

2025 REGIONAL ROUTE PERFORMANCE ANALYSIS

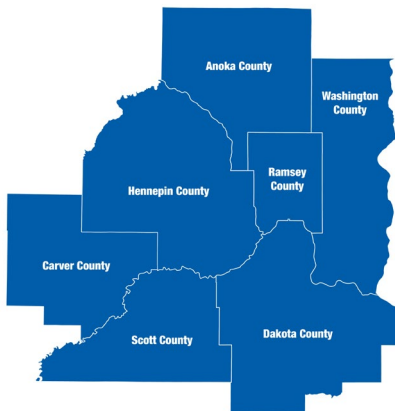
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2025 Regional Route Performance Analysis

The Regional Route Performance Analysis evaluates how transit services in the Twin Cities perform each year relative to performance guidance in region's Transportation Policy Plan (TPP). This report summarizes the TPP performance guidelines, analysis results, cost allocation methodology of each provider, and data collected from each provider.

The Metropolitan Council analyzed performance of routes operated by Metro Transit (a division of the Metropolitan Council), Metropolitan Transportation Services (a division of the Metropolitan Council), the City of Maple Grove, Minnesota Valley Transit Authority (MVRTA), the City of Plymouth, and SouthWest Transit. The tables at the end of this report provide detailed ridership, hours of service, and total cost of service data for each of these providers by service type. Individual route data is available online.¹

Transit performance measures and guidelines in regional plan

The region has adopted two main measures to evaluate transit performance: Subsidy per Passenger and Passengers per In-Service Hour. These measures are widely used by transit agencies to evaluate cost effectiveness and productivity, respectively. Using both performance measures provides better insight into the operational and financial performance of individual services and allows transit providers to balance the cost and ridership of each route with its role in the regional transit network.

The Metropolitan Council adopted performance guidelines for these measures in the TPP Transit Design and Performance Guidelines Appendix based on transit service type. Because different service types are expected to have different performance levels, each route is compared to its peers. These measures serve as indicators of route performance and call attention to routes that may need to be adjusted. Transit systems regularly measure and adjust service to respond to changes in rider demand to maintain productive and efficient services.

Subsidy per passenger compares operating costs, fare revenues, and ridership

Subsidy per passenger for each route is calculated by dividing the net subsidy by the number of passenger trips provided. Net subsidy is equal to total operating costs minus passenger fare revenues. Other revenue may be collected by a provider for items such as advertising and shared use rentals to reduce the taxpayer burden for the service. Those revenues do not reduce the net cost of service but are considered sources for funding the subsidy. The Metropolitan Council evaluates subsidy per passenger for each individual route as well as for the average for each route type and system wide.

Passengers per in-service hour measures a transit route's productivity

The TPP establishes guidelines for passengers per in-service hour for all service types except ADA dial-a-ride. Passengers per in-service hour is the total individual boardings (called passenger trips) divided by the in-service time (time a vehicle is traveling on route and available to pick up passengers).

¹ Regional Route Performance Analysis - Metropolitan Council <https://metro council.org/Transportation/System/Transit/Studies/Regional-Route-Performance-Analysis.aspx>

Cost and revenue assignment methods

Transit providers submit data to the Metropolitan Council on their direct and indirect costs, fare revenue, passenger trips, and in-service hours. Each provider has slightly different ways of assigning their costs and revenues to each route based on how they operate their services, but each is responsible for consistently reporting these figures to the Metropolitan Council. Table 1 summarizes each agency's methods for assigning direct costs, indirect costs, and fare revenues to their routes.

Indirect cost assignment methods vary the most, as transit providers incur different costs based on their operating model. Metro Transit incurs costs that support operations for other transit providers in the region. Metropolitan Council compares each transit provider's data submitted for this report against data they submit to the National Transit Database (NTD) to verify accuracy. The Federal Transit Administration uses the NTD to track transit performance.

