



Metro Mobility customers and operator

2025

UNIFIED BUDGET

Public Comment — October 2024

We are the regional government for the Twin Cities metropolitan area.

Our goal is for the region to prosper and thrive, now and in the future. We work with the region's seven counties and 181 local communities to:

- Plan for future growth of the seven-county metropolitan area and support communities as they plan.
- Provide essential and cost-effective transit service and state-of-the-art wastewater collection, treatment, and water reuse.
- Plan, acquire, and develop the world-class regional parks and trails system.
- Help households with low and moderate incomes find affordable housing.



METROPOLITAN COUNCIL'S AUTHORITY AND MISSION

For nearly 60 years, the Metropolitan Council has helped coordinate regional growth and planning in the seven-county Twin Cities metropolitan area. We provide essential services such as transit and wastewater treatment and collaborate with a wide range of partners to achieve ambitious goals that may be unrealistic for a single community but are possible together. These goals benefit residents and visitors throughout the region.

In 1967, the Minnesota Legislature charged the Met Council with fostering efficient and economic growth for a prosperous region and coordinating the delivery of services that couldn't be provided by any one city or county. Between 1967 and 1974, additional legislation created the Metropolitan Transit Commission (now Metro Transit), a regional sewer system, a unique tax-base sharing system, the regional park system, and the Metropolitan Housing and Redevelopment Authority (Metro HRA).

Our governing body includes a chair who serves at large and 16 Council members representing geographic districts throughout the region, all appointed by the governor.

The state's Legislative Commission on Metropolitan Government reviews and provides feedback on the Met Council's operating and capital budgets, including the Capital Program.

Today, the Twin Cities metropolitan area is a region of more than 3.2 million people (2023 estimates) living in 181 communities across the seven counties of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

The region has emerged as a world-class metropolitan area – a great place to live, work, and do business. The metro area is home to more than a dozen Fortune 500 companies and several of the largest private companies in the United States. More than 60% of the population lives within 30 minutes of their job.

Our goal is for the region to prosper and thrive, now and in the future. We work with the region's seven counties and 181 local communities to:

- Plan for future growth of the seven-county metropolitan area and support communities as they plan.
- Provide essential and cost-effective transit service and state-of-the-art wastewater collection, treatment and reuse.
- Plan, acquire, and develop the world-class regional parks and trails system.
- Help households with low and moderate incomes find affordable housing.

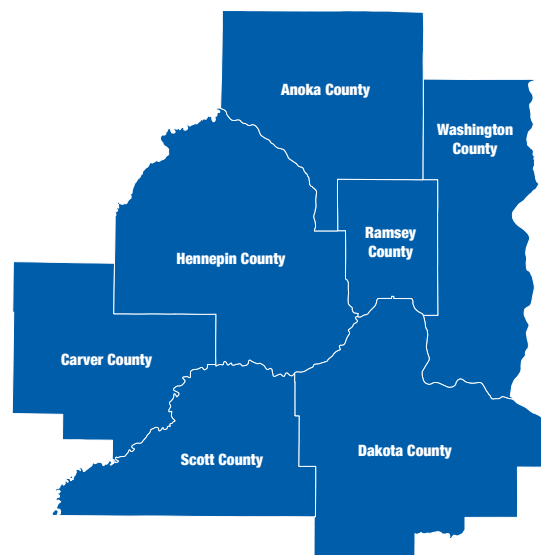


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MET COUNCIL MEMBERS

REPRESENT THE REGION

Our governing board has 17 members from all walks of life. Sixteen of them represent geographic districts across the region with roughly equal populations. Leading the board is the Met Council chair, the 17th member. The members are appointed by the governor in consultation with community leaders.

Minnesota state law requires the legislature to redraw the boundaries of Met Council districts after each decennial federal census so that each district has substantially equal population. The Minnesota Legislature completed the statutory requirement to redraw the districts in 2023. All 16 Council members are serving terms that expire Jan. 4, 2027.



MET COUNCIL MEMBERS

| | |
|-------------|--------------------|
| Chair | Charlie Zelle |
| District 1 | Judy Johnson |
| District 2 | Reva Chamblis |
| District 3 | Dr. Tyronne Carter |
| District 4 | Deb Barber |
| District 5 | John Pacheco Jr. |
| District 6 | Robert Lilligren |
| District 7 | Yassin Osman |
| District 8 | Anjuli Cameron |
| District 9 | Diego Morales |
| District 10 | Peter Lindstrom |
| District 11 | Dr. Gail Cederberg |
| District 12 | Susan Vento |
| District 13 | Chai Lee |
| District 14 | W. Toni Carter |
| District 15 | Tenzin Dolkar |
| District 16 | Wendy Wulff |



metro council.org



SERVICES WE PROVIDE

Our planning and services provide a foundation for regional economic vitality.

- We operate Metro Transit, Metro Mobility, and other transit services that provided nearly 49 million rides in 2023, more than 91% of the total regional ridership.
- Our strategic investments in a growing network of bus and rail transitways increase transportation choices for Twin Cities residents. They encourage transit-oriented development that creates residential and business opportunities.
- We collect and treat the wastewater for more than 90% of the region’s population at rates about 35% lower than peer regions, earning state and national awards for environmental achievements while working with communities for long term water sustainability
- We plan and fund the land acquisition and development of a world-class regional parks and trails system, which had more than 69 million visits in 2023.
- Our Housing and Redevelopment Authority (Metro HRA) operates rent assistance programs that provide affordable housing opportunities for more than 7,200 households with low and moderate incomes, primarily through the Federal Housing Choice Voucher program.



NEARLY
4,500 employees
WORK FOR THE MET COUNCIL



56 REGIONAL PARKS
415+ MILES OF REGIONAL TRAILS
55,000+ ACRES OF LAND



49+ million RIDES PROVIDED
BY THE MET COUNCIL AND SUBURBAN
TRANSIT PARTNERS IN 2022



\$76 million IN HOUSING
ASSISTANCE FOR
7,200+ HOUSEHOLDS



TREATS
250 million
GALLONS OF WASTEWATER DAILY



IMAGINE 2050

The Metropolitan Council recently released a draft of the region's long-range plan for the Twin Cities region called Imagine 2050. Imagine 2050 establishes a vision for the future of the region to guide making this place we call home the best it can be. We count on partnerships and investments in each county, city, and township in the region. Collaboration and cooperation have shaped and given life to this shared vision.

Under state law, the Met Council prepares a long-range plan for the Twin Cities region every 10 years. The Imagine 2050 plan will set the policy foundation for plans we develop for regional transportation systems, water resources, regional parks, and housing. The draft plan identifies the key regional values of equity, leadership, accountability, and stewardship. It also aspires to support a region in 2050 that reflects five goals through policies and actions that inform practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

The final product will reflect imaginative solutions for today's challenges but will be far from imaginary. We will be setting policy and investment direction for the region's future. This will guide our work and our partners' work for years to come.

The plan was released for public comment in August 2024 and is anticipated to be adopted in early 2025. Learn more about Imagine 2050 at <https://metro council.org/Planning/Imagine-2050.aspx>.

WE ARE STEWARDS OF STATE AND FEDERAL RESOURCES



source for transit operations, maintenance, and security. In 2024, sales tax funds have been used to support regional bus and rail operations, transit safety, capital maintenance projects, and technology improvements for the transportation programs. Other regional transit providers have also received funds to maintain, expand, and improve their systems.

The Met Council receives 83% of the revenue; the remaining 17% is distributed to the seven metro-area counties. Of the 83%, 5% is set aside for active transportation and 95% to transit operations, maintenance, and capital projects. State law requires use of the sales tax for transitway operating and capital maintenance investments. Other uses outlined in legislation include improvements to regular route bus service levels, transit safety, accessibility, and new and replacement shelters.

Federal COVID-related funds

The Met Council received a total of \$726 million in Coronavirus Aid, Relief, and Economic Security Act, Coronavirus Response and Relief Supplemental Appropriations Act of 2021, and American Rescue Plan funds since 2020. We expect to spend the last of these funds in 2025, as approximately \$22.5 million in federal relief funds are programmed in the 2025 budget.

Metro-area transportation sales tax

A three-fourths cent metro-area sales tax for transportation took effect on Oct. 1, 2023. This new source of revenue will generate billions of dollars in the coming years to support investment in a transportation system that is befitting of a thriving, growing, dynamic region such as ours.

