$128,264	31,338	1,310	\$15.77	84%	20.6%	140%	23.9	
Commuter/Express	460	Weekdays	\$1,120,190	\$220,284	100,112	4,605	\$8.99	48%	19.7%	133%	21.7	
Commuter/Express	465	Weekdays	\$1,795,422	\$296,586	134,789	7,510	\$11.12	59%	16.5%	112%	17.9	
Commuter/Express	467	Weekdays	\$649,294	\$82,504	28,795	1,739	\$19.68	105%	12.7%	86%	16.6	
Commuter/Express	470	Weekdays	\$438,129	\$75,147	34,152	1,670	\$10.63	57%	17.2%	116%	20.5	
Commuter/Express	472	Weekdays	\$415,354	\$38,108	17,319	1,572	\$21.78	116%	9.2%	62%	11.0	
Commuter/Express	475	Weekdays	\$1,123,757	\$151,150	68,693	4,620	\$14.16	75%	13.5%	91%	14.9	
Commuter/Express	477	Weekdays	\$1,276,632	\$297,618	135,258	5,278	\$7.24	38%	23.3%	158%	25.6	
Commuter/Express	480	Weekdays	\$584,423	\$51,984	23,625	2,515	\$22.54	120%	8.9%	60%	9.4	
Commuter/Express	484	Weekdays	\$196,414	\$7,924	3,601	630	\$52.34	278%	4.0%	27%	5.7	
Commuter/Express	490	Weekdays	\$908,647	\$74,100	33,676	3,694	\$24.78	132%	8.2%	55%	9.1	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/Express	493	Weekdays	\$325,554	\$29,707	13,501	1,186	\$21.91	117%	9.1%	62%	11.4	
Commuter/Express	578	Weekdays	\$242,783	\$44,430	11,792	570	\$16.82	89%	18.3%	124%	20.7	
Commuter/Express	600	Weekdays	\$142,987	\$13,364	4,922	603	\$26.34	140%	9.3%	63%	8.2	
Commuter/Express	667	Weekdays	\$354,234	\$55,350	15,565	750	\$19.20	102%	15.6%	106%	20.8	
Commuter/Express	673	Weekdays	\$418,663	\$69,478	17,003	981	\$20.54	109%	16.6%	112%	17.3	
Commuter/Express	695	Weekdays	\$615,494	\$110,048	40,531	2,596	\$12.47	66%	17.9%	121%	15.6	
Commuter/Express	698	Weekdays	\$2,564,191	\$486,667	179,241	10,814	\$11.59	62%	19.0%	129%	16.6	
Commuter/Express	747	Weekdays	\$1,332,150	\$65,272	29,367	3,968	\$43.14	229%	4.9%	33%	7.4	
Commuter/Express	755	Weekdays	\$919,565	\$54,297	31,675	2,613	\$27.32	145%	5.9%	40%	12.1	
Commuter/Express	760	Weekdays	\$333,954	\$36,680	11,779	844	\$25.24	134%	11.0%	74%	14.0	
Commuter/Express	761	Weekdays	\$278,103	\$22,805	8,692	585	\$29.37	156%	8.2%	56%	14.9	
Commuter/Express	763	Weekdays	\$219,799	\$24,763	7,899	602	\$24.69	131%	11.3%	76%	13.1	
Commuter/Express	764	Weekdays	\$152,815	\$28,772	8,254	370	\$15.03	80%	18.8%	128%	22.3	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/Express	766	Weekdays	\$536,287	\$52,390	14,562	1,305	\$33.23	177%	9.8%	66%	11.2	
Commuter/Express	768	Weekdays	\$991,255	\$245,017	57,557	1,850	\$12.97	69%	24.7%	167%	31.1	
Commuter/Express	774	Weekdays	\$842,325	\$139,543	62,987	4,608	\$11.16	59%	16.6%	112%	13.7	
Commuter/Express	776	Weekdays	\$479,426	\$52,251	23,580	2,511	\$18.12	96%	10.9%	74%	9.4	
Commuter/Express	777	Weekdays	\$466,052	\$44,096	19,367	2,461	\$21.79	116%	9.5%	64%	7.9	
Commuter/Express	781	Weekdays	\$1,425,541	\$352,439	118,405	4,730	\$9.06	48%	24.7%	167%	25.0	
Commuter/Express	784	Weekdays	\$435,187	\$59,076	19,847	1,601	\$18.95	101%	13.6%	92%	12.4	
Commuter/Express	785	Weekdays	\$538,432	\$128,340	43,117	1,802	\$9.51	51%	23.8%	161%	23.9	
Commuter/Express	789	Weekdays	\$191,977	\$58,582	19,681	601	\$6.78	36%	30.5%	207%	32.7	
Commuter/Express	790	Weekdays	\$521,098	\$40,882	19,109	2,795	\$25.13	134%	7.8%	53%	6.8	
Commuter/Express	795	Weekdays	\$130,652	\$11,734	5,020	505	\$23.69	126%	9.0%	61%	9.9	
Commuter/Express	824	Weekdays	\$137,991	\$19,877	8,610	370	\$13.72	73%	14.4%	98%	23.2	
Commuter/Express	850	Weekdays	\$1,726,254	\$361,863	86,693	3,541	\$15.74	84%	21.0%	142%	24.5	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/ Express	852	Weekdays	\$746,775	\$124,542	68,711	7,790	\$9.06	48%	16.7%	113%	8.8	
Commuter/ Express	852	Saturdays	\$72,828	\$7,320	5,235	713	\$12.51	100%	10.1%	100%	7.3	
Core Local Bus	2	Weekdays	\$9,256,759	\$925,665	1,036,970	30,195	\$8.03	60%	10.0%	129%	34.3	
Core Local Bus	2	Saturdays	\$1,171,587	\$84,899	115,141	3,664	\$9.44	59%	7.2%	150%	31.4	
Core Local Bus	2	Sundays	\$1,118,261	\$77,884	102,339	3,487	\$10.17	65%	7.0%	143%	29.4	
Core Local Bus	3	Weekdays	\$12,731,743	\$1,314,327	1,219,341	42,975	\$9.36	70%	10.3%	133%	28.4	
Core Local Bus	3	Saturdays	\$1,870,476	\$99,583	116,572	6,426	\$15.19	96%	5.3%	110%	18.1	
Core Local Bus	3	Sundays	\$1,185,660	\$71,287	83,774	3,984	\$13.30	85%	6.0%	124%	21.0	
Core Local Bus	4	Weekdays	\$10,212,737	\$960,505	761,777	34,181	\$12.15	91%	9.4%	121%	22.3	
Core Local Bus	4	Saturdays	\$1,839,694	\$93,789	106,279	6,381	\$16.43	104%	5.1%	105%	16.7	
Core Local Bus	4	Sundays	\$1,495,604	\$74,563	80,180	4,862	\$17.72	113%	5.0%	103%	16.5	
Core Local Bus	6	Weekdays	\$12,201,495	\$973,592	808,041	39,709	\$13.90	105%	8.0%	103%	20.3	
Core Local Bus	6	Saturdays	\$2,349,448	\$107,991	121,671	7,669	\$18.42	116%	4.6%	95%	15.9	
Core Local Bus	6	Sundays	\$2,244,466	\$98,308	111,897	7,424	\$19.18	122%	4.4%	90%	15.1	
Core Local Bus	7	Weekdays	\$5,229,647	\$284,027	269,221	17,979	\$18.37	138%	5.4%	70%	15.0	
Core Local Bus	7	Saturdays	\$572,137	\$21,408	25,375	1,786	\$21.70	137%	3.7%	77%	14.2	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	7	Sundays	\$598,270	\$19,884	23,054	1,873	\$25.09	159%	3.3%	68%	12.3	
Core Local Bus	9	Weekdays	\$5,993,538	\$347,036	321,268	19,288	\$17.58	132%	5.8%	75%	16.7	
Core Local Bus	9	Saturdays	\$1,181,608	\$38,676	49,249	3,674	\$23.21	146%	3.3%	68%	13.4	
Core Local Bus	9	Sundays	\$706,072	\$25,644	31,054	2,123	\$21.91	139%	3.6%	75%	14.6	
Core Local Bus	10	Weekdays	\$12,654,876	\$885,875	1,043,976	41,754	\$11.27	85%	7.0%	90%	25.0	
Core Local Bus	10	Saturdays	\$1,824,184	\$104,425	151,783	6,004	\$11.33	71%	5.7%	118%	25.3	
Core Local Bus	10	Sundays	\$1,555,512	\$90,358	132,801	4,849	\$11.03	70%	5.8%	120%	27.4	
Core Local Bus	11	Weekdays	\$9,677,820	\$746,739	686,533	32,272	\$13.01	98%	7.7%	99%	21.3	
Core Local Bus	11	Saturdays	\$1,569,141	\$73,782	93,498	5,297	\$15.99	101%	4.7%	97%	17.7	
Core Local Bus	11	Sundays	\$1,071,280	\$51,428	64,651	3,602	\$15.77	100%	4.8%	99%	17.9	
Core Local Bus	14	Weekdays	\$9,466,317	\$709,441	706,108	32,885	\$12.40	93%	7.5%	97%	21.5	
Core Local Bus	14	Saturdays	\$1,405,745	\$70,188	91,308	4,610	\$14.63	92%	5.0%	103%	19.8	
Core Local Bus	14	Sundays	\$1,562,600	\$63,199	81,925	5,142	\$18.30	116%	4.0%	83%	15.9	
Core Local Bus	17	Weekdays	\$11,530,654	\$787,599	784,528	37,668	\$13.69	103%	6.8%	88%	20.8	
Core Local Bus	17	Saturdays	\$1,635,260	\$83,532	110,418	5,382	\$14.05	89%	5.1%	105%	20.5	
Core Local Bus	17	Sundays	\$1,518,306	\$68,685	88,593	4,990	\$16.36	104%	4.5%	93%	17.8	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	18	Weekdays	\$13,159,334	\$1,122,682	1,262,133	44,108	\$9.54	72%	8.5%	110%	28.6	
Core Local Bus	18	Saturdays	\$2,103,010	\$122,952	175,984	6,947	\$11.25	71%	5.8%	121%	25.3	
Core Local Bus	18	Sundays	\$2,224,444	\$127,121	176,698	7,314	\$11.87	75%	5.7%	118%	24.2	
Core Local Bus	21	Weekdays	\$21,564,656	\$1,600,074	1,863,799	72,606	\$10.71	81%	7.4%	96%	25.7	
Core Local Bus	21	Saturdays	\$3,806,044	\$196,005	293,505	12,790	\$12.30	78%	5.1%	106%	22.9	
Core Local Bus	21	Sundays	\$3,878,516	\$189,303	277,279	12,854	\$13.31	85%	4.9%	100%	21.6	
Core Local Bus	22	Weekdays	\$10,654,208	\$716,230	643,246	36,898	\$15.45	116%	6.7%	87%	17.4	
Core Local Bus	22	Saturdays	\$1,274,797	\$54,150	70,388	4,717	\$17.34	109%	4.2%	88%	14.9	
Core Local Bus	22	Sundays	\$1,465,085	\$54,936	69,624	5,204	\$20.25	129%	3.7%	77%	13.4	
Core Local Bus	25	Weekdays	\$1,797,052	\$108,684	57,704	5,414	\$29.26	220%	6.0%	78%	10.7	
Core Local Bus	54	Weekdays	\$10,139,651	\$889,820	884,015	33,838	\$10.46	79%	8.8%	113%	26.1	
Core Local Bus	54	Saturdays	\$1,753,217	\$125,524	142,983	5,999	\$11.38	72%	7.2%	148%	23.8	
Core Local Bus	54	Sundays	\$1,163,369	\$94,272	101,415	3,843	\$10.54	67%	8.1%	167%	26.4	
Core Local Bus	61	Weekdays	\$5,740,202	\$454,354	361,364	19,627	\$14.63	110%	7.9%	102%	18.4	
Core Local Bus	61	Saturdays	\$455,431	\$21,396	25,000	1,512	\$17.36	109%	4.7%	97%	16.5	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	62	Weekdays	\$5,673,295	\$0	506,623	18,472	\$11.20	84%	0.0%	0%	27.4	Zero Fare pilot route required by legislature