Table 1 - Allocation methodology

Provider	Direct Costs	Indirect Costs	Fare Revenue
Metro Transit	Allocated by annual platform hours for each route.	Total indirect costs allocated by annual platform hour.	Fare earned by each route.
Metropolitan Transportation Services	Allocated based on contract rates.	Allocated based on total in-service hours for each route.	Fare earned by each route.
Maple Grove	Allocated based on contract rates.	Allocated based on in-service hours.	Fare earned by each route. Some allocation of fares is done for connecting services.
MVTA	Allocated to each route based on contracted rates and fuel.	Allocated based on calculated percentage of route direct costs to total direct costs.	Fare earned by each route.
Plymouth	Allocated to each route based on contracted rates.	Divided equally among routes.	Fare earned by each route. Some allocation of fares is done for connecting services.
SouthWest Transit	Allocated based on route type.	Allocated based on annual platform hours.	Fare earned by each route.

Metropolitan Council modernized ridership counting methods, previous reports not comparable to 2025

The Metropolitan Council's divisions that operate regular-route transit services, including Metro Transit and Metropolitan Transportation Services, modernized ridership counting methods in 2025. Previous years of the Regional Route Performance Analysis report are not comparable to 2025. Metro Transit and Metropolitan Transportation Services adopted a ridership method using automatic passenger counters (available on 100% of fixed route bus fleet) after it was approved by the Federal Transit Administration in early 2026 for final 2025 reporting.

TRANSIT SYSTEM TOTAL RIDERSHIP NEARED 60 MILLION IN 2025

People took approximately 58.4 million trips on transit in the Twin Cities region in 2025. This figure includes ridership for all route types in this analysis. The number of passenger trips taken per in-service hour across all services and providers was 16.6 in 2025. The system-wide subsidy per passenger trip was \$13.21 in 2025. This document's appendix provides the system-wide subsidy per passenger trip for each transit provider and service type. An accompanying Excel file with data for individual routes can be found on the report webpage.²

Light rail was the most productive route type per hour of service

Light rail transit (LRT) provided an average of 151.5 rides for every hour of service operated in 2025. This was by far the most productive route type per in-service hour. The next most productive service was Commuter Rail at 67.4 rides per in-service hour, followed by Arterial BRT at 47.8 rides. These route types also had the highest rate of meeting regional productivity guidelines. These route types are designed to be high-capacity, highly productive services that the region operates where there is concentrated demand. Table 2 lists the regional productivity guidelines by route type. Transit agencies also use their own internal productivity measures and guidelines to manage route performance and operations.

Table 2 - Productivity (Passengers Per In Service Hour) Performance Guidelines

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

Most routes in 2025 did not meet regional productivity guidelines, which have not been updated since before COVID

Roughly 37.6% of routes met regional productivity guidelines for number of passenger trips per in-service hour. Results by service period were similar with 41% of weekday routes and 34% of routes running on Saturdays and Sundays meeting productivity guidelines. These regional productivity guidelines have not been updated since before the COVID-19 pandemic. This, along with transit agencies adapting their services to the changing transportation patterns and

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

needs in the region, suggests the region may need to update its route classification system and productivity standards.

Table 3 summarizes the number of routes meeting or below the guideline by route type and service period. The Metropolitan Council and its partners will continue to monitor productivity and evaluate if guidelines need to be updated for a post-COVID reality.

Table 3 - Number of Routes Meeting Productivity Guidelines by Route Type

Route Type	Weekdays		Saturdays		Sundays	
	Meets Guideline	Below Guideline	Meets Guideline	Below Guideline	Meets Guideline	Below Guideline
Commuter/Express Bus	19	34	0	2	0	1
Core Local Bus	18	8	12	12	10	14
Supporting Local Bus	7	7	2	12	2	10
Suburban Local Bus	14	30	10	24	8	19
Arterial BRT	4	1	4	1	4	1
Highway BRT	0	2	0	2	0	2
Dedicated BRT	0	1	0	1	0	1
Light Rail	2	0	2	0	2	0
Commuter Rail	0	1	0	0	0	0

Transit serves regional goals beyond productivity

In addition to productivity guidelines, 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.

Arterial Bus Rapid Transit was most cost-effective route type in 2025

Table 4 below shows both system-wide subsidy per passenger (left half of table) and route-averaged subsidy per passenger (right half of table below) by route type. The route-level average subsidy is used to compare route performance, as described later in this document. The route-level average subsidy per passenger is calculated by taking the average of each route's subsidy per passenger within a given route type, such as core local bus. The system-wide subsidy per passenger is calculated by dividing the total net subsidy for all routes in a route type by the total number of passenger trips taken on that route type, e.g., total net subsidy of all commuter and express bus routes divided by total number of passenger trips on commuter and express bus routes.