The most recent Department of Revenue forecast estimates that this source will bring in approximately \$450 million in revenue to the Met Council in 2025. The sales tax creates a predictable and sustainable revenue

Federal Pandemic Fund Spending since 2020

| | 2020 | 2021 | 2022 | 2023 | Preliminary Budget 2024 | Forecast 2025 | TOTAL |
|---|-----------------|----------------|-----------------|-----------------|-------------------------|----------------|-----------------|
| Coronavirus Aid, Relief, and Economic Security Act (2020) | \$197.1 million | \$22.5 million | \$6.9 million | | | | \$226.5 million |
| Coronavirus Response and Relief, Supplemental Appropriations Act (2020) | | \$9.9 million | \$100 million | | \$53.5 million | \$22.5 million | \$185.9 million |
| American Rescue Plan Act (2021) | | \$16.8 million | \$118.7 million | \$166.4 million | \$11.5 million | | \$313.4 million |
| TOTAL | \$197.1 million | \$49.2 million | \$225.6 million | \$166.4 million | \$65.0 million | \$22.5 million | \$725.8 million |

2025 OPERATING BUDGET

CHART 1

Sources of funds: **\$1.615 billion**

COST BREAKDOWN

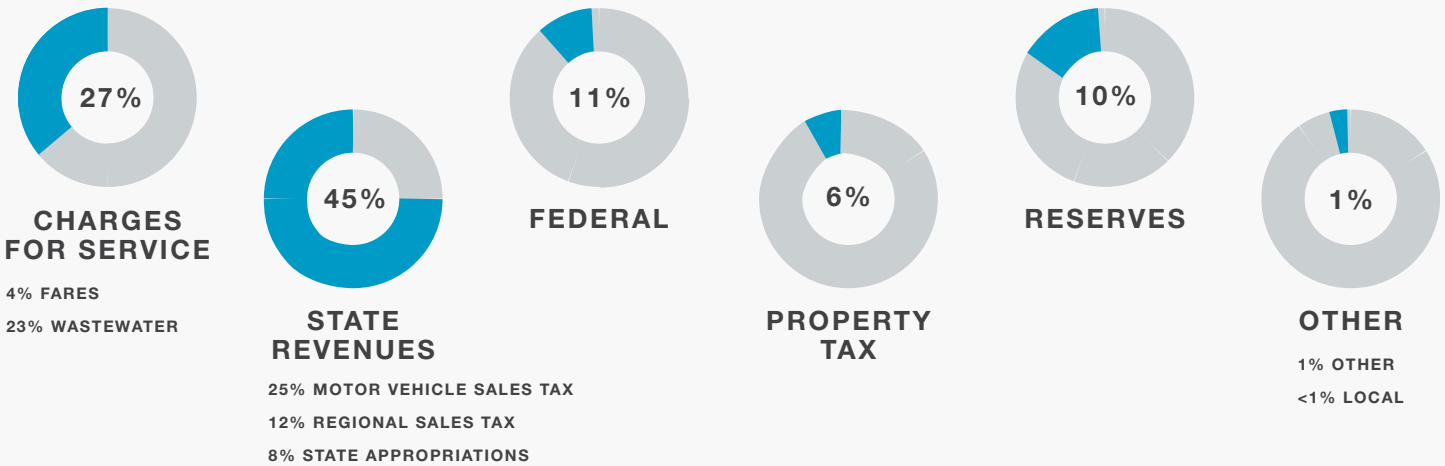
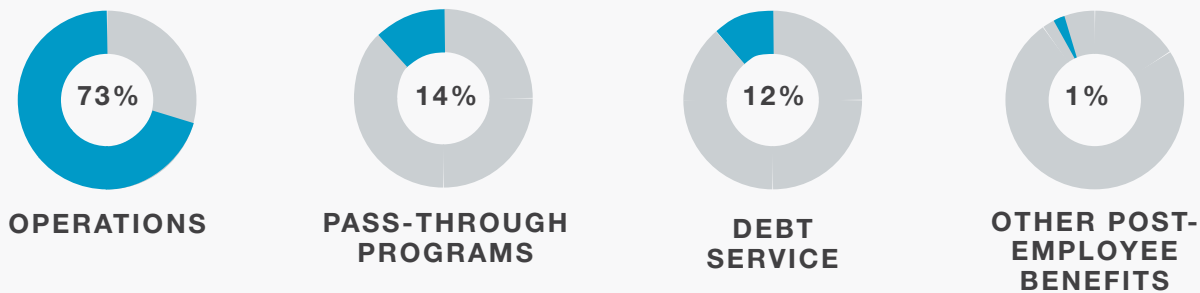


CHART 2

Uses by function: **\$1.615 billion**



Our bonds receive the **highest possible ratings** from Moody's and Standard and Poor's credit ratings agencies. Our top ratings reflect the sound financial management of the Met Council and allow us to borrow money at the **lowest market interest rates.**

WE HELP ADVANCE EQUITY IN THE REGION

As identified in Thrive MSP 2040 and reaffirmed in Imagine 2050, our budget includes a broad range of organizational activities – including specific examinations of how we plan, distribute funds, and address regional disparities.

- Our Community Development division supports funding for planning, pre-development, and affordable housing investments in local communities.
- Our transportation divisions are deploying new transit services to increase connection in traditionally underserved and disconnected communities and to increase public transit choices for people living with disabilities.
- As part of its Safety and Security Action Plan, Metro Transit is intentionally engaging a broad range of customers and community stakeholder to improve the customer experience and emphasize that our transit system provides a safe and welcoming environment for everyone.
- Our Environmental Services division is working to improve access to language assistance for and deepen engagement with customers and individuals affected by construction projects throughout the region.

Goals around equity and specific outcomes are included in several efforts that extend across the entire Met Council organization.

Our Climate Action Work Plan includes actions to address environmental justice needs and identified equity outcomes. Our workforce goals include ways to recruit more diverse candidates for hard-to-fill jobs, as well as efforts to attract, hire, train, retain, and promote employees who identify as Indigenous or people of color. We're working to support a workplace culture of collaboration, adaptability, and putting people first.





WE ARE COMMITTED TO REDUCING CLIMATE IMPACTS

The Met Council began to implement our Climate Action Work Plan, which unifies efforts across our organization over the next five years to reduce our climate impacts and prepare for a changing climate. The plan identifies actions the Met Council will take over a three-to-five-year timeframe and makes five overarching commitments:

- 1. Commitment one:** Incorporate environmental justice principles as we plan, implement, and evaluate our climate action work.
- 2. Commitment two:** Accelerate emissions reductions from our operations to achieve carbon neutrality.
- 3. Commitment three:** Accelerate regional emissions reductions through existing and new partnerships.

- 4. Commitment four:** Reduce risks and impacts of climate change hazards to our facilities and services.
- 5. Commitment five:** We will support and collaborate with partners to advance regional climate adaptation efforts.

The plan is part of efforts implementing the Minnesota Climate Action Framework, a key priority of the Walz-Flanagan administration.



WE'RE PRIORITIZING TRANSIT SAFETY AND SECURITY

The Met Council has established a wide range of initiatives so we can deliver a consistently safe, welcoming transit experience.

Safety and Security Action Plan

Developed with input from riders and employees, the Metro Transit Safety and Security Action Plan describes more than 40 actions we're taking to improve public safety on transit. A quarterly documented status report details progress using measurable outcomes for each action item.

Actions in the Safety and Security Action Plan are focused on one of three areas of work

- Improving conditions
- Training and supporting employees
- Engaging customers and partners

Increasing official presence. Transit Rider Investment Program (TRIP) agents ride transit to support customers in a variety of ways, including providing information about routes and schedules, educating customers about the Code of Conduct, and administering first-aid. TRIP agents also inspect fares and issue administrative citations for fare non-payment.

Supplemental security. Contracted, supplemental security officers are stationed at busy boarding stations with high calls for service.



The expanded use of real-time cameras. Cameras from light rail vehicles and buses and stations are monitored in real time throughout the service day.

Facility enhancements. From elevator and escalator repairs to deep cleanings and public artwork, many locations are being renovated to become more durable and welcoming.

Code of Conduct. Following a public engagement process, the Met Council adopted rules for riding describing behaviors for riders while on the system. Rules have been prominently posted across the transit network.

Ongoing recruitment to expand presence on transit. Metro Transit continues to invest in recruiting and retaining frontline transit workers, including police officers, Community Service Officers (CSOs) and TRIP Agents.





WE HELP SUSTAIN OUR REGION'S NATURAL RESOURCES

All nine water resource recovery facilities received national recognition for excellence in compliance with federal clean water permit limits in 2023. Six of our facilities achieved national recognition for sustaining 100% permit compliance for seven to 33 years.

Wastewater treatment rates have remained reasonable, averaging \$31 a month per household. We also collect and provide samples to the University of Minnesota's Medical School so they can measure and report SARS-CoV-2 (the disease known as COVID-19) levels in the region.