Core Local Bus	62	Saturdays	\$971,109	\$0	79,496	3,210	\$12.22	77%	0.0%	0%	24.8	Zero Fare pilot route required by legislature
Core Local Bus	62	Sundays	\$675,602	\$0	63,072	2,095	\$10.71	68%	0.0%	0%	30.1	Zero Fare pilot route required by legislature
Core Local Bus	63	Weekdays	\$9,916,099	\$704,433	700,533	32,447	\$13.15	99%	7.1%	92%	21.6	
Core Local Bus	63	Saturdays	\$1,681,161	\$80,208	103,499	5,527	\$15.47	97%	4.8%	98%	18.7	
Core Local Bus	63	Sundays	\$1,536,524	\$68,246	84,819	4,699	\$17.31	110%	4.4%	91%	18.1	
Core Local Bus	64	Weekdays	\$8,677,172	\$625,576	678,087	28,105	\$11.87	89%	7.2%	93%	24.1	
Core Local Bus	64	Saturdays	\$1,496,091	\$71,861	98,548	4,997	\$14.45	91%	4.8%	99%	19.7	
Core Local Bus	64	Sundays	\$1,199,278	\$82,466	107,692	4,080	\$10.37	66%	6.9%	141%	26.4	
Core Local Bus	67	Weekdays	\$1,170,869	\$144,208	122,038	11,748	\$8.41	63%	12.3%	159%	10.4	
Core Local Bus	67	Saturdays	\$230,201	\$15,646	15,354	2,117	\$13.97	88%	6.8%	140%	7.3	
Core Local Bus	67	Sundays	\$185,071	\$11,682	11,987	1,742	\$14.46	92%	6.3%	130%	6.9	
Core Local Bus	68	Weekdays	\$7,802,027	\$438,191	500,001	26,215	\$14.73	111%	5.6%	72%	19.1	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	68	Saturdays	\$1,403,028	\$55,549	81,081	4,870	\$16.62	105%	4.0%	82%	16.6	
Core Local Bus	68	Sundays	\$1,317,144	\$55,274	75,883	4,280	\$16.63	106%	4.2%	86%	17.7	
Core Local Bus	70	Weekdays	\$357,576	\$51,475	39,291	3,432	\$7.79	59%	14.4%	186%	11.4	
Core Local Bus	70	Saturdays	\$46,390	\$3,193	3,542	441	\$12.20	77%	6.9%	142%	8.0	
Core Local Bus	70	Sundays	\$46,056	\$2,694	2,848	436	\$15.23	97%	5.8%	120%	6.5	
Core Local Bus	71	Weekdays	\$4,576,478	\$170,427	179,903	14,050	\$24.49	184%	3.7%	48%	12.8	
Core Local Bus	71	Saturdays	\$687,374	\$13,501	18,834	2,042	\$35.78	225%	2.0%	41%	9.2	
Core Local Bus	71	Sundays	\$205,768	\$7,394	9,768	635	\$20.31	129%	3.6%	74%	15.4	
Core Local Bus	74	Weekdays	\$8,322,931	\$647,921	586,859	28,077	\$13.08	98%	7.8%	100%	20.9	
Core Local Bus	74	Saturdays	\$1,089,443	\$58,313	72,500	3,522	\$14.22	90%	5.4%	110%	20.6	
Core Local Bus	74	Sundays	\$1,224,813	\$58,102	71,581	3,919	\$16.30	104%	4.7%	98%	18.3	
Core Local Bus	75	Weekdays	\$597,583	\$74,289	66,808	5,650	\$7.83	59%	12.4%	160%	11.8	
Supporting Local Bus	5	Weekdays	\$3,637,618	\$163,579	174,746	11,809	\$19.88	147%	4.5%	47%	14.8	
Supporting Local Bus	5	Saturdays	\$701,609	\$16,726	22,564	2,282	\$30.35	114%	2.4%	48%	9.9	
Supporting Local Bus	5	Sundays	\$797,854	\$17,000	22,989	2,478	\$33.97	104%	2.1%	39%	9.3	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Supporting Local Bus	23	Weekdays	\$3,547,904	\$156,963	142,314	10,786	\$23.83	176%	4.4%	46%	13.2	
Supporting Local Bus	23	Saturdays	\$523,965	\$15,473	18,207	1,545	\$27.93	105%	3.0%	59%	11.8	
Supporting Local Bus	23	Sundays	\$468,118	\$12,211	13,774	1,196	\$33.10	101%	2.6%	48%	11.5	
Supporting Local Bus	30	Weekdays	\$1,352,631	\$112,798	103,660	9,652	\$11.96	88%	8.3%	86%	10.7	
Supporting Local Bus	30	Saturdays	\$233,740	\$11,966	12,138	1,708	\$18.27	69%	5.1%	102%	7.1	
Supporting Local Bus	30	Sundays	\$242,088	\$10,952	11,033	1,769	\$20.95	64%	4.5%	83%	6.2	
Supporting Local Bus	32	Weekdays	\$3,649,018	\$0	313,231	10,805	\$11.65	86%	0.0%	0%	29.0	Zero Fare pilot route required by legislature
Supporting Local Bus	32	Saturdays	\$595,484	\$0	52,527	1,959	\$11.34	43%	0.0%	0%	26.8	Zero Fare pilot route required by legislature
Supporting Local Bus	32	Sundays	\$634,081	\$0	46,229	1,964	\$13.72	42%	0.0%	0%	23.5	Zero Fare pilot route required by legislature
Supporting Local Bus	33	Weekdays	\$117,771	\$17,709	11,061	895	\$9.05	67%	15.0%	156%	12.4	
Supporting Local Bus	33	Saturdays	\$23,513	\$1,307	654	162	\$33.95	128%	5.6%	111%	4.0	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Supporting Local Bus	46	Weekdays	\$3,065,312	\$129,063	102,835	9,019	\$28.55	211%	4.2%	44%	11.4	
Supporting Local Bus	46	Saturdays	\$27,808	\$301	301	78	\$91.29	343%	1.1%	22%	3.9	New route in Dec. 2024
Supporting Local Bus	46	Sundays	\$34,760	\$215	242	97	\$142.58	436%	0.6%	11%	2.5	New route in Dec. 2024
Supporting Local Bus	65	Weekdays	\$835,153	\$104,223	94,976	7,341	\$7.70	57%	12.5%	129%	12.9	
Supporting Local Bus	65	Saturdays	\$180,061	\$10,787	11,005	1,650	\$15.38	58%	6.0%	120%	6.7	
Supporting Local Bus	65	Sundays	\$106,342	\$7,511	7,194	972	\$13.74	42%	7.1%	130%	7.4	
Supporting Local Bus	80	Weekdays	\$418,183	\$59,942	56,081	3,911	\$6.39	47%	14.3%	148%	14.3	
Supporting Local Bus	80	Saturdays	\$81,486	\$8,067	7,465	760	\$9.84	37%	9.9%	198%	9.8	
Supporting Local Bus	80	Sundays	\$45,672	\$6,960	5,417	425	\$7.15	22%	15.2%	281%	12.7	
Supporting Local Bus	83	Weekdays	\$901,855	\$89,243	79,643	7,774	\$10.20	75%	9.9%	103%	10.2	
Supporting Local Bus	83	Saturdays	\$157,689	\$11,947	10,629	1,391	\$13.71	52%	7.6%	152%	7.6	
Supporting Local Bus	83	Sundays	\$163,436	\$11,303	10,137	1,437	\$15.01	46%	6.9%	127%	7.1	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Supporting Local Bus	87	Weekdays	\$1,254,344	\$292,486	159,663	11,799	\$6.02	45%	23.3%	242%	13.5	
Supporting Local Bus	87	Saturdays	\$282,546	\$26,636	18,472	2,675	\$13.85	52%	9.4%	189%	6.9	
Supporting Local Bus	87	Sundays	\$143,512	\$14,006	9,235	1,356	\$14.02	43%	9.8%	180%	6.8	
Suburban Local Bus	219	Weekdays	\$1,298,046	\$102,460	85,923	10,267	\$13.91	38%	7.9%	117%	8.4	
Suburban Local Bus	219	Saturdays	\$134,503	\$12,141	9,079	1,309	\$13.48	46%	9.0%	155%	6.9	
Suburban Local Bus	223	Weekdays	\$34,144	\$606	650	393	\$51.60	139%	1.8%	26%	1.7	
Suburban Local Bus	225	Weekdays	\$218,119	\$17,994	15,650	1,885	\$12.79	35%	8.2%	123%	8.3	
Suburban Local Bus	225	Saturdays	\$40,689	\$1,051	1,360	349	\$29.15	100%	2.6%	44%	3.9	
Suburban Local Bus	227	Weekdays	\$206,813	\$16,118	10,884	1,772	\$17.52	47%	7.8%	116%	6.1	
Suburban Local Bus	227	Saturdays	\$40,689	\$1,175	1,081	349	\$36.55	126%	2.9%	50%	3.1	
Suburban Local Bus	323	Weekdays	\$770,597	\$54,338	46,438	6,338	\$15.42	42%	7.1%	105%	7.3	
Suburban Local Bus	323	Saturdays	\$160,889	\$6,162	5,566	1,328	\$27.80	96%	3.8%	66%	4.2	
Suburban Local Bus	323	Sundays	\$155,989	\$4,968	4,100	1,249	\$36.83	93%	3.2%	68%	3.3	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	410	Weekdays	\$441,358	\$12,522	5,691	2,053	\$75.35	203%	2.8%	42%	2.8	Seasonal route from March to October
Suburban Local Bus	410	Saturdays	\$201,086	\$8,436	3,834	1,019	\$50.25	173%	4.2%	72%	3.8	Seasonal route from March to October
Suburban Local Bus	410	Sundays	\$214,733	\$6,872	3,123	1,078	\$66.56	169%	3.2%	69%	2.9	Seasonal route from March to October
Suburban Local Bus	420	Weekdays	\$594,582	\$13,957	6,343	2,558	\$91.54	247%	2.3%	35%	2.5	
Suburban Local Bus	425	Weekdays	\$1,522,985	\$43,431	19,738	6,553	\$74.96	202%	2.9%	42%	3.0	
Suburban Local Bus	436	Weekdays	\$571,674	\$25,150	11,430	2,460	\$47.81	129%	4.4%	65%	4.6	
Suburban Local Bus	440	Weekdays	\$955,108	\$31,677	14,396	4,263	\$64.15	173%	3.3%	49%	3.4	
Suburban Local Bus	442	Weekdays	\$1,577,239	\$68,797	31,266	6,940	\$48.25	130%	4.4%	65%	4.5	
Suburban Local Bus	442	Saturdays	\$255,358	\$11,699	5,317	1,252	\$45.83	158%	4.6%	79%	4.2	
Suburban Local Bus	442	Sundays	\$260,650	\$9,701	4,409	1,275	\$56.92	144%	3.7%	80%	3.5	
Suburban Local Bus	444	Weekdays	\$3,222,731	\$286,207	130,072	13,651	\$22.58	61%	8.9%	132%	9.5	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	444	Saturdays	\$600,553	\$52,857	24,022	2,584	\$22.80	79%	8.8%	151%	9.3	
Suburban Local Bus	444	Sundays	\$611,472	\$41,354	18,794	2,631	\$30.34	77%	6.8%	145%	7.1	
Suburban Local Bus	445	Weekdays	\$1,139,202	\$74,001	33,631	4,901	\$31.67	85%	6.5%	97%	6.9	
Suburban Local Bus	445	Saturdays	\$171,108	\$10,051	4,568	736	\$35.26	121%	5.9%	101%	6.2	
Suburban Local Bus	445	Sundays	\$174,409	\$8,003	3,637	750	\$45.75	116%	4.6%	98%	4.8	
Suburban Local Bus	446	Weekdays	\$1,459,876	\$89,346	40,605	6,281	\$33.75	91%	6.1%	91%	6.5	
Suburban Local Bus	446	Saturdays	\$152,375	\$8,766	3,984	656	\$36.05	124%	5.8%	99%	6.1	
Suburban Local Bus	446	Sundays	\$155,146	\$6,914	3,142	668	\$47.18	120%	4.5%	95%	4.7	