The regular-route service type with the lowest subsidy per passenger was Arterial Bus Rapid Transit (BRT) at \$7.05 per passenger trip. Arterial BRT accounted for 17.1% of regional ridership in 2025. Arterial BRT was followed closely by light rail transit at \$7.21 per passenger trip and accounted for 22.9% of regional ridership. Vanpool had the lowest subsidy per passenger trip among all modes at \$3.05 but only accounted for 0.1% of total ridership in the region. One new route type, Dedicated Bus Rapid Transit (BRT) was added to the report for 2025 due to METRO Gold Line opening.

Table 4 – Subsidy per Passenger Trip by Route Type and Service Period

Service Type	Subsidy Per Passenger Trip						
	System-Wide Performance ¹				Average Route Performance ²		
	Total	Weekday	Saturday	Sunday	Weekday	Saturday	Sunday
Commuter/ Express Bus	\$16.89	\$16.73	\$22.66	\$30.71	\$24.63	\$19.22	\$30.71
Core Local Bus	\$12.47	\$11.97	\$14.20	\$14.72	\$13.42	\$15.96	\$16.60
Supporting Local Bus	\$15.28	\$14.24	\$17.72	\$21.42	\$19.76	\$25.59	\$27.39
Suburban Local Bus	\$19.02	\$18.62	\$20.16	\$23.56	\$35.17	\$41.67	\$50.62
Arterial BRT	\$7.05	\$6.70	\$7.72	\$8.59	\$8.28	\$9.24	\$11.24
Highway BRT	\$19.89	\$18.41	\$23.57	\$27.07	\$17.12	\$20.93	\$24.21
Dedicated BRT	\$27.88	\$27.41	\$26.12	\$33.19	\$27.41	\$26.12	\$33.19
Light Rail Transit	\$7.21	\$6.82	\$7.63	\$8.95	\$6.93	\$7.63	\$8.95
Commuter Rail	\$150.80	-	-	-	-	-	-
Microtransit	\$41.51	\$42.20	\$39.37	\$36.86	\$56.47	\$54.09	\$59.95
General Dial-a-Ride	\$66.42	-	-	-	-	-	-
Special Transportation (Metro Mobility & Metro Move)	\$54.32	-	-	-	-	-	-
Vanpool	\$3.05	-	-	-	-	-	-

Notes: 1 System-wide performance calculates subsidy per passenger by adding up the ridership, fare revenue, and operating costs of all routes in a route type by service period. 2 Average route performance is the unweighted average of the subsidy per passenger for each individual route in a route type by service period.

Transit agencies operated 338 routes across all service periods

The region’s transit operators ran 160 routes, microtransit zones, or other services on weekdays, 95 on Saturdays, and 83 Sundays. Metropolitan Council staff compare each route’s performance to its route type average in each service period it operated, per the TPP cost effectiveness guidelines. This means a route that operates on weekdays and Saturdays will have its weekday service only compared to other weekday service and its Saturday service counted as a separate “route” and only compared to other Saturday services. Table 3 shows

the level of review recommended and possible actions transit providers may take for a route based on how its performance compares to their peer average.

Table 5 - Subsidy Performance and Review Guidelines

Tier	Subsidy per Passenger Trip Performance	Level of Review	Possible Action
1	> 20% to 35% over peer average	For Quick Review	Minor Modifications
2	> 35% to 60% over peer average	For Intense Review	Major Changes
3	> 60% over peer average	For Significant Change	Restructure/Eliminate

Transit agencies suspended or restructured 29 routes that were operated in 2025

Transit agencies suspended or implemented major restructuring on 29 routes operated in 2025 as of August 2026. This includes 15 weekday routes, seven Saturday routes, and seven Sunday routes. Metropolitan Council suspended or restructured 11 routes and MVTA suspended or restructured 18 routes. These services are included in system-wide performance measures and the cost-effectiveness evaluation for 2025 services. Transit agencies suspend or restructure underperforming routes or replace well performing routes with enhanced service. In both cases, agencies are working to improve productivity and cost effectiveness. Notable suspended routes include Northstar Commuter Rail, Route 21 which was replaced by the METRO B Line, and Route 6 which was replaced by the METRO E Line.