In 2025, we will undertake \$367 million in capital investment to preserve existing assets, improve efficiency, and provide needed capacity for growth. Key projects in 2025 include interceptor, lift station, and meter improvements in Saint Paul, Minneapolis, Long Lake, Victoria, Chanhassen, Maple Plain, Woodbury, Maplewood, Maple Grove, Coon Rapids, Empire, Cottage Grove, Hastings, Mounds View, New Hope, Rosemount, Eureka Township, Columbia Heights, Anoka, and Apple Valley; addition of a fourth incinerator, renewal of primary and secondary treatment facilities, and rehabilitation of the effluent pumping station at the Metropolitan Water Resource Recovery Facility in

Saint Paul; rehabilitation of heating, ventilation, and air conditioning and fire alarm systems, gravity thickener metals and electrical equipment at the St. Croix Valley facility in Oak Park Heights; rehabilitation of electrical equipment, instrumentation and controls, and the outfall at the Hastings facility; and addition of a fifth digester at the Blue Lake facility in Shakopee. In addition to projects at our facilities, we've worked with communities and awarded grants for projects providing benefits for stormwater management, water supply, and green infrastructure.

Our regional water resource and water supply planning work supports a sustainable and equitable future for a growing region. Through a new and significantly increased level of community engagement and collaboration, we partner to optimize and protect water resources and infrastructure for future generations.

We're planting landscapes at our facilities that need less water, reduce runoff, and provide habitat for birds, bees, and butterflies. Five properties are on their way to being converted to drought-tolerant turf, bee lawn, and Minnesota native plants.

WE INVEST IN GREEN SPACES

The Parks Acquisition Opportunity Fund grant program helps regional partners acquire new park and trail land in the Twin Cities region. The Regional Parks and Trails System protects valuable natural resources and wildlife habitats, helps address climate change, and provides health and happiness for the residents of our region.

As identified in the Thrive MSP 2040 plan, the Met Council recognizes the importance of taking care of our regional parks and trails for many generations to come. In 2023, the Minnesota Legislature made an investment of nearly \$29 million for operations and maintenance of our regional parks across state fiscal years 2024 and 2025.

This included a one-time \$6 million boost in 2024 and an ongoing increase of \$1.5 million annually thereafter. Regional parks and trails will also receive more than \$29 million in funds from the Clean Water, Land, and Legacy Amendment in state fiscal year 2025. In 2024, an additional \$4.6 million investment in appropriations for community tree planting in the regional park system and in communities across the region, as well as \$500,000 for fishing piers. These combined investments represent the largest state investment in the region's parks and trails in recent history.

WE PROMOTE HOUSING OPPORTUNITIES

The Met Council promotes housing opportunities across the region through direct tenant supports, our Livable Communities Act grant programs, and through our policy and technical assistance work.

The Metro HRA, launched the U.S. Department of Housing and Urban Development's Community Choice Demonstration Program. The program:

- Works with voucher holders with children to encourage movement to low-poverty neighborhoods
- Provides support in addressing barriers to increasing housing choices by offering mobility-related services
- Includes a rigorous, independent evaluation to determine which supports are most effective in helping families achieve success

The Metro HRA established a partnership with the Metro Transit Homeless Action Team in 2018 to address homelessness in the region. The partnership has connected more than 400 households to housing since the partnership began. The partnership continues with an effort to connect people experiencing homelessness and utilizing transit as shelter to housing vouchers and services to achieve housing stability.

The Met Council provides more than \$28 million in annual grants through the Livable Communities program to help local government communities create more housing choice, support living wage job creation, and connect jobs, housing, and regional amenities to create a more equitable region.

Through housing policy planning, the Met Council assists communities throughout the region in planning for and creating options that give people of all income and life stages viable choices for safe, stable, and affordable homes. The Met Council received a \$4 million competitive Pathways to Removing Obstacles Housing award from the U.S. Department of Housing and Urban Development in 2024, to deepen assistance to communities in the region to break down barriers to affordable housing development. We anticipate this grant will fund work through 2029.

ORGANIZATION OVERVIEW

The Met Council organization consists of three operating divisions and supporting central administrative units within Regional Administration. The operating divisions report to the regional administrator, who reports to the 17-member Metropolitan Council policymaking board.

Each year the Met Council prepares a Unified Budget that includes an operating budget and capital budget. The operating budget shows expenditures to support the Met Council's operations, such as employee salaries, debt service (payments on borrowed money), and funds that the Met Council "passes through" to others in the form of grants and loans.

The capital budget shows expenditures that involve major capital assets, such as building light-rail transitways, improvements to wastewater treatment plants, and funds to purchase land and make improvements for regional parks.

Both budgets indicate the funding sources to pay for the expenses, and together, they make up the Met Council's 2025 Unified Budget. The 2025 Unified Budget fulfills the Met Council's commitment to good stewardship of public resources.

Regional Administration

Regional Administration comprises Met Council leadership and centralized administrative services to support the operating divisions, including Information Services, Human Resources, General Counsel, Government Affairs, Communications, Risk Management, Program Evaluation and Audit, Business, Continuity, Procurement, Office of Equity and Equal Opportunity, Community Relations, Real Estate, and Finance and Budget.

Environmental Services

Environmental Services provides around-the-clock wastewater collection and treatment services for municipal and industrial customers, with near-perfect compliance with federal and state water standards. We operate and maintain 634 miles of regional sanitary sewers and treat an average of 250 million gallons of

wastewater daily at nine regional treatment plants for 111 cities and townships with 2.9 million people. The division also conducts integrated planning to ensure sustainable water quality and water supply for the region.

The Capital Program for Environmental Services includes funding to preserve wastewater facilities by rehabilitating or replacing existing treatment plant and sewer facilities and equipment. A majority of the Capital Program is focused on preservation activities.

Transportation

The Transportation divisions operate, administer, and coordinate public transit services for the Twin Cities metropolitan area. In addition, they manage the allocation of federal transportation funds and plan for regional aviation, highway, transit, and bike/pedestrian transportation systems. The Transportation divisions consist of Metro Transit and Metropolitan Transportation Services.

The Met Council's 2025 budget for the Transportation Division programs assumes bus service levels will be at approximately 91% of pre-pandemic levels, with service for light rail, and Metro Mobility at 100%, and Northstar at 55% of pre-pandemic levels (four trips daily with special event service and no weekend service). The actual service levels on bus and light rail are dependent on operator hiring availability. The 2025 budget continues maintenance and cleaning of vehicles, stations, and facilities and meets demands for Metro Mobility service.

Capital investments include the preservation of the region's vehicle fleet, customer facilities, support facilities, technological improvements, and rail projects. The capital plan also supports transitway development through completion of the METRO Green Line Extension light rail, construction of the METRO Blue Line Extension light rail, and the build out of multiple bus rapid transit lines across the region.

A new $\frac{3}{4}$ -cent metro-area sales tax for transportation took effect on Oct. 1, 2023. The latest forecasts from the Minnesota Department of Revenue estimate the Met Council will bring in \$450 million from this source in

2025. This new sales tax eliminates previous structural funding deficits and replaces county operating revenues. The sales tax also enables operation and long-term upkeep of the existing transit system and the near-term METRO transitway vision. It provides the Met Council with an opportunity to develop a new transit system vision in collaboration with providers, partners and the community accompanied, by an initial and ongoing 30-year forecast.

Community Development

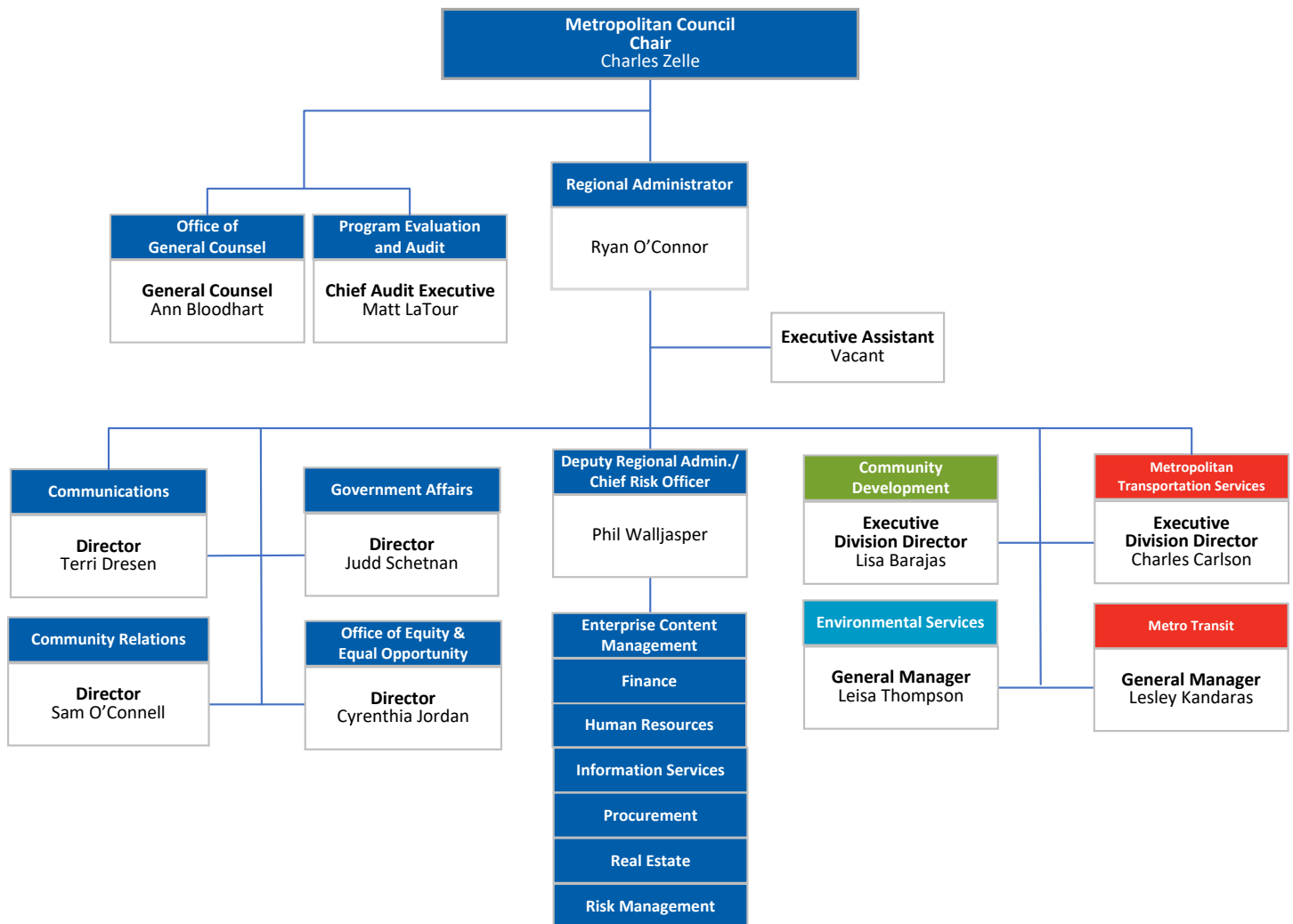
Community Development provides coordinated planning, policy, and program development to support