Suburban Local Bus	447	Weekdays	\$746,216	\$23,122	10,508	3,211	\$68.81	186%	3.1%	46%	3.3	
Suburban Local Bus	447	Saturdays	\$161,637	\$4,126	1,875	695	\$84.01	289%	2.6%	44%	2.7	
Suburban Local Bus	447	Sundays	\$164,582	\$3,580	1,627	708	\$98.96	251%	2.2%	47%	2.3	
Suburban Local Bus	489	Weekdays	\$316,868	\$6,678	3,035	1,517	\$102.20	276%	2.1%	31%	2.0	
Suburban Local Bus	495	Weekdays	\$1,969,796	\$129,604	58,901	8,475	\$31.24	84%	6.6%	98%	6.9	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	495	Saturdays	\$432,071	\$23,381	10,626	1,859	\$38.46	133%	5.4%	93%	5.7	
Suburban Local Bus	495	Sundays	\$455,213	\$22,332	10,149	1,959	\$42.65	108%	4.9%	105%	5.2	
Suburban Local Bus	497	Weekdays	\$725,058	\$19,099	8,680	3,273	\$81.33	220%	2.6%	39%	2.7	
Suburban Local Bus	497	Saturdays	\$63,100	\$2,044	929	425	\$65.72	226%	3.2%	56%	2.2	
Suburban Local Bus	497	Sundays	\$64,896	\$1,734	788	433	\$80.16	203%	2.7%	57%	1.8	
Suburban Local Bus	498	Weekdays	\$267,958	\$2,900	1,318	1,153	\$201.11	543%	1.1%	16%	1.1	Route eliminated March 2024; end of grant funding
Suburban Local Bus	499	Weekdays	\$777,787	\$15,957	7,252	3,500	\$105.05	284%	2.1%	31%	2.1	
Suburban Local Bus	499	Saturdays	\$77,194	\$2,176	989	486	\$75.85	261%	2.8%	49%	2.0	
Suburban Local Bus	499	Sundays	\$77,289	\$1,512	687	486	\$110.30	279%	2.0%	42%	1.4	
Suburban Local Bus	501	Weekdays	\$110,759	\$1,832	1,797	184	\$60.60	164%	1.7%	25%	9.8	
Suburban Local Bus	515	Weekdays	\$3,586,676	\$249,244	260,050	10,249	\$12.83	35%	6.9%	103%	25.4	
Suburban Local Bus	515	Saturdays	\$588,574	\$34,425	43,261	1,537	\$12.81	44%	5.8%	101%	28.1	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	515	Sundays	\$593,158	\$32,364	38,303	1,543	\$14.64	37%	5.5%	117%	24.8	
Suburban Local Bus	534	Weekdays	\$179,253	\$15,904	10,531	1,676	\$15.51	42%	8.9%	132%	6.3	
Suburban Local Bus	537	Weekdays	\$94,119	\$11,730	6,238	774	\$13.21	36%	12.5%	185%	8.1	
Suburban Local Bus	538	Weekdays	\$718,724	\$89,726	71,586	6,943	\$8.79	24%	12.5%	186%	10.3	
Suburban Local Bus	538	Saturdays	\$123,433	\$11,773	10,224	1,222	\$10.92	38%	9.5%	164%	8.4	
Suburban Local Bus	538	Sundays	\$101,995	\$6,853	6,271	1,016	\$15.17	38%	6.7%	144%	6.2	
Suburban Local Bus	539	Weekdays	\$674,167	\$172,334	113,006	6,023	\$4.44	12%	25.6%	380%	18.8	
Suburban Local Bus	539	Saturdays	\$74,059	\$10,378	7,371	560	\$8.64	30%	14.0%	241%	13.2	
Suburban Local Bus	539	Sundays	\$61,934	\$6,315	4,693	470	\$11.85	30%	10.2%	218%	10.0	
Suburban Local Bus	540	Weekdays	\$1,400,090	\$179,631	136,816	9,727	\$8.92	24%	12.8%	191%	14.1	
Suburban Local Bus	540	Saturdays	\$189,041	\$21,818	17,361	1,294	\$9.63	33%	11.5%	199%	13.4	
Suburban Local Bus	540	Sundays	\$100,061	\$10,805	7,975	673	\$11.19	28%	10.8%	231%	11.9	
Suburban Local Bus	542	Weekdays	\$614,263	\$40,357	28,556	3,528	\$20.10	54%	6.6%	98%	8.1	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	546	Weekdays	\$407,277	\$51,166	34,496	3,168	\$10.32	28%	12.6%	187%	10.9	
Suburban Local Bus	546	Saturdays	\$74,249	\$9,832	5,222	686	\$12.34	43%	13.2%	228%	7.6	
Suburban Local Bus	546	Sundays	\$62,131	\$5,095	3,103	575	\$18.38	47%	8.2%	176%	5.4	
Suburban Local Bus	612	Weekdays	\$3,502,549	\$138,109	138,744	10,998	\$24.25	65%	3.9%	59%	12.6	
Suburban Local Bus	612	Saturdays	\$539,826	\$14,488	18,454	1,832	\$28.47	98%	2.7%	46%	10.1	
Suburban Local Bus	612	Sundays	\$378,029	\$9,135	11,769	1,250	\$31.34	79%	2.4%	52%	9.4	
Suburban Local Bus	615	Weekdays	\$540,922	\$35,992	28,322	5,410	\$17.83	48%	6.7%	99%	5.2	
Suburban Local Bus	615	Saturdays	\$113,396	\$7,141	4,902	1,131	\$21.68	75%	6.3%	108%	4.3	
Suburban Local Bus	645	Weekdays	\$3,589,490	\$210,961	156,934	11,964	\$21.53	58%	5.9%	87%	13.1	
Suburban Local Bus	645	Saturdays	\$355,468	\$10,531	13,755	1,292	\$25.08	86%	3.0%	51%	10.6	
Suburban Local Bus	645	Sundays	\$291,364	\$8,053	10,072	1,047	\$28.13	71%	2.8%	59%	9.6	
Suburban Local Bus	705	Weekdays	\$852,095	\$38,989	39,686	5,746	\$20.49	55%	4.6%	68%	6.9	
Suburban Local Bus	716	Weekdays	\$330,091	\$33,192	29,962	2,981	\$9.91	27%	10.1%	150%	10.0	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	716	Saturdays	\$65,087	\$4,693	5,538	602	\$10.91	38%	7.2%	124%	9.2	
Suburban Local Bus	717	Weekdays	\$355,630	\$41,044	40,519	3,452	\$7.76	21%	11.5%	172%	11.7	
Suburban Local Bus	721	Weekdays	\$1,883,471	\$92,076	108,256	5,900	\$16.55	45%	4.9%	73%	18.3	
Suburban Local Bus	721	Saturdays	\$284,966	\$11,566	15,612	858	\$17.51	60%	4.1%	70%	18.2	
Suburban Local Bus	721	Sundays	\$316,962	\$10,634	14,851	957	\$20.63	52%	3.4%	72%	15.5	
Suburban Local Bus	722	Weekdays	\$1,942,224	\$105,751	126,032	5,997	\$14.57	39%	5.4%	81%	21.0	
Suburban Local Bus	722	Saturdays	\$399,393	\$15,292	20,408	1,169	\$18.82	65%	3.8%	66%	17.5	
Suburban Local Bus	722	Sundays	\$392,543	\$13,837	18,497	1,219	\$20.47	52%	3.5%	75%	15.2	
Suburban Local Bus	723	Weekdays	\$1,964,153	\$78,315	89,656	5,727	\$21.03	57%	4.0%	59%	15.7	
Suburban Local Bus	723	Saturdays	\$137,065	\$4,362	7,449	409	\$17.82	61%	3.2%	55%	18.2	
Suburban Local Bus	723	Sundays	\$137,095	\$4,130	5,605	413	\$23.72	60%	3.0%	65%	13.6	
Suburban Local Bus	724	Weekdays	\$4,714,123	\$228,396	276,874	13,216	\$16.20	44%	4.8%	72%	21.0	
Suburban Local Bus	724	Saturdays	\$736,841	\$32,950	45,738	2,075	\$15.39	53%	4.5%	77%	22.0	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	724	Sundays	\$816,994	\$32,769	44,644	2,220	\$17.57	45%	4.0%	86%	20.1	
Suburban Local Bus	801	Weekdays	\$560,094	\$73,826	60,982	5,224	\$7.97	22%	13.2%	196%	11.7	
Suburban Local Bus	804	Weekdays	\$695,470	\$42,316	32,224	6,616	\$20.27	55%	6.1%	91%	4.9	
Suburban Local Bus	804	Saturdays	\$104,394	\$4,947	3,809	987	\$26.11	90%	4.7%	82%	3.9	
Suburban Local Bus	805	Weekdays	\$542,658	\$51,063	41,452	5,549	\$11.86	32%	9.4%	140%	7.5	
Suburban Local Bus	805	Saturdays	\$73,232	\$5,496	4,421	772	\$15.32	53%	7.5%	129%	5.7	
Arterial BRT	A	Weekdays	\$8,355,667	\$625,896	954,098	24,169	\$8.10	125%	7.5%	132%	39.5	
Arterial BRT	A	Saturdays	\$1,366,323	\$108,655	167,741	3,963	\$7.50	106%	8.0%	168%	42.3	
Arterial BRT	A	Sundays	\$1,437,851	\$96,349	169,640	4,149	\$7.91	102%	6.7%	165%	40.9	
Arterial BRT	C	Weekdays	\$9,492,993	\$545,986	1,431,703	30,512	\$6.25	96%	5.8%	101%	46.9	
Arterial BRT	C	Saturdays	\$1,749,051	\$59,348	212,624	5,384	\$7.95	112%	3.4%	72%	39.5	
Arterial BRT	C	Sundays	\$1,930,063	\$55,605	207,580	5,850	\$9.03	116%	2.9%	71%	35.5	
Arterial BRT	D	Weekdays	\$18,595,972	\$713,319	3,481,476	63,579	\$5.14	79%	3.8%	67%	54.8	
Arterial BRT	D	Saturdays	\$3,504,441	\$99,545	583,612	12,140	\$5.83	82%	2.8%	60%	48.1	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Arterial BRT	D	Sundays	\$3,716,795	\$97,435	569,015	12,756	\$6.36	82%	2.6%	64%	44.6	
Highway BRT	Orange	Weekdays	\$7,002,367	\$372,088	472,398	21,415	\$14.04	94%	5.3%	128%	22.1	
Highway BRT	Orange	Saturdays	\$1,091,908	\$18,290	54,896	3,319	\$19.56	109%	1.7%	73%	16.5	
Highway BRT	Orange	Sundays	\$850,294	\$17,668	50,097	2,691	\$16.62	97%	2.1%	87%	18.6	
Highway BRT	Red	Weekdays	\$1,780,808	\$53,159	108,304	6,880	\$15.95	106%	3.0%	72%	15.7	
Highway BRT	Red	Saturdays	\$370,710	\$10,735	21,870	1,322	\$16.46	91%	2.9%	127%	16.5	
Highway BRT	Red	Sundays	\$383,949	\$10,421	21,231	1,351	\$17.59	103%	2.7%	113%	15.7	
Light Rail	Blue	Weekdays	\$34,378,105	\$3,689,729	4,436,599	26,969	\$6.92	122%	10.7%	79%	164.5	
Light Rail	Blue	Saturdays	\$6,888,365	\$732,660	880,964	5,386	\$6.99	115%	10.6%	86%	163.6	
Light Rail	Blue	Sundays	\$7,709,824	\$864,918	1,039,993	6,032	\$6.58	100%	11.2%	99%	172.4	
Light Rail	Green	Weekdays	\$36,004,228	\$5,865,472	6,844,402	30,712	\$4.40	78%	16.3%	121%	222.9	
Light Rail	Green	Saturdays	\$7,259,611	\$1,026,062	1,197,309	6,129	\$5.21	85%	14.1%	114%	195.3	
Light Rail	Green	Sundays	\$8,125,244	\$934,039	1,089,927	6,865	\$6.60	100%	11.5%	101%	158.8	
Commuter Rail	Northstar	All Days	\$15,554,884	\$392,790	127,369	1,792	\$119.04	100%	2.5%	100%	71.1	
Microtransit	Metro micro	All Days	\$1,439,527	\$19,759	67,287	13,495	\$21.10	59%	1.4%	24%	5.0	