51 new routes were in demonstration period, not included in peer comparison

The Regional Transit Design and Performance Guidelines appendix in the TPP states that “newly implemented routes should be allowed a reasonable period to mature before being reviewed for potential changes”. To reflect that guidance in this report, routes that began service in 2025 are not included in the cost effectiveness analysis. To meet the intent of Minnesota Statute 473.4485 Subdivision 2, that requires reporting on all regular-route transit services, new routes are included in system-wide measures as well as calculating figures like route average subsidy per passenger trip. There were 19 new weekday routes, 16 new Saturday routes, and 16 new Sunday routes implemented in 2025. Some of these routes replaced services that were suspended and some were entirely new. Notable new routes include METRO B, E, and Gold Lines as well as several new microtransit zones.

Vast majority of routes met regional guidelines for cost effectiveness

Overall, 85.1% of routes across all service periods met regional guidelines for subsidy per passenger when compared to their peer route average. This figure includes the 295 routes that were not new routes in the 12-month demonstration period in 2025. Roughly 82.0% of weekday routes were within regional guidelines for subsidy per passenger when compared to their peer route average. For Saturdays and Sundays, 88.3% Metropolitan regional guidelines and 87.7% Metropolitan the regional subsidy per passenger guideline, respectively. Table 4 details route performance by service type, service period and routes at each threshold.

Table 6 – Number of Routes Meeting Subsidy Performance Guidelines by Route Type and Service Period

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Commuter/ Express Bus	Weekdays	\$24.63	Meets	< 20% over		\$29.56	37
			1	20% to 35% over	\$29.57	\$33.25	4
			2	35% to 60% over	\$33.26	\$39.41	3
			3	60 % over	\$39.42		3
	Saturdays	\$19.22	Meets	< 20% over		\$23.06	1
			1	20% to 35% over	\$23.07	\$25.95	
			2	35% to 60% over	\$25.96	\$30.75	
			3	60 % over	\$30.76		
	Sundays	\$30.71	Meets	< 20% over		\$36.85	
			1	20% to 35% over	\$36.86	\$41.46	
			2	35% to 60% over	\$41.47	\$49.14	
			3	60 % over	\$49.15		
Core Local Bus	Weekdays	\$13.42	Meets	< 20% over		\$16.10	22
			1	20% to 35% over	\$16.11	\$18.12	
			2	35% to 60% over	\$18.13	\$21.47	1
			3	60 % over	\$21.48		2
	Saturdays	\$15.96	Meets	< 20% over		\$19.15	17
			1	20% to 35% over	\$19.16	\$21.55	3
			2	35% to 60%	\$21.56	\$25.54	1
			3	60 % over	\$25.55		1
	Sundays	\$16.60	Meets	< 20% over		\$19.92	18
			1	20% to 35% over	\$19.93	\$22.41	1
			2	35% to 60% over	\$22.42	\$26.56	1
			3	60 % over	\$26.57		1
Supporting Local Bus	Weekdays	\$19.76	Meets	<20% over		\$23.71	10
			1	20% to 35% over	\$23.72	\$26.68	
			2	35% to 60% over	\$26.69	\$31.62	
			3	60 % over	\$31.63		1
	Saturdays	\$25.59	Meets	< 20% over		\$30.71	10
			1	20% to 35% over	\$30.72	\$34.55	
			2	35% to 60% over	\$34.56	\$40.94	
			3	60 % over	\$40.95		1
	Sundays	\$27.39	Meets	< 20% over		\$32.87	8
			1	20% to 35% over	\$32.88	\$36.98	1
			2	35% to 60% over	\$36.99	\$43.82	
			3	60 % over	\$43.83		1