and encourage regional growth and reinvestment. The division identifies and analyzes regional issues, facilitates community collaboration, and leads the regional planning process to develop the region's 25-year plan. In addition, it develops affordable housing programs to assist low-income households; and partners with regional park implementing agencies to plan for and fund regional parks and trails.

The Community Development operating budget also includes funding for local planning assistance, the Livable Communities program, regional parks, research, and the Metro HRA.

Metropolitan Council Organization

How the Metropolitan Council is organized



Budget process

Developing and reviewing the budget

The process for developing the 2025 preliminary budget continues to be impacted by the longer-term effects of the pandemic and the local economy, particularly around transit ridership and commuting patterns, as well as the labor and supply markets. We anticipate the budget will change between the preliminary budget adopted in August and the final budget adopted Dec. 11, 2024.

Met Council standing committees review and refine divisions’ operating budgets in the summer. Then the Met Council adopts a preliminary operating budget and property tax levy prior to the statutory deadline of Sept. 1. In the months that follow, the committees move to reviewing the capital budget, which is a six-year program of projects. A Unified Operating and Capital Budget is released for public comment in October, and the Met Council adopts the unified budget prior to the statutory deadline of Dec. 20



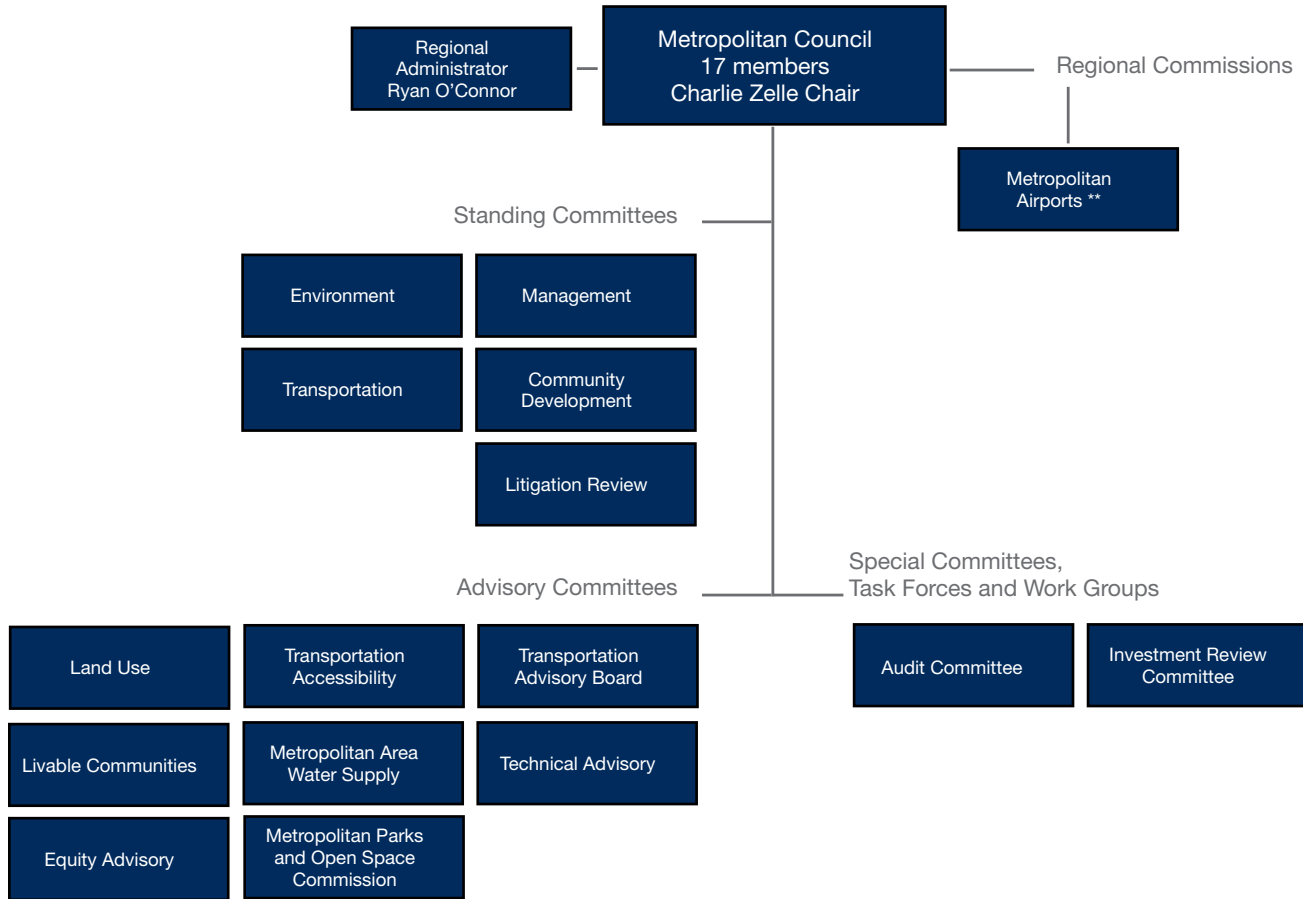
How to comment on the budget

- Write to Metropolitan Council Public Information at 390 Robert St. N., Saint Paul, Minnesota 55101.
- Email Metropolitan Council Public Information at public.info@metc.state.mn.us.
- Record a comment on the Public Comment Line at 651.602.1500 (TTY 651.291.0904).

The Met Council will transcribe all comments left on the Public Comment Line and compile those comments with all other written comments. A summary of the comments will be made available to Met Council members and the public.

The public will also be able to comment on the budget at the Met Council’s Dec. 11, 2024, meeting at 6:00 p.m. The Met Council’s website at metro council.org/Budget will contain instructions for how to comment during that meeting.

Metropolitan Council policymaking structure



** The Metropolitan Council reviews the capital budget and approves certain projects.

2025 OPERATING BUDGET

The Metropolitan Council budget for operations, pass-through programs, and debt service (loan repayments) is \$1.61 billion.

How the Met Council is funded

Charges for services

A little over a quarter (27%) of our funding comes from retail and wholesale services. Our primary paying customers are transit riders and local municipalities for wastewater services.

Transit fares

Revenues for 2025 are projected to total \$58.9 million. This reflects an increase from 2023 when actual fare revenue was \$54.1 million, but still significantly lower than the pre-pandemic budget of \$115.4 million.

Ridership on most of our services is forecasted to remain lower due to persistent pandemic impacts. Metro Mobility ridership is projected to be at 95% of pre-pandemic levels in 2025. Light rail ridership is forecasted at 62% of pre-pandemic levels, the bus system is forecasted at 62%, and Northstar commuter rail is forecasted at 15% pre-pandemic levels.

The Met Council continues to monitor and evaluate ridership impacts from the pandemic on a daily and weekly basis to evaluate services and the need for service adjustments.

Metro Mobility service is designed to meet state and federal standards, and ridership has grown disproportionately to other transit services in the region. Prior to the pandemic, ridership grew 67%, and the service now has 38,000 certified riders.

Wastewater charges

Wastewater charges to local municipalities, which fund operations and debt service, are projected to total \$297.4 million in 2025. Other customer-generated sources include industrial waste charges (\$19.6 million) and sewer availability charges for new or expanded capacity (\$52.8 million).