Table F2: 2024 Route Performance Detail (continued)

2024							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Microtransit	SW Prime	All Days	\$8,694,467	\$572,684	147,922	57,390	\$54.91	154%	6.6%	116%	2.6	
Microtransit	Click-and-Ride	All Days	\$1,734,576	\$136,431	53,425	17,326	\$29.91	84%	7.9%	138%	3.1	
Microtransit	Connect	All Days	\$6,171,075	\$430,350	158,446	52,107	\$36.23	102%	7.0%	122%	3.0	
Microtransit	My Ride	All Days	\$1,964,433	\$85,503	39,563	19,731	\$47.49	134%	4.4%	76%	2.0	
General DAR	Transit Link	All Days	\$8,940,762	\$498,226	131,112	97,237	\$64.39	100%	5.6%	100%	1.3	

Performance Review Legend	
Subsidy per Passenger and Farebox Recovery	Passengers per In-Service Hour
Meets Standards	Meets Standards
Level 1 Review	Does Not Meet Standards
Level 2 Review	
Level 3 Review	

Table F3: 2025 Route Performance Detail

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/ Express	94	Weekdays	\$6,147,388	\$499,928	312,952	12,821	\$18.05	73%	8.1%	88%	24.4	
Commuter/ Express	94	Saturdays	\$550,201	\$21,440	19,059	986	\$27.74	144%	3.9%	78%	19.3	New Route in 2025
Commuter/ Express	94	Sundays	\$530,905	\$18,840	16,672	937	\$30.71	100%	3.5%	100%	17.8	New Route in 2025
Commuter/ Express	113	Weekdays	\$681,656	\$59,560	42,776	1,423	\$14.54	59%	8.7%	94%	30.1	
Commuter/ Express	114	Weekdays	\$782,448	\$71,985	50,922	1,619	\$13.95	57%	9.2%	99%	31.4	
Commuter/ Express	134	Weekdays	\$131,918	\$4,693	3,247	254	\$39.18	159%	3.6%	38%	12.8	New Route in 2025
Commuter/ Express	156	Weekdays	\$30,820	\$742	380	73	\$79.15	321%	2.4%	26%	5.2	New Route in 2025
Commuter/ Express	250	Weekdays	\$2,248,984	\$242,200	117,999	4,520	\$17.01	69%	10.8%	116%	26.1	
Commuter/ Express	252	Weekdays	\$323,381	\$45,750	19,378	541	\$14.33	58%	14.1%	152%	35.9	
Commuter/ Express	264	Weekdays	\$409,872	\$35,264	16,880	865	\$22.19	90%	8.6%	93%	19.5	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/Express	270	Weekdays	\$1,095,803	\$106,237	50,049	2,113	\$19.77	80%	9.7%	104%	23.7	
Commuter/Express	275	Weekdays	\$307,533	\$30,376	12,605	576	\$21.99	89%	9.9%	106%	21.9	
Commuter/Express	294	Weekdays	\$223,579	\$8,431	6,282	565	\$34.25	139%	3.8%	41%	11.1	
Commuter/Express	351	Weekdays	\$91,595	\$1,111	2,273	135	\$39.81	162%	1.2%	13%	16.8	
Commuter/Express	355	Weekdays	\$1,363,840	\$169,763	81,347	2,355	\$14.68	60%	12.4%	134%	34.5	
Commuter/Express	363	Weekdays	\$737,444	\$64,259	29,747	1,311	\$22.63	92%	8.7%	94%	22.7	
Commuter/Express	460	Weekdays	\$1,593,303	\$166,023	94,664	4,253	\$15.08	61%	10.4%	112%	22.3	
Commuter/Express	465	Weekdays	\$2,296,750	\$251,528	143,418	7,376	\$14.26	58%	11.0%	118%	19.4	
Commuter/Express	467	Weekdays	\$711,895	\$5,491	28,466	1,752	\$26.01	106%	0.8%	8%	16.2	
Commuter/Express	470	Weekdays	\$611,505	\$65,770	37,501	1,530	\$14.55	59%	10.8%	116%	24.5	
Commuter/Express	472	Weekdays	\$523,243	\$34,790	19,837	1,525	\$24.62	100%	6.6%	72%	13.0	Suspended or Restructured
Commuter/Express	475	Weekdays	\$1,542,763	\$158,825	90,560	4,905	\$15.28	62%	10.3%	111%	18.5	
Commuter/Express	477	Weekdays	\$1,661,798	\$271,330	154,709	4,955	\$8.99	36%	16.3%	176%	31.2	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/Express	480	Weekdays	\$633,272	\$48,651	27,740	2,268	\$21.08	86%	7.7%	83%	12.2	
Commuter/Express	484	Weekdays	\$187,462	\$6,514	3,714	607	\$48.72	198%	3.5%	37%	6.1	Suspended or Restructured
Commuter/Express	490	Weekdays	\$1,094,386	\$80,502	45,901	3,477	\$22.09	90%	7.4%	79%	13.2	
Commuter/Express	493	Weekdays	\$337,628	\$25,814	14,719	1,084	\$21.18	86%	7.6%	82%	13.6	Suspended or Restructured
Commuter/Express	578	Weekdays	\$514,660	\$36,530	16,762	1,058	\$28.52	116%	7.1%	76%	15.8	
Commuter/Express	600	Weekdays	\$133,798	\$12,777	4,975	763	\$24.33	99%	9.5%	103%	6.5	
Commuter/Express	667	Weekdays	\$359,290	\$31,178	14,961	751	\$21.93	89%	8.7%	93%	19.9	
Commuter/Express	673	Weekdays	\$957,541	\$58,849	28,020	1,886	\$32.07	130%	6.1%	66%	14.9	
Commuter/Express	695	Weekdays	\$716,871	\$111,541	43,430	2,163	\$13.94	57%	15.6%	167%	20.1	
Commuter/Express	698	Weekdays	\$3,157,007	\$517,049	201,320	9,036	\$13.11	53%	16.4%	176%	22.3	
Commuter/Express	747	Weekdays	\$957,015	\$51,765	24,581	4,003	\$36.83	150%	5.4%	58%	6.1	
Commuter/Express	755	Weekdays	\$1,142,127	\$41,880	37,371	2,624	\$29.44	120%	3.7%	39%	14.2	
Commuter/Express	760	Weekdays	\$419,842	\$26,417	12,570	849	\$31.30	127%	6.3%	68%	14.8	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/Express	761	Weekdays	\$167,830	\$11,288	4,955	371	\$31.59	128%	6.7%	72%	13.3	Suspended or Restructured
Commuter/Express	763	Weekdays	\$288,939	\$18,774	10,318	668	\$26.18	106%	6.5%	70%	15.5	
Commuter/Express	764	Weekdays	\$257,710	\$20,930	9,391	572	\$25.21	102%	8.1%	87%	16.4	
Commuter/Express	765	Weekdays	\$98,099	\$3,085	2,199	195	\$43.21	175%	3.1%	34%	11.3	New Route in 2025
Commuter/Express	766	Weekdays	\$627,267	\$30,392	12,790	1,347	\$46.67	189%	4.8%	52%	9.5	
Commuter/Express	768	Weekdays	\$1,609,195	\$158,855	72,619	2,838	\$19.97	81%	9.9%	106%	25.6	
Commuter/Express	774	Weekdays	\$1,104,938	\$136,536	65,435	4,930	\$14.80	60%	12.4%	133%	13.3	
Commuter/Express	776	Weekdays	\$603,998	\$53,464	25,509	2,459	\$21.58	88%	8.9%	95%	10.4	
Commuter/Express	777	Weekdays	\$604,362	\$44,280	21,438	2,457	\$26.13	106%	7.3%	79%	8.7	
Commuter/Express	781	Weekdays	\$1,405,734	\$397,700	141,775	4,767	\$7.11	29%	28.3%	304%	29.7	
Commuter/Express	784	Weekdays	\$439,804	\$69,225	25,098	1,605	\$14.77	60%	15.7%	169%	15.6	
Commuter/Express	785	Weekdays	\$528,823	\$129,331	51,205	1,806	\$7.80	32%	24.5%	263%	28.4	
Commuter/Express	789	Weekdays	\$197,148	\$63,696	24,678	640	\$5.41	22%	32.3%	348%	38.6	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Commuter/ Express	790	Weekdays	\$707,048	\$41,426	19,794	2,943	\$33.63	137%	5.9%	63%	6.7	
Commuter/ Express	795	Weekdays	\$170,496	\$10,269	5,007	502	\$32.00	130%	6.0%	65%	10.0	
Commuter/ Express	824	Weekdays	\$260,226	\$12,929	10,455	568	\$23.65	96%	5.0%	53%	18.4	
Commuter/ Express	850	Weekdays	\$2,068,673	\$214,115	97,423	4,036	\$19.04	77%	10.4%	111%	24.1	
Commuter/ Express	852	Weekdays	\$816,550	\$95,112	84,638	7,311	\$8.52	35%	11.6%	125%	11.6	
Commuter/ Express	852	Saturdays	\$92,196	\$5,578	8,094	774	\$10.70	56%	6.1%	122%	10.5	
Commuter/ Express	860	Weekdays	\$256,617	\$6,989	3,941	514	\$63.34	257%	2.7%	29%	7.7	New Route in 2025
Core Local Bus	2	Weekdays	\$11,596,282	\$1,270,388	1,218,653	34,732	\$8.47	63%	11.0%	159%	35.1	
Core Local Bus	2	Saturdays	\$1,546,993	\$122,292	136,118	4,384	\$10.47	66%	7.9%	152%	31.1	
Core Local Bus	2	Sundays	\$1,561,177	\$105,852	127,790	4,277	\$11.39	69%	6.8%	144%	29.9	
Core Local Bus	3	Weekdays	\$14,811,412	\$1,691,872	1,384,988	44,499	\$9.47	71%	11.4%	166%	31.1	
Core Local Bus	3	Saturdays	\$2,084,083	\$136,594	130,436	6,479	\$14.93	94%	6.6%	126%	20.1	
Core Local Bus	3	Sundays	\$1,340,710	\$96,430	93,788	4,081	\$13.27	80%	7.2%	152%	23.0	
Core Local Bus	4	Weekdays	\$11,830,400	\$878,297	896,233	34,196	\$12.22	91%	7.4%	108%	26.2	
Core Local Bus	4	Saturdays	\$2,070,948	\$112,539	128,878	6,351	\$15.20	95%	5.4%	105%	20.3	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	4	Sundays	\$2,039,079	\$92,879	108,474	5,983	\$17.94	108%	4.6%	96%	18.1	