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Suburban Local Bus	Weekdays	\$35.17	Meets	< 20% over		\$42.20	30
			1	20% to 35% over	\$42.21	\$47.48	2
			2	35% to 60% over	\$47.49	\$56.27	1
			3	60 % over	\$56.28		8
	Saturdays	\$41.67	Meets	< 20% over		\$50.00	27
			1	20% to 35% over	\$50.01	\$56.25	
			2	35% to 60% over	\$56.26	\$66.67	1
			3	60 % over	\$66.68		2
	Sundays	\$50.62	Meets	< 20% over		\$60.74	20
			1	20% to 35% over	\$60.75	\$68.34	
			2	35% to 60% over	\$68.35	\$80.99	
			3	60 % over	\$81.00		3
Arterial BRT	Weekdays	\$8.28	Meets	< 20% over		\$9.94	3
			1	20% to 35% over	\$9.95	\$11.18	
			2	35% to 60% over	\$11.19	\$13.25	
			3	60 % over	\$13.26		
	Saturdays	\$9.24	Meets	< 20% over		\$11.09	3
			1	20% to 35% over	\$11.10	\$12.47	
			2	35% to 60% over	\$12.48	\$14.78	
			3	60 % over	\$14.79		
	Sundays	\$11.24	Meets	< 20% over		\$13.49	3
			1	20% to 35% over	\$13.50	\$15.17	
			2	35% to 60% over	\$15.18	\$17.98	
			3	60 % over	\$17.99		
Highway BRT	Weekdays	\$17.12	Meets	< 20% over		\$20.54	2
			1	20% to 35% over	\$20.55	\$23.11	
			2	35% to 60% over	\$23.12	\$27.39	
			3	60 % over	\$27.40		
	Saturdays	\$20.93	Meets	< 20% over		\$25.12	2
			1	20% to 35% over	\$25.13	\$28.26	
			2	35% to 60% over	\$28.27	\$33.49	
			3	60 % over	\$33.50		
	Sundays	\$24.21	Meets	< 20% over		\$29.05	2
			1	20% to 35% over	\$29.06	\$32.68	
			2	35% to 60% over	\$32.69	\$38.74	
			3	60 % over	\$38.75		

Service Type	Day of Service	Average Subsidy	Threshold				
			Level	Compared to peer average	Min	Max	Routes
Light Rail	Weekdays	\$6.93	Meets	< 20% over		\$8.32	2
			1	20% to 35% over	\$8.33	\$9.36	
			2	35% to 60% over	\$9.37	\$11.09	
			3	60 % over	\$11.10		
	Saturdays	\$7.63	Meets	< 20% over		\$9.16	2
			1	20% to 35% over	\$9.17	\$10.30	
			2	35% to 60% over	\$10.31	\$12.21	
			3	60 % over	\$12.22		
	Sundays	\$8.95	Meets	< 20% over		\$10.74	2
			1	20% to 35% over	\$10.75	\$12.08	
			2	35% to 60% over	\$12.09	\$14.32	
			3	60 % over	\$14.33		
Commuter Rail	All days	\$150.80	Meets	< 20% over		\$180.96	1
			1	20% to 35% over	\$180.97	\$203.58	
			2	35% to 60% over	\$203.59	\$241.28	
			3	60 % over	\$241.29		
Microtransit	Weekdays	\$103.54	Meets	< 20% over		\$43.51	6
			1	20% to 35% over	\$43.52	\$48.95	
			2	35% to 60% over	\$48.96	\$58.01	
			3	60 % over	\$58.02		
	Saturdays	\$54.09	Meets	< 20% over		\$35.71	6
			1	20% to 35% over	\$35.72	\$40.18	
			2	35% to 60% over	\$40.19	\$47.62	
			3	60 % over	\$47.63		
	Sundays	\$59.95	Meets	< 20% over		\$38.35	4
			1	20% to 35% over	\$38.36	\$43.15	
			2	35% to 60% over	\$43.16	\$51.14	
			3	60 % over	\$51.15		
General Public Dial-a-Ride	Weekdays	\$66.42	Meets	< 20% over		\$79.70	1
			1	20% to 35% over	\$79.71	\$89.67	
			2	35% to 60% over	\$89.68	\$106.27	
			3	60 % over	\$106.28		

Appendix: Additional Summary Tables

Table 7 - Passenger Trips by Service Type and Transit Service Provider

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Dedicated BRT	Light Rail	Commuter/ Express	Commuter Rail	Microtransit	ADA DAR	General DAR	Vanpool	Special/ Event	Grand Total	%
Maple Grove								242,756		44,399				17,313	304,468	0.5%
Metropolitan Council	22,233,288	2,112,956	2,845,968	9,885,380	823,981	363,791	13,250,072	1,237,541	121,750	188,263	1,953,348	139,158	82,686	523,563	55,761,745	95.4%
MVTA			481,372					632,763		211,818				212,229	1,538,182	2.6%
Plymouth MetroLink								161,764		52,781					214,545	0.4%
SW Transit			30,236					249,725		146,104				187,997	614,062	1.1%
Grand Total	22,233,288	2,112,956	3,357,576	9,885,380	823,981	363,791	13,250,072	2,524,549	121,750	643,365	1,953,348	139,158	82,686	941,102	58,433,002	100.0%
%	38.0%	3.6%	5.7%	16.9%	1.4%	0.6%	22.7%	4.3%	0.2%	1.1%	3.3%	0.2%	0.1%	1.6%	100%	