The preliminary budget includes an increase in the metropolitan wastewater charge of 5.6%. The sewer availability charge of \$2,485 per unit will not increase for 2025 and has been flat since 2014.

State revenues

The Met Council receives revenue from the State of Minnesota, derived primarily from motor vehicle sales taxes (\$396.7 million) and from state general fund appropriations mainly for rail operations (\$32.7 million) and Metro Mobility (\$74.2 million). The Met Council also estimates the use of \$189.3 million of the regional sales tax in transit operations.

The state updates its revenue forecast in February and November each year. This budget relies on the state’s February 2024 forecast. Metro-area transit receives 34.3% of motor vehicle sales tax revenues. The Met Council budget includes pass-through funds of \$49.1 million in motor vehicle sales tax revenues to suburban transit providers.

The Legislature has continued to divide our base general fund appropriation for transit into separate line items for Metro Mobility and the Met Council’s transit system. In July 2025, the state will assume financial responsibility for Metro Mobility, covering the gap between program revenues and operating and capital expenses of the

program. The state general fund also funds a share of light rail and commuter rail, and help fund housing assistance and environmental services grants.

State appropriations also help fund housing assistance and environmental services grants.

Federal revenues

We receive federal revenues to support our transit and housing assistance programs, totaling approximately 11% of operating revenues. The preliminary 2025 budget for the Metropolitan Housing and Redevelopment Authority includes \$109 million in federal revenues. More than 90% is passed through as rental assistance payments directly to landlords for tenant voucher holders.

Federal relief funds. The Met Council received three federal relief funding plans for transportation in 2020 and 2021, totaling \$725.8 million. These funds have been essential to maintaining service and balance the Met Council’s transportation budget and providing support to the suburban transit providers. We expect the last of these funds to be spent in 2025.

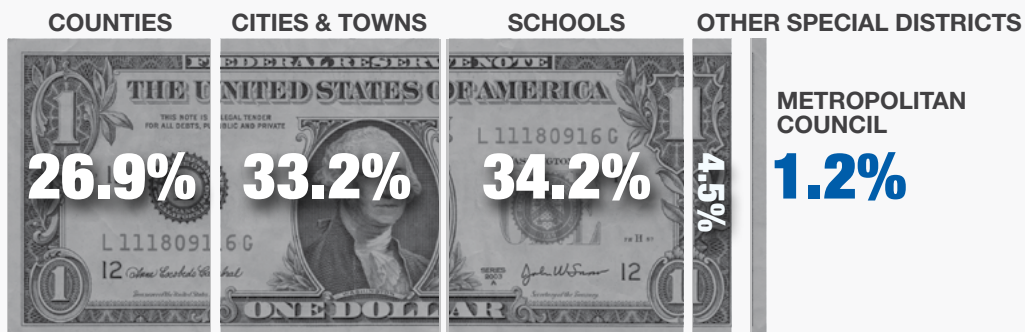
Operating reserves

We expect to use federal funds, along with one-time use of approximately \$168 million in operating reserves, to balance the budget of Met Council transportation operations in calendar year 2025.

Property taxes

Counties, cities, and school districts receive most of the revenue raised by property taxes in the region. The Met Council typically receives about 1.2% of the average property taxes in the Twin Cities.

Where your property tax dollar goes



Source: MN Department of Revenue, Certified Payable 2025 Property Tax Levies

The Met Council's 2025 budget proposes property tax levies payable in 2025 of \$96.05 million. (SEE CHART 3) Property taxes are primarily used to pay debt service on bonds issued to support two purposes: the capital improvement programs for transit and parks and the pass-through grants to local communities with the Livable Communities fund.

This fund supports community investments that revitalize economies, create affordable housing, and connect land uses and transportation. The fund also supports a category of transit-oriented development grants for high-density, mixed-use projects located along transit corridors.

Property tax levy

The payable 2025 levy of \$96.05 million represents a 2% increase over the amount payable in 2024. (SEE CHART 3) Under the levy, a metro area home with an estimated value of \$300,000 could pay a Met Council-related

property tax of approximately \$47 inside the transit-taxing communities and \$17 outside the transit-taxing communities.

The Met Council's statutory limit for general purposes and other non-debt service levies is \$44.67 million for taxes payable in 2025, compared to the levy of \$39.48 million which is about 12% below the levy cap.

Levies for debt service are not directly limited, but the levies for parks and transit are essentially restricted by our bonding authority (the dollar amount of bonds we can issue) as defined in statute. The debt service levy for transit and parks debt service is \$56.57 million in 2025, which is 2.3% more than 2024 debt service levy.

Debt service and bonds

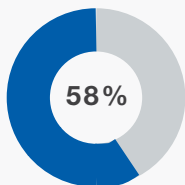
About 59% of total property tax levies is dedicated to paying debt service on bonds issued to support preserving and investing in capital assets for transit and parks.

2025 PROPOSED NUMBERS

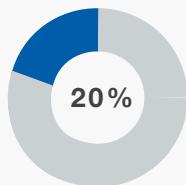
CHART 3

Property tax levies: \$96.05 million

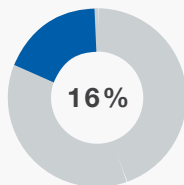
COST BREAKDOWN



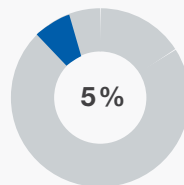
TRANSIT DEBT SERVICE



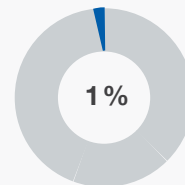
GENERAL PURPOSES



LIVABLE COMMUNITIES



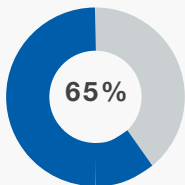
TAX BASE REVITALIZATION



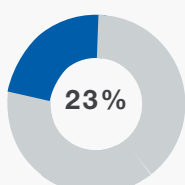
PARKS DEBT SERVICE

CHART 4

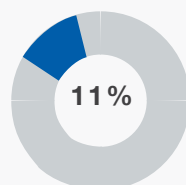
Operating budget uses by division: \$1.615 billion



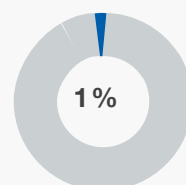
TRANSPORTATION



ENVIRONMENTAL SERVICES



COMMUNITY DEVELOPMENT



REGIONAL ADMINISTRATION & OTHER POST-EMPLOYEE BENEFITS

Our total general obligation debt outstanding is \$1.7 billion as of Dec. 31, 2023. Approximately 70% of this debt relates to wastewater assets and is paid for by fees collected for wastewater services.

Our bonds receive the highest possible ratings from Moody's and Standard and Poor's credit ratings agencies (AAA). Our top ratings reflect the sound financial management of the Met Council and allow us to borrow money at the lowest market interest rates.

Livable Communities Fund

This fund consists of three active accounts: The Livable Communities Demonstration Account (LCDA), the Tax Base Revitalization Account (TBRA), and the Local Housing Incentives Account (LHIA). Together, they support community investments that revitalize economies, create affordable housing, and connect land uses and transportation. State statutes authorize property tax levies to fund the LCDA. Statutes also direct \$1 million from the general-purpose levy and \$500,000 from the LCDA levy be transferred to the LHIA.

Right-of-Way Acquisition Loan Fund

The Right-of-Way Acquisition Loan Fund program provides zero-interest loans to local governments to acquire right-of-way along highway corridors in advance of development. The proposed levy for 2025 does not include an amount for this fund. The fund has sufficient balance available to meet program needs for 2025.

Spending by division

Met Council fund accounting

Revenue collected by the Met Council is directed into separate funds. These funds allow us to manage spending by directing the revenue dedicated to specific activities or objectives to a group of related accounts. By maintaining separate funds, we comply with laws that require funds be spent for a specific purpose. For example, the Met Council may not raise transit fares to pay for wastewater services.

The general fund is used to account for administration functions of our Regional Administration division and to fund the regional planning programs in the Community Development divisions. The Met Council has the most discretion in the use of general fund dollars. The general fund accounts for about 6% of the Met Council budget and is primarily funded by the general-purpose property tax levy and inter-divisional allocations.

Stewardship and accountability

Other post-employment benefits is a health care plan for eligible retirees and their dependents. This is a closed plan. The Met Council has set aside enough money to pay all future benefits.

Self-insurance. To help control rising medical and dental premiums, the Met Council self-insures its plans for employees and retirees.

For additional information about post-employment benefits and self-insurance, see Appendix F.

OPERATING BUDGET TABLES

TABLE 1

Unified Operating Budget: Provides a comparison of revenues, expenses and other sources and uses from 2023, 2024, and 2025.

TABLE 2

Summary budget: Operations, pass-through, debt service, and post-employment benefits – Expands the budget into the four categories that make up the Unified Operating Budget.

TABLE 3

Summary budget: Operations by fund – Expands the Met Council operations column from Table 2 into fund groups.