Core Local Bus	6	Weekdays	\$14,091,013	\$959,728	916,738	41,675	\$14.32	107%	6.8%	99%	22.0	Suspended or Restructured
Core Local Bus	6	Saturdays	\$2,719,298	\$135,676	142,123	7,992	\$18.18	114%	5.0%	96%	17.8	Suspended or Restructured
Core Local Bus	6	Sundays	\$2,588,495	\$115,787	125,720	7,692	\$19.67	118%	4.5%	95%	16.3	Suspended or Restructured
Core Local Bus	7	Weekdays	\$5,982,537	\$323,324	303,540	18,777	\$18.64	139%	5.4%	78%	16.2	
Core Local Bus	7	Saturdays	\$914,439	\$36,385	38,910	2,645	\$22.57	141%	4.0%	77%	14.7	
Core Local Bus	7	Sundays	\$973,443	\$33,585	36,948	2,910	\$25.44	153%	3.5%	73%	12.7	
Core Local Bus	9	Weekdays	\$6,689,665	\$360,284	399,679	19,782	\$15.84	118%	5.4%	78%	20.2	
Core Local Bus	9	Saturdays	\$1,310,508	\$50,727	61,568	3,707	\$20.46	128%	3.9%	75%	16.6	
Core Local Bus	9	Sundays	\$839,697	\$31,773	38,935	2,257	\$20.75	125%	3.8%	80%	17.3	
Core Local Bus	10	Weekdays	\$13,938,281	\$1,034,690	1,263,671	41,742	\$10.21	76%	7.4%	108%	30.3	
Core Local Bus	10	Saturdays	\$2,208,692	\$134,537	175,820	6,606	\$11.80	74%	6.1%	117%	26.6	
Core Local Bus	10	Sundays	\$2,023,357	\$118,522	162,756	5,778	\$11.70	71%	5.9%	124%	28.2	
Core Local Bus	11	Weekdays	\$11,043,002	\$774,691	830,775	33,530	\$12.36	92%	7.0%	102%	24.8	
Core Local Bus	11	Saturdays	\$1,852,324	\$100,784	115,159	5,539	\$15.21	95%	5.4%	105%	20.8	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	11	Sundays	\$1,713,713	\$79,897	96,313	5,110	\$16.96	102%	4.7%	99%	18.8	
Core Local Bus	14	Weekdays	\$10,521,566	\$724,511	850,615	32,845	\$11.52	86%	6.9%	100%	25.9	
Core Local Bus	14	Saturdays	\$1,533,452	\$82,427	107,772	4,610	\$13.46	84%	5.4%	104%	23.4	
Core Local Bus	14	Sundays	\$1,724,791	\$74,714	99,938	5,142	\$16.51	99%	4.3%	92%	19.4	
Core Local Bus	17	Weekdays	\$13,120,091	\$833,435	937,448	39,611	\$13.11	98%	6.4%	92%	23.7	
Core Local Bus	17	Saturdays	\$2,016,067	\$107,939	134,980	6,019	\$14.14	89%	5.4%	103%	22.4	
Core Local Bus	17	Sundays	\$1,714,916	\$82,656	107,769	5,108	\$15.15	91%	4.8%	102%	21.1	
Core Local Bus	18	Weekdays	\$15,226,666	\$1,285,533	1,555,543	45,044	\$8.96	67%	8.4%	123%	34.5	
Core Local Bus	18	Saturdays	\$2,651,960	\$173,102	226,815	7,632	\$10.93	68%	6.5%	126%	29.7	
Core Local Bus	18	Sundays	\$2,823,998	\$170,854	231,066	8,141	\$11.48	69%	6.1%	128%	28.4	
Core Local Bus	21	Weekdays	\$10,122,179	\$928,556	1,092,528	31,189	\$8.42	63%	9.2%	133%	35.0	Suspended or Restructured
Core Local Bus	21	Saturdays	\$1,759,438	\$138,718	175,453	5,339	\$9.24	58%	7.9%	152%	32.9	Suspended or Restructured
Core Local Bus	21	Sundays	\$1,733,205	\$122,117	157,512	5,220	\$10.23	62%	7.0%	149%	30.2	Suspended or Restructured
Core Local Bus	22	Weekdays	\$11,727,009	\$682,379	795,499	37,435	\$13.88	103%	5.8%	84%	21.3	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	22	Saturdays	\$1,420,826	\$64,169	85,805	4,716	\$15.81	99%	4.5%	87%	18.2	
Core Local Bus	22	Sundays	\$1,629,477	\$61,484	83,880	5,203	\$18.69	113%	3.8%	80%	16.1	
Core Local Bus	25	Weekdays	\$2,357,291	\$96,637	91,860	6,954	\$24.61	183%	4.1%	59%	13.2	
Core Local Bus	54	Weekdays	\$12,467,009	\$1,024,906	1,051,358	37,594	\$10.88	81%	8.2%	119%	28.0	
Core Local Bus	54	Saturdays	\$1,965,721	\$155,958	173,356	5,945	\$10.44	65%	7.9%	153%	29.2	
Core Local Bus	54	Sundays	\$1,755,060	\$124,073	145,554	5,083	\$11.21	68%	7.1%	150%	28.6	
Core Local Bus	61	Weekdays	\$6,872,642	\$395,895	408,642	21,223	\$15.85	118%	5.8%	84%	19.3	
Core Local Bus	61	Saturdays	\$858,241	\$31,647	39,592	2,613	\$20.88	131%	3.7%	71%	15.2	
Core Local Bus	61	Sundays	\$395,779	\$12,006	16,919	1,220	\$22.68	137%	3.0%	64%	13.9	New Route in 2025
Core Local Bus	62	Weekdays	\$6,844,939	\$356,201	412,330	19,482	\$15.74	117%	5.2%	76%	21.2	
Core Local Bus	62	Saturdays	\$1,290,899	\$48,679	63,243	3,412	\$19.64	123%	3.8%	73%	18.5	
Core Local Bus	62	Sundays	\$825,752	\$39,172	51,181	2,261	\$15.37	93%	4.7%	100%	22.6	
Core Local Bus	63	Weekdays	\$10,897,077	\$691,124	686,049	33,289	\$14.88	111%	6.3%	92%	20.6	
Core Local Bus	63	Saturdays	\$1,844,836	\$92,426	100,582	5,619	\$17.42	109%	5.0%	97%	17.9	
Core Local Bus	63	Sundays	\$1,657,347	\$72,798	83,691	4,814	\$18.93	114%	4.4%	93%	17.4	
Core Local Bus	64	Weekdays	\$9,754,187	\$668,875	816,424	28,006	\$11.13	83%	6.9%	100%	29.2	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	64	Saturdays	\$1,681,556	\$91,237	122,677	4,976	\$12.96	81%	5.4%	105%	24.7	
Core Local Bus	64	Sundays	\$1,377,765	\$85,290	119,279	4,084	\$10.84	65%	6.2%	131%	29.2	
Core Local Bus	67	Weekdays	\$3,014,724	\$132,686	162,803	12,439	\$17.70	132%	4.4%	64%	13.1	New Route in 2025
Core Local Bus	67	Saturdays	\$490,677	\$14,145	21,429	2,037	\$22.24	139%	2.9%	56%	10.5	New Route in 2025
Core Local Bus	67	Sundays	\$496,163	\$12,070	19,296	2,018	\$25.09	151%	2.4%	51%	9.6	New Route in 2025
Core Local Bus	68	Weekdays	\$9,414,694	\$584,439	610,769	28,294	\$14.46	108%	6.2%	90%	21.6	
Core Local Bus	68	Saturdays	\$1,742,781	\$87,312	104,362	5,252	\$15.86	99%	5.0%	97%	19.9	
Core Local Bus	68	Sundays	\$1,600,308	\$77,692	94,668	4,717	\$16.08	97%	4.9%	103%	20.1	
Core Local Bus	70	Weekdays	\$190,560	\$12,671	18,196	1,580	\$9.78	73%	6.6%	97%	11.5	
Core Local Bus	70	Saturdays	\$22,058	\$950	1,894	181	\$11.14	70%	4.3%	83%	10.5	
Core Local Bus	70	Sundays	\$22,983	\$690	1,712	188	\$13.02	78%	3.0%	64%	9.1	
Core Local Bus	71	Weekdays	\$5,558,289	\$190,472	194,372	15,879	\$27.62	206%	3.4%	50%	12.2	
Core Local Bus	71	Saturdays	\$770,403	\$18,559	21,580	2,073	\$34.84	218%	2.4%	46%	10.4	
Core Local Bus	71	Sundays	\$333,621	\$9,748	11,919	876	\$27.17	164%	2.9%	62%	13.6	
Core Local Bus	72	Weekdays	\$877,595	\$47,546	85,633	7,491	\$9.69	72%	5.4%	79%	11.4	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Core Local Bus	72	Saturdays	\$159,329	\$6,793	13,823	1,310	\$11.03	69%	4.3%	82%	10.6	
Core Local Bus	72	Sundays	\$168,950	\$4,872	13,295	1,357	\$12.34	74%	2.9%	61%	9.8	
Core Local Bus	74	Weekdays	\$9,276,678	\$641,291	642,050	28,110	\$13.45	100%	6.9%	100%	22.8	
Core Local Bus	74	Saturdays	\$1,204,522	\$69,890	79,735	3,490	\$14.23	89%	5.8%	112%	22.8	
Core Local Bus	74	Sundays	\$1,342,696	\$68,321	77,530	3,882	\$16.44	99%	5.1%	108%	20.0	
Core Local Bus	75	Weekdays	\$649,336	\$72,291	98,849	5,865	\$5.84	43%	11.1%	162%	16.9	
Supporting Local Bus	5	Weekdays	\$3,877,294	\$174,955	232,641	10,487	\$15.91	81%	4.5%	78%	22.2	
Supporting Local Bus	5	Saturdays	\$749,240	\$20,804	29,233	2,020	\$24.92	97%	2.8%	76%	14.5	
Supporting Local Bus	5	Sundays	\$828,939	\$20,581	30,284	2,194	\$26.69	97%	2.5%	72%	13.8	
Supporting Local Bus	23	Weekdays	\$1,761,915	\$86,749	73,380	4,843	\$22.83	116%	4.9%	85%	15.2	
Supporting Local Bus	23	Saturdays	\$274,868	\$9,945	9,195	728	\$28.81	113%	3.6%	99%	12.6	
Supporting Local Bus	23	Sundays	\$220,290	\$6,570	6,268	513	\$34.10	124%	3.0%	86%	12.2	
Supporting Local Bus	27	Weekdays	\$965,869	\$23,272	35,406	1,898	\$26.62	135%	2.4%	42%	18.7	New Route in 2025
Supporting Local Bus	27	Saturdays	\$184,448	\$3,466	5,259	363	\$34.41	134%	1.9%	51%	14.5	New Route in 2025