Table 8 - In Service Hours

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Dedicated BRT	Light Rail	Commuter/ Express	Commuter Rail	Microtransit	ADA DAR	General DAR	Vanpool	Special/ Event	Grand Total	%
Maple Grove								8,818		21,709				408	30,935	0.9%
Metropolitan Council	907,586	130,473	199,411	207,011	47,544	28,292	87,483	59,208	1,805	49,706	1,325,750	89,620	22,836	14,970	3,171,695	90.0%
MVTA			96,836					31,980		68,090				8,709	205,614	5.8%
Plymouth MetroLink								17,294		17,763					35,057	1.0%
SW Transit			12,260					11,963		51,781				4,458	80,462	2.3%
Grand Total	907,586	130,473	308,507	207,011	47,544	28,292	87,483	129,263	1,805	209,049	1,325,750	89,620	22,836	28,546	3,523,764	100.0%
%	25.8%	3.7%	8.8%	5.9%	1.3%	0.8%	2.5%	3.7%	0.1%	5.9%	37.6%	2.5%	0.6%	0.0%	100%	

Table 9 - Operating Costs in millions of dollars

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Dedicated BRT	Light Rail	Commuter/ Express	Commuter Rail	Microtransit	ADA DAR	General DAR	Vanpool	Special/ Event	Grand Total	%
Maple Grove	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6	0.0	2.3	0.0	0.0	0.0	0.1	4.9	0.6%
Metropolitan Council	297.7	33.8	43.9	72.2	16.7	10.4	105.5	26.3	0.3	6.7	116.4	9.8	0.8	4.0	744.7	91.6%
MVTA	0.0	0.0	20.9	0.0	0.0	0.0	0.0	10.5	0.0	9.2	0.0	0.0	0.0	1.5	42.0	5.2%
Plymouth MetroLink	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.1	0.0	1.7	0.0	0.0	0.0	0.0	5.9	0.7%
SW Transit	0.0	0.0	2.1	0.0	0.0	0.0	0.0	4.0	0.0	8.2	0.0	0.0	0.0	1.1	15.4	1.9%
Grand Total	297.7	33.8	66.9	72.2	16.7	10.4	105.5	47.5	0.3	28.0	116.4	9.8	0.8	6.7	812.8	100.0%
%	36.6%	4.2%	8.2%	8.9%	2.1%	1.3%	13.0%	5.8%	0.0%	3.4%	14.3%	1.2%	0.1%	0.0%	100.0%	

Table 10 - System Subsidy per Passenger

Provider	Core Local	Supporting Local	Suburban Local	Arterial BRT	Highway BRT	Dedicated BRT	Light Rail	Commuter/ Express	Commuter Rail	Microtransit	ADA DAR	General DAR	Vanpool	Special/ Event	Regular Route Service Total	Total w/ Special Event Service
Maple Grove								\$7.87		\$49.00				-\$0.10	\$13.79	\$13.42
Metropolitan Council	\$12.47	\$15.28	\$14.68	\$7.05	\$19.89	\$27.88	\$7.21	\$19.51	\$154.01	\$35.18	\$57.28	\$66.42	\$3.05	\$6.25	\$12.90	\$12.86
MVTA			\$41.63					\$14.81		\$40.71				\$4.98	\$28.01	\$25.41
Plymouth MetroLink								\$23.55		\$30.63					\$25.29	\$25.29
SW Transit			\$67.82					\$13.48		\$52.48				\$3.03	\$28.30	\$22.24
Grand Total	\$12.47	\$15.28	\$19.02	\$7.05	\$19.89	\$27.88	\$7.21	\$16.88	\$154.01	\$41.51	\$57.28	\$66.42	\$3.05	\$5.20	\$13.41	\$13.34



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