TABLE 4

Summary budget: Pass-through grants and loans – Expands the pass-through grants and loans column from Table 2 into the individual programs.

TABLE 5

Summary budget: Debt service – Expands the debt service column from Table 2 into the three divisions.

TABLE 6

Summary budget: Certified levies and levy limits – Provides a comparison of certified levies to levy limits and certified levies from prior years.

OPERATIONS, PASS-THROUGHS AND DEBT SERVICE 2023, 2024, AND 2025

TABLE 1

(\$ IN 000S)

| | 2023 Actuals | 2024 Adopted | 2025 Proposed | Change |
|--|---------------------|---------------------|----------------------|---------------|
| REVENUES: | | | | |
| Net Property Tax | 91,116 | 94,170 | 96,055 | 2.0% |
| Federal Revenues | 276,411 | 213,755 | 182,174 | -14.8% |
| State Revenues | 478,512 | 550,817 | 697,181 | 26.6% |
| Local Revenues | 20,010 | 1,362 | 1,615 | 18.6% |
| Municipal Wastewater Charges | 263,701 | 281,587 | 297,360 | 5.6% |
| Industrial Wastewater Charges | 21,290 | 18,500 | 19,630 | 6.1% |
| Passenger Fares, Contract & Special Events | 54,079 | 60,870 | 58,940 | -3.2% |
| Investment Earnings | 30,553 | 2,200 | 11,997 | 445.3% |
| OPEB Investment Earnings | 6,348 | 5,000 | 6,000 | 20.0% |
| Other Revenues | 6,445 | 8,328 | 8,156 | -2.1% |
| Total Revenues | 1,248,465 | 1,236,589 | 1,379,108 | 11.5% |
| OTHER SOURCES: | | | | |
| MVST Transfers In | 49,297 | 15,845 | 16,520 | 4.3% |
| SAC Transfers In | 60,057 | 57,768 | 52,751 | -8.7% |
| Total Other Sources | 109,354 | 73,613 | 69,271 | -5.9% |
| Total Revenues and Other Sources | 1,357,819 | 1,310,202 | 1,448,379 | 10.5% |
| EXPENSES: | | | | |
| Salaries & Benefits | 461,285 | 589,360 | 688,865 | 16.9% |
| OPEB Benefit Payments | 14,018 | 14,947 | 15,480 | 3.6% |
| Consulting & Contractual Services | 70,467 | 89,734 | 109,784 | 22.3% |
| Materials & Supplies | 28,152 | 52,855 | 58,775 | 11.2% |
| Fuel | 38,676 | 31,578 | 35,219 | 11.5% |
| Chemicals | 15,714 | 17,663 | 17,177 | -2.8% |
| Rent & Utilities | 42,125 | 44,955 | 49,510 | 10.1% |
| Printing | 317 | 733 | 567 | -22.6% |
| Travel | 1,933 | 3,003 | 3,477 | 15.8% |
| Insurance | 8,918 | 10,528 | 11,274 | 7.1% |
| Transit Programs | 120,212 | 117,442 | 150,574 | 28.2% |
| Operating Capital | 5,782 | 3,141 | 3,645 | 16.0% |
| Governmental Grants | 1,168 | 2,430 | 5,345 | 120.0% |
| Other Expenses | 16,175 | 26,511 | 26,654 | 0.5% |
| Passthrough Grants & Loans | 170,336 | 209,646 | 237,391 | 13.2% |
| Debt Service Obligations | 203,251 | 192,552 | 188,811 | -1.9% |
| Total Expenses | 1,198,529 | 1,407,078 | 1,602,548 | 13.9% |
| OTHER SOURCES AND (USES): | | | | |
| Total Other Sources and (Uses) | (7,535) | (14,156) | (12,109) | -14.5% |
| Total Expenses and Other Uses | 1,206,064 | 1,421,234 | 1,614,657 | 13.6% |
| Change in Fund Balance | 151,755 | (111,032) | (166,278) | |

OPERATIONS, PASS-THROUGH AND DEBT SERVICE FY2025

TABLE 2

(\$ IN 000S)

| | Council Operations | Pass-through Grants & Loans | Debt Service Funds | Other Post Employment Benefits (OPEB) | Total |
|--|---------------------------|--|---------------------------|--|------------------|
| REVENUES: | | | | | |
| Property Tax | 19,318 | 20,163 | 56,574 | - | 96,055 |
| Federal Revenues | 80,960 | 101,214 | - | - | 182,174 |
| State Revenues | 595,988 | 101,193 | - | - | 697,181 |
| Local Revenues | 1,615 | - | - | - | 1,615 |
| Municipal Wastewater Charges | 188,610 | - | 108,750 | - | 297,360 |
| Industrial Wastewater Charges | 19,026 | - | 604 | - | 19,630 |
| Passenger Fares, Contract & Special Events | 58,940 | - | - | - | 58,940 |
| Investment Earnings | 11,802 | - | 195 | 6,000 | 17,997 |
| Other Revenues | 8,156 | - | - | - | 8,156 |
| Total Revenues | 984,415 | 222,570 | 166,123 | 6,000 | 1,379,108 |
| OTHER SOURCES: | | | | | |
| MVST Transfers In | 16,520 | - | - | - | 16,520 |
| SAC Transfers In | 5,000 | - | 47,751 | - | 52,751 |
| Total Other Sources | 21,520 | - | 47,751 | - | 69,271 |
| Total Revenues and Other Sources | 1,005,935 | 223,805 | 213,874 | 6,000 | 1,448,379 |
| EXPENSES: | | | | | |
| Salaries & Benefits | 688,865 | - | - | - | 688,865 |
| OPEB Benefit Payments | - | - | - | 15,480 | 15,480 |
| Consulting & Contractual Services | 109,784 | - | - | - | 109,784 |
| Materials & Supplies | 58,775 | - | - | - | 58,775 |
| Fuel | 35,219 | - | - | - | 35,219 |
| Chemicals | 17,177 | - | - | - | 17,177 |
| Rent & Utilities | 49,510 | - | - | - | 49,510 |
| Printing | 567 | - | - | - | 567 |
| Travel | 3,477 | - | - | - | 3,477 |
| Insurance | 11,274 | - | - | - | 11,274 |
| Transit Programs | 150,574 | - | - | - | 150,574 |
| Operating Capital | 3,645 | - | - | - | 3,645 |
| Governmental Grants | 5,345 | - | - | - | 5,345 |
| Other Expenses | 26,654 | - | - | - | 26,654 |
| Passthrough Grants & Loans | - | 237,391 | - | - | 237,391 |
| Debt Service Obligations | - | - | 188,811 | - | 188,811 |
| Total Expenses | 1,160,866 | 237,391 | 188,811 | 15,480 | 1,602,548 |
| OTHER SOURCES AND (USES): | | | | | |
| Total Other Sources and (Uses) | (13,344) | 1,235 | - | - | (12,109) |
| Total Expenses and Other Uses | 1,174,210 | 236,156 | 188,811 | 15,480 | 1,614,657 |
| Change in Fund Balance | (168,275) | (13,586) | 25,063 | (9,480) | (166,278) |

OPERATIONS BY FUND FY2025

TABLE 3

(\$ IN 000'S)