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Supporting Local Bus	27	Sundays	\$189,534	\$2,730	4,922	389	\$37.95	139%	1.4%	42%	12.6	New Route in 2025
Supporting Local Bus	30	Weekdays	\$1,457,026	\$90,261	134,646	9,852	\$10.15	51%	6.2%	107%	13.7	
Supporting Local Bus	30	Saturdays	\$222,164	\$9,923	16,505	1,623	\$12.86	50%	4.5%	122%	10.2	
Supporting Local Bus	30	Sundays	\$238,785	\$7,482	15,829	1,744	\$14.61	53%	3.1%	91%	9.1	
Supporting Local Bus	32	Weekdays	\$4,561,043	\$248,223	337,690	12,032	\$12.77	65%	5.4%	94%	28.1	
Supporting Local Bus	32	Saturdays	\$750,933	\$37,345	54,416	2,193	\$13.11	51%	5.0%	136%	24.8	
Supporting Local Bus	32	Sundays	\$777,323	\$31,398	45,689	2,209	\$16.33	60%	4.0%	117%	20.7	
Supporting Local Bus	33	Weekdays	\$126,051	\$9,489	10,050	909	\$11.60	59%	7.5%	130%	11.1	
Supporting Local Bus	33	Saturdays	\$13,695	\$375	640	93	\$20.81	81%	2.7%	75%	6.9	
Supporting Local Bus	36	Weekdays	\$328,064	\$1,396	6,849	847	\$47.70	241%	0.4%	7%	8.1	New Route in 2025
Supporting Local Bus	36	Saturdays	\$79,085	\$300	1,282	192	\$61.45	240%	0.4%	10%	6.7	New Route in 2025
Supporting Local Bus	36	Sundays	\$86,802	\$193	1,162	208	\$74.53	272%	0.2%	6%	5.6	New Route in 2025
Supporting Local Bus	38	Weekdays	\$4,831,211	\$54,635	224,066	14,024	\$21.32	108%	1.1%	20%	16.0	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Supporting Local Bus	38	Saturdays	\$858,396	\$6,812	31,478	2,708	\$27.05	106%	0.8%	22%	11.6	
Supporting Local Bus	38	Sundays	\$986,258	\$6,907	30,796	3,082	\$31.80	116%	0.7%	20%	10.0	
Supporting Local Bus	46	Weekdays	\$3,266,583	\$121,018	118,955	8,902	\$26.44	134%	3.7%	64%	13.4	
Supporting Local Bus	46	Saturdays	\$404,740	\$8,760	8,593	1,049	\$46.08	180%	2.2%	59%	8.2	
Supporting Local Bus	46	Sundays	\$452,030	\$7,247	7,781	1,170	\$57.16	209%	1.6%	46%	6.6	
Supporting Local Bus	65	Weekdays	\$868,250	\$95,670	108,107	7,501	\$7.15	36%	11.0%	191%	14.4	
Supporting Local Bus	65	Saturdays	\$176,641	\$10,073	18,873	1,583	\$8.83	34%	5.7%	156%	11.9	
Supporting Local Bus	65	Sundays	\$107,524	\$6,005	12,064	960	\$8.42	31%	5.6%	162%	12.6	
Supporting Local Bus	80	Weekdays	\$597,725	\$52,714	92,868	5,045	\$5.87	30%	8.8%	153%	18.4	
Supporting Local Bus	80	Saturdays	\$92,189	\$6,718	12,968	781	\$6.59	26%	7.3%	199%	16.6	
Supporting Local Bus	80	Sundays	\$73,158	\$5,200	10,312	619	\$6.59	24%	7.1%	206%	16.7	
Supporting Local Bus	83	Weekdays	\$988,756	\$82,948	100,589	7,987	\$9.01	46%	8.4%	145%	12.6	
Supporting Local Bus	83	Saturdays	\$161,188	\$9,729	15,336	1,355	\$9.88	39%	6.0%	165%	11.3	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Supporting Local Bus	83	Sundays	\$173,486	\$7,884	14,312	1,456	\$11.57	42%	4.5%	132%	9.8	
Supporting Local Bus	87	Weekdays	\$1,299,165	\$194,400	204,192	11,986	\$5.41	27%	15.0%	259%	17.0	
Supporting Local Bus	87	Saturdays	\$277,602	\$20,800	29,042	2,580	\$8.84	35%	7.5%	204%	11.3	
Supporting Local Bus	87	Sundays	\$146,155	\$11,030	15,151	1,334	\$8.92	33%	7.5%	219%	11.4	
Supporting Local Bus	827	Weekdays	\$296,508	\$4,444	5,426	884	\$53.83	272%	1.5%	26%	6.1	New Route in 2025
Supporting Local Bus	827	Saturdays	\$38,697	\$399	701	128	\$54.63	213%	1.0%	28%	5.5	New Route in 2025
Suburban Local Bus	219	Weekdays	\$1,395,982	\$78,228	102,501	13,009	\$12.86	37%	5.6%	125%	7.9	
Suburban Local Bus	219	Saturdays	\$137,417	\$6,487	10,835	1,257	\$12.08	29%	4.7%	133%	8.6	
Suburban Local Bus	223	Weekdays	\$661,660	\$17,931	28,596	5,299	\$22.51	64%	2.7%	61%	5.4	
Suburban Local Bus	223	Saturdays	\$56,760	\$904	1,604	431	\$34.82	84%	1.6%	45%	3.7	
Suburban Local Bus	225	Weekdays	\$234,808	\$11,541	15,651	1,916	\$14.27	41%	4.9%	110%	8.2	
Suburban Local Bus	225	Saturdays	\$41,578	\$661	2,138	337	\$19.14	46%	1.6%	45%	6.4	
Suburban Local Bus	227	Weekdays	\$222,650	\$6,676	9,651	1,800	\$22.38	64%	3.0%	67%	5.4	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	227	Saturdays	\$41,578	\$574	1,666	337	\$24.61	59%	1.4%	39%	4.9	
Suburban Local Bus	323	Weekdays	\$860,758	\$35,371	57,031	6,438	\$14.47	41%	4.1%	92%	8.9	
Suburban Local Bus	323	Saturdays	\$170,587	\$4,115	8,627	1,281	\$19.30	46%	2.4%	68%	6.7	
Suburban Local Bus	323	Sundays	\$171,517	\$3,114	7,602	1,249	\$22.15	44%	1.8%	65%	6.1	
Suburban Local Bus	345	Weekdays	\$45,363	\$157	717	367	\$63.05	179%	0.3%	8%	2.0	New Route in December 2025
Suburban Local Bus	345	Saturdays	\$12,563	\$48	133	98	\$94.10	226%	0.4%	11%	1.4	New Route in December 2025
Suburban Local Bus	345	Sundays	\$12,555	\$21	155	97	\$80.86	160%	0.2%	6%	1.6	New Route in December 2025
Suburban Local Bus	410	Weekdays	\$397,127	\$13,531	7,715	1,823	\$49.72	141%	3.4%	76%	4.2	Suspended or Restructured
Suburban Local Bus	410	Saturdays	\$200,982	\$8,467	4,828	869	\$39.87	96%	4.2%	119%	5.6	Suspended or Restructured
Suburban Local Bus	410	Sundays	\$218,831	\$7,896	4,502	947	\$46.85	93%	3.6%	129%	4.8	Suspended or Restructured

