

## Regional Transit Route Performance Analysis Data

	Operating Expense (thousands)	Passenger Fares (thousands)	Passengers (thousands)	Hours of Service	Subsidy per Passenger	Passengers per Hour
<b>Express Bus (CY 2014)</b>						
Maple Grove	\$3,758	\$1,984	788	17,614	\$2.25	44.7
Metro Transit *	\$44,268	\$17,691	7,803	203,354	\$3.45	38.4
MTS (contracted service)	\$1,778	\$256	256	9,851	\$4.57	26.0
Minnesota Valley Transit Authority	\$12,418	\$4,251	1,767	57,312	\$4.62	30.8
Plymouth	\$2,546	\$851	412	18,001	\$4.11	22.9
Prior Lake	\$946	\$225	97	7,518	\$7.47	12.8
Shakopee	\$906	\$243	92	5,361	\$7.19	17.2
SouthWest Transit	\$9,209	\$2,428	1,005	47,244	\$6.75	21.3
<b>Express bus total</b>	<b>\$75,829</b>	<b>\$27,929</b>	<b>12,220</b>	<b>366,255</b>	<b>\$3.86</b>	<b>34.7</b>
<b>Suburban Local Bus (CY2014)</b>						
Maple Grove	\$114	\$7	9	850	\$11.36	11.1
Metro Transit*	\$9,219	\$1,351	2,004	50,286	\$3.71	39.8
MTS (contracted service)**	\$12,819	\$1,675	2,146	137,931	\$5.47	15.6
Minnesota Valley Transit Authority	\$7,370	\$714	723	55,652	\$9.21	13.0
Plymouth	\$509	\$62	55	4,347	\$8.08	12.7
Shakopee	\$323	\$13	28	5,604	\$10.94	5.1
SouthWest Transit	\$142	\$2	3	844	\$50.30	3.3
<b>Suburban Local Bus Total</b>	<b>\$30,496</b>	<b>\$3,824</b>	<b>4,968</b>	<b>255,514</b>	<b>\$5.22</b>	<b>19.4</b>
<b>Urban Local Bus (CY 2014)</b>						
Metro Transit	\$229,196	\$49,750	56,750	1,357,836	\$3.16	41.8
Metropolitan Transportation Services	\$2,932	\$615	604	37,055	\$3.92	16.3
<b>Urban Local Bus Total</b>	<b>\$232,128</b>	<b>\$50,365</b>	<b>57,354</b>	<b>1,394,891</b>	<b>\$3.17</b>	<b>41.1</b>
<b>Rail (CY 2015)</b>						
Metro Transit Light Rail***	64,705	\$22,379	23,003	160,507	\$1.84	143.3
Metro Transit Commuter Rail***	15,709	\$2,476	723	4,363	\$18.31	165.7
<b>Demand Response (CY 2015)</b>						
Metro Mobility	57,155	\$7,711	2,065	1,051,165	\$23.94	2.0
Transit Link	8,274	\$887	371	137,503	\$19.92	2.7

2014 Data from Regional Route Performance Analysis, 2015 Data from National Transit Database (NTD)

### Notes

\* Excludes service operated for Maple Grove

\*\* Incl. METRO Red Line BRT and local fixed Route Service operated by contract

\*\*\* Hours are train hours for Light Rail and Commuter Rail

SouthWest Express Bus data include reverse commute riders which underestimates impacts subsidy per passenger statistic. SWT calculates the subsidy for express services minus the reverse commute at \$4.08

Maple Grove Local Service is an extension of express service with the fare collected on the express routes



<b>Regional Transit Route Performance Analysis Data</b>	Fare box Recovery
<b>Express Bus (CY 2014)</b>	
Maple Grove	53%
Metro Transit*	40%
MTS (contracted service)	14%
Minnesota Valley Transit Authority	34%
Plymouth	33%
Prior Lake	24%
Shakopee	27%
SouthWest Transit	26%
<b>Express bus total</b>	<b>37%</b>
<b>Suburban Local Bus (CY2014)</b>	
Maple Grove	6%
Metro Transit*	15%
MTS (contracted service)**	13%
Minnesota Valley Transit Authority	10%
Plymouth	12%
Shakopee	4%
SouthWest Transit	1%
<b>Suburban Local Bus Total</b>	<b>13%</b>
<b>Urban Local Bus (CY 2014)</b>	
Metro Transit	22%
Metropolitan Transportation Services	21%
<b>Urban Local Bus Total</b>	<b>22%</b>
<b>Rail (CY 2015)</b>	
Metro Transit Light Rail***	35%
Metro Transit Commuter Rail***	16%
<b>Demand Response (CY 2015)</b>	
Metro Mobility	13%
Transit Link	11%

2014 Data from Regional Route Performance Analysis, 2015 Data from National Transit Database (NTD)

Notes

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\*\*\* Hours are train hours for Light Rail and Commuter Rail

*Plymouth Local Bus Shuttles do not have fare boxes because they provide last mile connection*

*Southwest Transit suburban/local service was changed in 2016 and will impact future fare box statistics*

*Maple Grove Local Service is an extension of express service with the fare collected on the express routes*

*MVTA suburban local includes weekend service, excludes State Fair, and excludes METRO Red Line BRT*