| | General Fund | | | Transportation | | | | | | | | | | | Memo Total | |
|-----------------------------------|----------------|---------------|--------------------|--------------------------------------|----------------|----------------|---------------------|-----------------|----------------|----------------|----------------|---------------|---------------------|----------------|------------------|--------|
| | RA | CD | General Fund Total | Metropolitan Transportation Services | | | | | Metro Transit | | | | | | | |
| | | | | HRA & FAHP | ES | Metro Mobility | Contracted Services | Transp Planning | MTS Total | Bus | Light Rail | Commuter Rail | Metro Transit Total | Transp Total | | |
| REVENUES: | | | | | | | | | | | | | | | | |
| Property Tax | 1,298 | 18,020 | 19,318 | - | - | - | - | - | - | - | - | - | - | - | - | 19,318 |
| Federal Revenues | - | 1,830 | 1,830 | 9,275 | - | 28,841 | 1,190 | 6,792 | 36,823 | 33,032 | - | - | 33,032 | 69,855 | 80,960 | |
| State Revenues | - | - | - | 8 | 1,240 | 80,589 | 39,702 | 1,000 | 121,291 | 324,725 | 135,817 | 12,907 | 473,449 | 594,740 | 595,988 | |
| Local Revenues | - | - | - | - | - | - | - | 175 | 175 | - | - | 1,440 | 1,440 | 1,615 | 1,615 | |
| Municipal Wastewater Charges | - | - | - | - | 188,610 | - | - | - | - | - | - | - | - | - | 188,610 | |
| Industrial Wastewater Charges | - | - | - | - | 19,026 | - | - | - | - | - | - | - | - | - | 19,026 | |
| Passenger Fares | - | - | - | - | - | 7,553 | 1,657 | - | 9,210 | 33,523 | 14,687 | 341 | 48,551 | 57,761 | 57,761 | |
| Contract & Special Event Revenues | - | - | - | - | - | - | - | - | - | 1,179 | - | - | 1,179 | 1,179 | 1,179 | |
| Investment Earnings | 702 | - | 702 | - | 2,500 | - | - | - | - | 8,000 | 500 | 100 | 8,600 | 8,600 | 11,802 | |
| Other Revenues | 120 | - | 120 | 3,923 | 876 | - | - | - | - | 2,000 | 1,237 | - | 3,237 | 3,237 | 8,156 | |
| Total Revenues | 2,120 | 19,850 | 21,970 | 13,206 | 212,252 | 116,983 | 42,549 | 7,967 | 167,499 | 402,459 | 152,241 | 14,788 | 569,488 | 736,987 | 984,415 | |
| EXPENSES: | | | | | | | | | | | | | | | | |
| Salaries & Benefits | 68,371 | 9,939 | 78,310 | 7,685 | 92,716 | 4,240 | 1,117 | 6,001 | 11,358 | 408,927 | 83,023 | 6,846 | 498,796 | 510,154 | 688,865 | |
| Consulting & Contractual Services | 37,150 | 3,805 | 40,955 | 2,784 | 21,376 | 2,408 | 821 | 4,164 | 7,393 | 23,742 | 9,035 | 4,499 | 37,276 | 44,669 | 109,784 | |
| Material & Supplies | 3,399 | - | 3,399 | 49 | 13,963 | 560 | 392 | 25 | 977 | 30,227 | 9,368 | 792 | 40,387 | 41,364 | 58,775 | |
| Fuel | - | - | - | - | 356 | 13,823 | - | - | 13,823 | 19,783 | 89 | 1,168 | 21,040 | 34,863 | 35,219 | |
| Chemicals | - | - | - | - | 17,177 | - | - | - | - | - | - | - | - | - | 17,177 | |
| Rent & Utilities | 6,723 | 298 | 7,021 | 284 | 25,355 | 153 | 86 | 158 | 397 | 7,471 | 8,646 | 336 | 16,453 | 16,850 | 49,510 | |
| Printing | 35 | 18 | 53 | - | 39 | 35 | 5 | 7 | 47 | 428 | - | - | 428 | 475 | 567 | |
| Travel | 1,207 | 169 | 1,376 | 81 | 859 | 32 | 13 | 65 | 110 | 939 | 93 | 19 | 1,051 | 1,161 | 3,477 | |
| Insurance | 150 | - | 150 | 100 | 3,370 | - | - | - | - | 4,310 | 635 | 2,709 | 7,654 | 7,654 | 11,274 | |
| Transit Programs | - | - | - | - | - | 107,652 | 42,922 | - | 150,574 | - | - | - | - | 150,574 | 150,574 | |
| Operating Capital | 922 | 98 | 1,020 | 60 | 2,266 | 144 | 123 | 32 | 299 | - | - | - | - | 299 | 3,645 | |
| Governmental Grants | - | 1,337 | 1,337 | - | 1,551 | - | - | - | - | 2,457 | - | - | 2,457 | 2,457 | 5,345 | |
| Other Expenses | 882 | 304 | 1,186 | 1,585 | 5,158 | 87 | 66 | 75 | 228 | 18,159 | 123 | 215 | 18,497 | 18,725 | 26,654 | |
| Total Expenses | 118,839 | 15,968 | 134,807 | 12,628 | 184,186 | 129,134 | 45,545 | 10,527 | 185,206 | 516,443 | 111,012 | 16,584 | 644,039 | 829,245 | 1,160,866 | |

OPERATIONS BY FUND FY2025

TABLE 3 continued

(\$ IN 000'S)

| | General Fund | | | | | Transportation | | | | | | | | | Memo Total |
|----------------------------------|--------------|---------|--------------------|------------|----------|--------------------------------------|---------------------|-----------------|-----------|---------------|------------|---------------|---------------------|--------------|------------|
| | General Fund | | | HRA & FAHP | ES | Metropolitan Transportation Services | | | | Metro Transit | | | | | |
| | RA | CD | General Fund Total | | | Metro Mobility | Contracted Services | Transp Planning | MTS Total | Bus | Light Rail | Commuter Rail | Metro Transit Total | Transp Total | |
| OTHER SOURCES AND (USES): | | | | | | | | | | | | | | | |
| Interdivisional Cost Allocation | 117,962 | (2,882) | 115,080 | (1,660) | (27,390) | (3,426) | (1,208) | (2,905) | (7,539) | (68,528) | (8,942) | (1,021) | (78,491) | (86,030) | - |
| Modal Allocation | - | - | - | - | - | - | - | - | - | 21,957 | (21,088) | (869) | - | - | - |
| 2CFR200 Allocation | - | - | - | - | - | - | - | - | - | 14,261 | (13,728) | (533) | - | - | - |
| MVST Transfer | - | - | - | - | - | - | - | - | - | 16,520 | - | - | 16,520 | 16,520 | 16,520 |
| Transfer from SAC | - | - | - | - | 5,000 | - | - | - | - | - | - | - | - | - | 5,000 |
| Transfer To Passthrough | - | (1,750) | (1,750) | - | - | - | - | - | - | - | - | - | - | - | (1,750) |
| Transfer To Capital | (1,143) | - | (1,143) | (66) | (11,000) | - | - | - | - | - | - | - | - | - | (12,209) |
| Net Operating Transfers | (100) | - | (100) | 75 | 100 | - | - | 615 | 615 | (75) | - | - | (75) | 540 | 615 |
| Net Other Sources and (Uses) | 116,719 | (4,632) | 112,087 | (1,651) | (33,290) | (3,426) | (1,208) | (2,290) | (6,924) | (15,865) | (43,758) | (2,423) | (62,046) | (68,970) | 8,176 |
| Change in Fund Balance | - | (750) | (750) | (1,073) | (5,224) | (15,577) | (4,204) | (4,850) | (24,631) | (129,849) | (2,529) | (4,219) | (136,597) | (161,228) | (168,275) |

PASS-THROUGH GRANTS AND LOANS FY2025

TABLE 4

(\$ IN 000S)

| | Metro HRA | Parks O & M | Planning Assistance | Livable Communities | MTS Pass- through | Memo Total |
|-------------------------------------|------------------|----------------------------|--------------------------------|--------------------------------|------------------------------|-------------------|
| REVENUES: | | | | | | |
| Property Tax | - | - | - | 20,163 | - | 20,163 |
| Federal Revenues | 98,138 | - | - | - | 3,076 | 101,214 |
| State Revenues | 120 | 11,714 | - | - | 89,359 | 101,193 |
| Total Revenues | 98,258 | 11,714 | - | 20,163 | 92,435 | 222,570 |
| EXPENSES: | | | | | | |
| Pass-through Grants & Loans | 98,758 | 11,714 | - | 34,999 | 91,920 | 237,391 |
| Total Expenses | 98,758 | 11,714 | - | 34,999 | 91,920 | 237,391 |
| OTHER SOURCES AND (USES): | | | | | | |
| Transfer From Operations | - | - | 750 | 1,000 | (515) | 1,235 |
| Net Other Sources and (Uses) | - | - | 750 | 1,000 | (515) | 1,235 |
| Change in Fund Balance | (500) | - | 750 | (13,836) | - | (13,586) |

DEBT SERVICE FY2025

TABLE 5

(\$ in 000s)

| | Parks | Transit | Environmental Services | Memo Total |
|---|--------------|----------------|-------------------------------|-------------------|
| REVENUES: | | | | |
| Property Tax | 1,274 | 55,300 | - | 56,574 |
| Municipal Wastewater Charges | - | - | 108,750 | 108,750 |
| Industrial Wastewater Charges | - | - | 604 | 604 |
| Investment Earnings | 15 | 180 | - | 195 |
| Total Revenues | 1,289 | 55,480 | 109,354 | 166,123 |
| OTHER SOURCES: | | | | |
| SAC Transfers In | - | - | 47,751 | 47,751 |
| Total Revenues and Other Sources | 1,289 | 55,480 | 157,105 | 213,874 |
| EXPENSES: | | | | |
| Debt Service Obligations | 1,274 | 31,037 | 156,500 | 188,811 |
| Total Expenses | 1,274 | 31,037 | 156,500 | 188,811 |
| OTHER SOURCES AND (USES): | | | | |
| Total Expenses and Other Sources and (Uses) | 1,274 | 31,037 | 156,500 | 188,811 |
| Change in Fund Balance | 15 | 24,443 | 605 | 25,063 |