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	420	Weekdays	\$901,828	\$13,878	7,913	3,996	\$112.21	319%	1.5%	34%	2.0	Suspended or Restructured
Suburban Local Bus	425	Weekdays	\$1,428,342	\$33,973	19,371	6,495	\$71.98	205%	2.4%	53%	3.0	
Suburban Local Bus	436	Weekdays	\$954,412	\$23,115	13,180	3,764	\$70.66	201%	2.4%	54%	3.5	Suspended or Restructured
Suburban Local Bus	436	Saturdays	\$68,786	\$998	569	338	\$119.13	286%	1.5%	41%	1.7	New Route in September 2025
Suburban Local Bus	436	Sundays	\$65,186	\$766	437	320	\$147.41	291%	1.2%	42%	1.4	New Route in September 2025
Suburban Local Bus	440	Weekdays	\$914,411	\$23,466	13,380	4,263	\$66.59	189%	2.6%	57%	3.1	Suspended or Restructured
Suburban Local Bus	442	Weekdays	\$1,437,669	\$55,047	31,387	6,940	\$44.05	125%	3.8%	86%	4.5	Suspended or Restructured
Suburban Local Bus	442	Saturdays	\$263,242	\$9,300	5,303	1,230	\$47.89	115%	3.5%	99%	4.3	Suspended or Restructured
Suburban Local Bus	442	Sundays	\$268,205	\$7,901	4,505	1,252	\$57.78	114%	2.9%	106%	3.6	Suspended or Restructured
Suburban Local Bus	444	Weekdays	\$2,903,891	\$210,396	119,965	14,741	\$22.45	64%	7.2%	162%	8.1	
Suburban Local Bus	444	Saturdays	\$597,513	\$38,431	21,913	2,811	\$25.51	61%	6.4%	181%	7.8	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	444	Sundays	\$609,635	\$31,846	18,158	2,868	\$31.82	63%	5.2%	187%	6.3	
Suburban Local Bus	445	Weekdays	\$1,041,652	\$56,734	32,349	4,628	\$30.45	87%	5.4%	122%	7.0	Suspended or Restructured
Suburban Local Bus	445	Saturdays	\$195,333	\$7,236	4,126	731	\$45.59	109%	3.7%	104%	5.6	
Suburban Local Bus	445	Sundays	\$199,618	\$5,781	3,296	744	\$58.81	116%	2.9%	104%	4.4	
Suburban Local Bus	446	Weekdays	\$1,497,396	\$73,469	41,891	6,966	\$33.99	97%	4.9%	110%	6.0	
Suburban Local Bus	446	Saturdays	\$160,903	\$6,924	3,948	644	\$39.00	94%	4.3%	121%	6.1	
Suburban Local Bus	446	Sundays	\$163,979	\$6,400	3,649	656	\$43.18	85%	3.9%	140%	5.6	
Suburban Local Bus	447	Weekdays	\$607,818	\$18,841	10,743	3,161	\$54.82	156%	3.1%	69%	3.4	
Suburban Local Bus	447	Saturdays	\$140,883	\$3,616	2,062	674	\$66.57	160%	2.6%	72%	3.1	
Suburban Local Bus	447	Sundays	\$143,517	\$2,880	1,642	687	\$85.65	169%	2.0%	72%	2.4	
Suburban Local Bus	489	Weekdays	\$321,587	\$6,489	3,700	1,489	\$85.16	242%	2.0%	45%	2.5	Suspended or Restructured
Suburban Local Bus	495	Weekdays	\$1,583,847	\$99,827	56,920	7,409	\$26.07	74%	6.3%	141%	7.7	
Suburban Local Bus	495	Saturdays	\$373,901	\$18,666	10,643	1,575	\$33.38	80%	5.0%	140%	6.8	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	495	Sundays	\$401,732	\$16,898	9,635	1,695	\$39.94	79%	4.2%	151%	5.7	
Suburban Local Bus	497	Weekdays	\$819,846	\$17,028	9,709	3,817	\$82.69	235%	2.1%	46%	2.5	
Suburban Local Bus	497	Saturdays	\$128,683	\$1,782	1,016	406	\$124.90	300%	1.4%	39%	2.5	Suspended or Restructured
Suburban Local Bus	497	Sundays	\$131,056	\$1,673	954	414	\$135.62	268%	1.3%	46%	2.3	Suspended or Restructured
Suburban Local Bus	499	Weekdays	\$1,467,354	\$17,840	10,172	7,075	\$142.50	405%	1.2%	27%	1.4	
Suburban Local Bus	499	Saturdays	\$135,057	\$1,703	971	698	\$137.34	330%	1.3%	35%	1.4	Suspended or Restructured
Suburban Local Bus	499	Sundays	\$137,566	\$1,438	820	711	\$166.01	328%	1.0%	37%	1.2	Suspended or Restructured
Suburban Local Bus	501	Weekdays	\$80,906	\$640	855	118	\$93.88	267%	0.8%	18%	7.2	Suspended or Restructured
Suburban Local Bus	515	Weekdays	\$4,688,831	\$348,907	297,087	12,901	\$14.61	42%	7.4%	167%	23.0	
Suburban Local Bus	515	Saturdays	\$899,032	\$51,097	49,475	2,228	\$17.14	41%	5.7%	160%	22.2	
Suburban Local Bus	515	Sundays	\$802,828	\$44,030	43,380	1,975	\$17.49	35%	5.5%	197%	22.0	
Suburban Local Bus	534	Weekdays	\$386,325	\$20,060	27,552	3,338	\$13.29	38%	5.2%	116%	8.3	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	534	Saturdays	\$60,139	\$782	2,723	506	\$21.80	52%	1.3%	37%	5.4	
Suburban Local Bus	534	Sundays	\$62,872	\$532	2,172	529	\$28.70	57%	0.8%	30%	4.1	
Suburban Local Bus	537	Weekdays	\$142,523	\$8,043	7,599	1,211	\$17.70	50%	5.6%	126%	6.3	
Suburban Local Bus	538	Weekdays	\$847,012	\$82,318	82,772	8,044	\$9.24	26%	9.7%	218%	10.3	
Suburban Local Bus	538	Saturdays	\$123,765	\$11,337	13,524	1,175	\$8.31	20%	9.2%	258%	11.5	
Suburban Local Bus	538	Sundays	\$128,777	\$7,040	11,455	1,205	\$10.63	21%	5.5%	196%	9.5	
Suburban Local Bus	539	Weekdays	\$732,731	\$110,602	126,052	6,469	\$4.94	14%	15.1%	338%	19.5	
Suburban Local Bus	539	Saturdays	\$91,046	\$8,184	12,671	703	\$6.54	16%	9.0%	253%	18.0	
Suburban Local Bus	539	Sundays	\$87,830	\$4,902	9,597	677	\$8.64	17%	5.6%	200%	14.2	
Suburban Local Bus	540	Weekdays	\$1,127,232	\$3,737	149,796	9,949	\$7.50	21%	0.3%	7%	15.1	
Suburban Local Bus	540	Saturdays	\$180,814	\$1,110	19,431	1,247	\$9.25	22%	0.6%	17%	15.6	
Suburban Local Bus	540	Sundays	\$153,275	\$821	15,490	1,036	\$9.84	19%	0.5%	19%	15.0	
Suburban Local Bus	542	Weekdays	\$1,197,738	\$2,905	60,075	5,109	\$19.89	57%	0.2%	5%	11.8	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	546	Weekdays	\$527,055	\$48,334	39,969	4,378	\$11.98	34%	9.2%	205%	9.1	
Suburban Local Bus	546	Saturdays	\$85,637	\$6,943	6,531	749	\$12.05	29%	8.1%	228%	8.7	
Suburban Local Bus	546	Sundays	\$82,953	\$4,216	5,047	720	\$15.60	31%	5.1%	182%	7.0	
Suburban Local Bus	612	Weekdays	\$1,733,198	\$72,802	52,008	4,901	\$31.93	91%	4.2%	94%	10.6	
Suburban Local Bus	612	Saturdays	\$243,308	\$8,541	7,546	797	\$31.11	75%	3.5%	99%	9.5	
Suburban Local Bus	612	Sundays	\$171,844	\$5,908	5,196	531	\$31.94	63%	3.4%	123%	9.8	
Suburban Local Bus	615	Weekdays	\$582,331	\$27,684	35,640	5,495	\$15.56	44%	4.8%	106%	6.5	
Suburban Local Bus	615	Saturdays	\$118,024	\$4,377	5,840	1,111	\$19.46	47%	3.7%	104%	5.3	
Suburban Local Bus	645	Weekdays	\$4,282,936	\$186,143	160,265	12,711	\$25.56	73%	4.3%	97%	12.6	
Suburban Local Bus	645	Saturdays	\$399,393	\$13,067	13,419	1,290	\$28.79	69%	3.3%	92%	10.4	
Suburban Local Bus	645	Sundays	\$330,868	\$11,222	10,621	1,044	\$30.10	59%	3.4%	122%	10.2	
Suburban Local Bus	686	Weekdays	\$1,734,869	\$52,564	24,403	10,088	\$68.94	196%	3.0%	68%	2.4	New Route in March 2025

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	686	Saturdays	\$191,438	\$6,869	3,189	1,100	\$57.88	139%	3.6%	101%	2.9	New Route in March 2025
Suburban Local Bus	686	Sundays	\$186,529	\$2,696	2,644	1,072	\$69.53	137%	1.4%	52%	2.5	New Route in March 2025
Suburban Local Bus	705	Weekdays	\$858,614	\$30,601	54,530	5,837	\$15.18	43%	3.6%	80%	9.3	
Suburban Local Bus	716	Weekdays	\$355,369	\$22,332	32,764	3,029	\$10.16	29%	6.3%	141%	10.8	
Suburban Local Bus	716	Saturdays	\$69,685	\$3,244	8,502	608	\$7.81	19%	4.7%	131%	14.0	
Suburban Local Bus	716	Sundays	\$79,803	\$856	1,327	696	\$59.49	118%	1.1%	38%	1.9	
Suburban Local Bus	717	Weekdays	\$382,864	\$26,978	49,951	3,507	\$7.12	20%	7.0%	158%	14.2	
Suburban Local Bus	721	Weekdays	\$2,174,067	\$111,502	137,546	5,890	\$15.00	43%	5.1%	115%	23.4	
Suburban Local Bus	721	Saturdays	\$302,616	\$12,853	17,186	858	\$16.86	40%	4.2%	119%	20.0	
Suburban Local Bus	721	Sundays	\$341,023	\$11,823	16,654	957	\$19.77	39%	3.5%	124%	17.4	
Suburban Local Bus	722	Weekdays	\$2,160,793	\$93,673	158,926	5,975	\$13.01	37%	4.3%	97%	26.6	
Suburban Local Bus	722	Saturdays	\$447,934	\$12,386	23,753	1,169	\$18.34	44%	2.8%	78%	20.3	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	722	Sundays	\$434,615	\$10,932	22,252	1,219	\$19.04	38%	2.5%	90%	18.3	
Suburban Local Bus	723	Weekdays	\$2,177,957	\$82,780	116,602	5,734	\$17.97	51%	3.8%	85%	20.3	
Suburban Local Bus	723	Saturdays	\$151,228	\$5,111	8,183	409	\$17.86	43%	3.4%	95%	20.0	
Suburban Local Bus	723	Sundays	\$152,004	\$4,518	7,838	413	\$18.82	37%	3.0%	107%	19.0	
Suburban Local Bus	724	Weekdays	\$5,233,937	\$243,667	357,193	12,398	\$13.97	40%	4.7%	104%	28.8	
Suburban Local Bus	724	Saturdays	\$841,410	\$34,573	55,570	1,989	\$14.52	35%	4.1%	116%	27.9	
Suburban Local Bus	724	Sundays	\$916,039	\$31,620	55,705	2,118	\$15.88	31%	3.5%	124%	26.3	
Suburban Local Bus	725	Weekdays	\$51,963	\$354	1,184	430	\$43.59	124%	0.7%	15%	2.8	New Route in December 2025
Suburban Local Bus	725	Saturdays	\$14,426	\$59	68	111	\$211.28	507%	0.4%	12%	0.6	New Route in December 2025
Suburban Local Bus	725	Sundays	\$14,426	\$39	151	113	\$95.28	188%	0.3%	10%	1.3	New Route in December 2025
Suburban Local Bus	801	Weekdays	\$625,625	\$66,211	79,043	5,307	\$7.08	20%	10.6%	237%	14.9	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Suburban Local Bus	804	Weekdays	\$905,868	\$37,243	53,806	7,040	\$16.14	46%	4.1%	92%	7.6	
Suburban Local Bus	804	Saturdays	\$125,451	\$3,454	5,694	972	\$21.43	51%	2.8%	77%	5.9	
Suburban Local Bus	805	Weekdays	\$606,149	\$43,995	53,823	5,637	\$10.44	30%	7.3%	162%	9.5	
Suburban Local Bus	805	Saturdays	\$97,770	\$4,602	7,022	934	\$13.27	32%	4.7%	132%	7.5	
Arterial BRT	A	Weekdays	\$9,624,584	\$419,567	1,043,202	24,383	\$8.82	107%	4.4%	105%	42.8	
Arterial BRT	A	Saturdays	\$1,789,427	\$78,825	197,279	4,406	\$8.67	94%	4.4%	140%	44.8	
Arterial BRT	A	Sundays	\$1,918,636	\$68,872	190,017	4,635	\$9.73	87%	3.6%	132%	41.0	
Arterial BRT	B	Weekdays	\$10,124,967	\$501,788	1,382,575	29,914	\$6.96	84%	5.0%	120%	46.2	New Route in June 2025
Arterial BRT	B	Saturdays	\$1,952,235	\$75,328	231,762	5,825	\$8.10	88%	3.9%	123%	39.8	New Route in June 2025
Arterial BRT	B	Sundays	\$2,097,398	\$70,669	231,608	6,209	\$8.75	78%	3.4%	124%	37.3	New Route in June 2025
Arterial BRT	C	Weekdays	\$10,363,792	\$256,350	1,469,599	29,109	\$6.88	83%	2.5%	60%	50.5	
Arterial BRT	C	Saturdays	\$1,956,436	\$33,697	212,361	5,156	\$9.05	98%	1.7%	55%	41.2	
Arterial BRT	C	Sundays	\$2,123,599	\$30,682	204,974	5,584	\$10.21	91%	1.4%	53%	36.7	

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Arterial BRT	D	Weekdays	\$20,733,982	\$714,515	3,489,156	62,493	\$5.74	69%	3.4%	83%	55.8	
Arterial BRT	D	Saturdays	\$3,852,615	\$107,697	569,466	12,021	\$6.58	71%	2.8%	89%	47.4	
Arterial BRT	D	Sundays	\$4,140,731	\$97,937	557,424	12,683	\$7.25	65%	2.4%	87%	43.9	
Arterial BRT	E	Weekdays	\$1,059,851	\$57,572	77,123	3,145	\$13.00	157%	5.4%	131%	24.5	New Route in December 2025
Arterial BRT	E	Saturdays	\$221,672	\$6,458	15,573	644	\$13.82	150%	2.9%	93%	24.2	New Route in December 2025
Arterial BRT	E	Sundays	\$276,410	\$7,819	13,261	805	\$20.25	180%	2.8%	104%	16.5	New Route in December 2025
Highway BRT	Orange	Weekdays	\$10,302,646	\$261,478	522,582	27,994	\$19.21	112%	2.5%	105%	18.7	
Highway BRT	Orange	Saturdays	\$1,761,643	\$20,006	65,405	4,726	\$26.63	127%	1.1%	67%	13.8	
Highway BRT	Orange	Sundays	\$1,984,213	\$17,919	65,817	5,271	\$29.88	123%	0.9%	65%	12.5	
Highway BRT	Red	Weekdays	\$1,912,770	\$43,915	124,450	6,945	\$15.02	88%	2.3%	95%	17.9	
Highway BRT	Red	Saturdays	\$374,152	\$8,525	24,013	1,253	\$15.23	73%	2.3%	133%	19.2	
Highway BRT	Red	Sundays	\$410,434	\$7,668	21,714	1,355	\$18.55	77%	1.9%	135%	16.0	
Dedicated BRT	Gold	Weekdays	\$7,894,212	\$216,139	280,166	21,663	\$27.41	100%	2.7%	100%	12.9	New Route in March 2025

Table F3: 2025 Route Performance Detail (continued)

2025							Subsidy per Passenger		Farebox Recovery			
Route Type	Route	Day of Service	Total Cost	Fare Revenues	Passenger Trips	In-Service Hours	Rate	Compared to Peer Average	Rate	Compared to Peer Average	Passengers Per Hour	Notes
Dedicated BRT	Gold	Saturdays	\$1,190,637	\$35,717	44,218	3,124	\$26.12	100%	3.0%	100%	14.2	New Route in March 2025
Dedicated BRT	Gold	Sundays	\$1,337,107	\$29,143	39,407	3,505	\$33.19	100%	2.2%	100%	11.2	New Route in March 2025
Light Rail	Blue	Weekdays	\$33,202,109	\$2,776,287	4,023,516	27,679	\$7.56	109%	8.4%	85%	145.4	
Light Rail	Blue	Saturdays	\$6,878,916	\$681,958	818,813	5,739	\$7.57	99%	9.9%	107%	142.7	
Light Rail	Blue	Sundays	\$7,700,722	\$736,192	866,179	6,432	\$8.04	90%	9.6%	121%	134.7	
Light Rail	Green	Weekdays	\$40,462,292	\$4,573,611	5,704,099	33,435	\$6.29	91%	11.3%	115%	170.6	
Light Rail	Green	Saturdays	\$8,174,956	\$711,402	971,382	6,717	\$7.68	101%	8.7%	93%	144.6	
Light Rail	Green	Sundays	\$9,106,534	\$565,050	866,083	7,480	\$9.86	110%	6.2%	79%	115.8	
Commuter Rail	Northstar	All Days	\$18,752,019	\$392,588	121,750	1,805	\$150.80	100%	2.1%	100%	67.4	
Microtransit	Metro micro	All Days	\$6,656,691	\$33,079	188,263	49,706	\$35.18	85%	0.5%	10%	3.8	
Microtransit	Prime	All Days	\$8,165,050	\$497,885	146,104	51,781	\$52.48	126%	6.1%	128%	2.8	
Microtransit	Click-and-Ride	All Days	\$1,728,600	\$111,880	52,781	17,763	\$30.63	74%	6.5%	136%	3.0	
Microtransit	Connect	All Days	\$9,168,598	\$545,598	211,818	68,090	\$40.71	98%	6.0%	125%	3.1	
Microtransit	My Ride	All Days	\$2,265,436	\$90,105	44,399	21,709	\$49.00	118%	4.0%	84%	2.0	
General DAR	Transit Link	Weekdays	\$9,784,788	\$542,586	139,158	89,620	\$66.42	100%	5.5%	100%	1.6	

Appendix G – Modal Definitions

Transit modes are defined differently within the Transportation Policy Plan (TPP), reporting to the Federal Government via the National Transit Database (NTD), and this report per [Minnesota Statutes, section 473.4485](#). Below is a summary of how modes are defined in the report versus the TPP and NTD reporting.

Table G1: Definitions of Transit Modes Used in Reporting

Transit Finance Legislative Report	Transportation Policy Plan (TPP)	Examples	National Transit Database (NTD)
Guideway	Light Rail Transit	METRO Blue Line, Blue Line Extension	Light Rail (LR)
	Dedicated BRT	METRO Gold Line	Rapid Bus (RB)
	Commuter Rail	Northstar	Commuter Rail (CR)
Busway	Arterial BRT Highway BRT	METRO A, B, C, D, E, F, G Lines METRO Orange and Red Lines	Motorbus (MB)
Regular Route Bus	Core Urban Local Supporting Urban Local Suburban Local Commuter / Express	4, 6, 11, and many others 5, 32, 38, 46 515, 612, 721 94, 113, 250, 760	Motorbus (MB)
Demand Response	General Dial-a-Ride Microtransit	Transit Link Metro micro, SW Prime, Connect	Demand Response (DR)
Special Transportation Service	Paratransit Waiver Transportation	Metro Mobility Metro Move	Demand Response (DR)

Appendix H – Acronyms

ADA	Americans with Disabilities Act
BRT	Bus Rapid Transit
CIDP	Corridor Identification and Development Program
CIG	Capital Investment Grants
FFY	Federal Fiscal Year
FTA	Federal Transit Administration
HCRRA	Hennepin County Regional Railroad Authority
IJA	Infrastructure Investment and Jobs Act
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
LRV	Light Rail Vehicle
M / \$M	Million / Millions of Dollars
MnDOT	Minnesota Department of Transportation
MVST	Motor Vehicle Sales Tax
MVTA	Minnesota Valley Transit Authority
NLX	Northern Lights Express
ROW	Right-of-Way
RTC	Regional Transit Capital
STP	Suburban Transit Provider
STS	Special Transportation Service
TPP	Transportation Policy Plan
WisDOT	Wisconsin Department of Transportation



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