CERTIFIED LEVIES AND LEVY LIMITS

TABLE 6

(\$ IN 000S)

| | Certified Levies | | | | 2024-2025 Change | |
|--|------------------|--------|--------|--------|------------------|---------|
| | 2022 | 2023 | 2024 | 2025 | Amount | Percent |
| NON-DEBT LEVIES | | | | | | |
| GENERAL PURPOSES: | | | | | | |
| General Purposes | 15,580 | 16,986 | 17,979 | 18,318 | 339 | 1.9% |
| Transfer to Livable Communities | 1,000 | 1,000 | 1,000 | 1,000 | - | 0.0% |
| Total General Purposes | 16,580 | 17,986 | 18,979 | 19,318 | 339 | 1.8% |
| Highway Right-of-Way | - | - | - | - | - | - |
| LIVABLE COMMUNITIES: | | | | | | |
| Tax Base Revitalization-Fiscal Disparities | 5,000 | 5,000 | 5,000 | 5,000 | - | 0.0% |
| Demonstration Account | 13,014 | 14,117 | 14,897 | 15,163 | 266 | 1.8% |
| Total Livable Communities | 18,014 | 19,117 | 19,897 | 20,163 | 266 | 1.3% |
| Total Non-Debt Levies | 34,594 | 37,103 | 38,876 | 39,481 | 605 | 1.6% |
| DEBT SERVICE LEVIES: | | | | | | |
| Parks Debt Service | 3,477 | 1,678 | 4,818 | 1,274 | (3,545) | -73.6% |
| Transit Debt Service | 52,443 | 53,543 | 50,476 | 55,300 | 4,823 | 9.6% |
| Total Debt Service Levies | 55,920 | 55,221 | 55,294 | 56,573 | 1,279 | 2.3% |
| Total Certified Property Tax Levies | 90,514 | 92,324 | 94,171 | 96,054 | 1,884 | 2.0% |
| TOTAL TRANSIT AND OTHER LEVIES | | | | | | |
| Transit Levies | 52,443 | 53,543 | 50,476 | 55,300 | 4,823 | 9.6% |
| Other Levies | 38,071 | 38,781 | 43,694 | 40,755 | (2,940) | -6.7% |
| STATUTORY LEVY LIMITS | | | | | | |
| General Operations | 16,580 | 17,986 | 18,979 | 19,318 | 339 | 1.8% |
| Highway ROW | 4,457 | 4,835 | 5,102 | 5,193 | 91 | 1.8% |
| Livable Comm. Fiscal Disparity | 5,000 | 5,000 | 5,000 | 5,000 | - | 0.0% |
| Livable Comm. Demonstration Acct | 13,014 | 14,117 | 14,897 | 15,163 | 266 | 1.8% |

2025 CAPITAL PROGRAM

The Capital Program is a multi-year plan for the preservation, expansion, and improvement of the regional transit, wastewater, and parks and open spaces. The Met Council adopts a program-level budget for each division (Tables 9, 10 and 11).

Projects are grouped into programs based on their similarities (for example, bus replacement, wastewater treatment facility, or regional parks implementing agency). Individual projects within a program can be found in Appendices G-1, G-2, and G-3. Projects carry forward from year to year and are added, removed, and changed through the Met Council’s amendment process.

Transportation (transitways and other transit) is the largest portion of the Capital Program. Authorized and

planned projects excluding federal New Starts and other transitway projects total \$11.06 billion of the Capital Program.

Preserving regional capital investments is the highest priority of the Capital Program. Excluding transitway projects, preserving assets makes up more than 73% of the Capital Program. Expansion projects include land acquisition, increased capacity in wastewater collection and treatment, and new transit service. Improvement projects include improving water quality or increasing energy efficiency at wastewater treatment plants.

The 2025 Capital Program totals \$14.5 billion and includes authorized (active) and planned (future) projects.

[\(SEE CHART 5\)](#)

2025 CAPITAL PROGRAM

CHART 5

by function: **\$14.50 billion**

COST BREAKDOWN

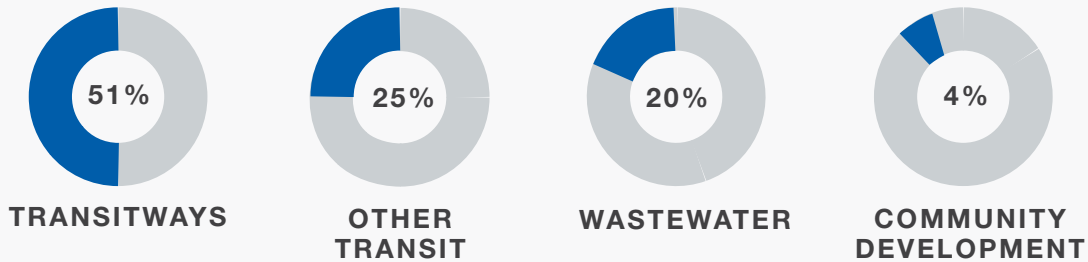
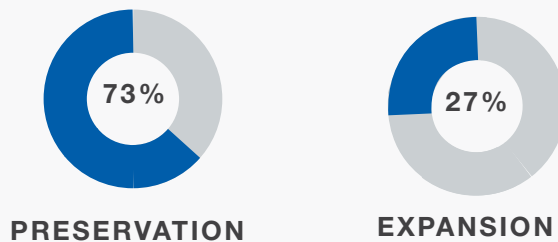


CHART 6

without transitways by category: **\$3.59 billion**



Three components of the capital program

Authorized Capital Program

The Authorized Capital Program provides multi-year authorization to spend on project costs where funding has been secured and the Met Council has given final approval to proceed. It is the total amount of all past and present approvals from the Met Council for all active projects and phases of projects. The Authorized Capital Program total will change during 2025 as capital projects are completed and removed from the Authorized Capital Program, and as capital projects in the Capital Improvement Plan (CIP) secure funding and are moved into the Authorized Capital Program.

Because capital projects remain in the program until completed and closed, the Authorized Capital Program does not cover a particular time period.

Capital budget

The Capital Budget represents the amount from the Authorized Capital Program that is expected to be spent in 2025. As capital projects in the Capital Improvement Plan secure funding and receive final approval from the Met Council, the Capital Budget will be amended throughout the year.

Capital Improvement Plan (CIP)

The Capital Improvement Plan is a six-year capital investment plan. Projects in the Capital Improvement Plan have funding sources identified, but not yet secured and the Met Council has not given final approval. Amounts shown in the capital tables beginning on page 35, represent the year we anticipate the Met Council will be asked to move the project to the Authorized Capital Program.

How the capital program is funded

Financing for the Capital Program comes from federal, state, and local capital grants; regional borrowing; Metro Area Transportation Sales Tax; and other sources.

Each division has its own funding sources (see Table 8), which may not be intermingled.

The Community Development Capital Program includes significant state funding and approximately 14% from regional borrowing.

The Transportation Division Capital Program has a mix of funding sources, including significant grants from federal, state, local authorities, Metro Area Transportation Sales Tax and counties with approximately 8% funded through regional borrowing.

The Environmental Services Division Capital Program is financed almost entirely (96%) through regional borrowing. More information on regional borrowing can be found in the “Fiscal Impacts” section.

2025 AUTHORIZED CAPITAL PROGRAM

CHART 7

by function: **\$7.93 billion**

COST BREAKDOWN

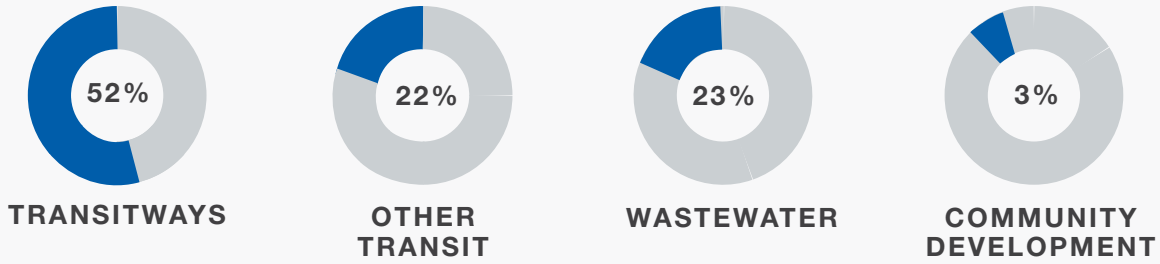
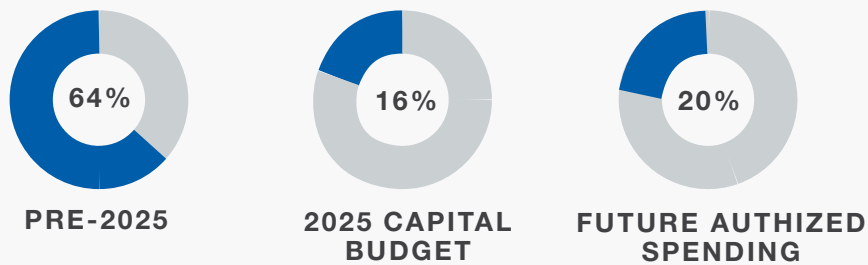


CHART 8

by spending period: **\$7.93 billion**

COST BREAKDOWN

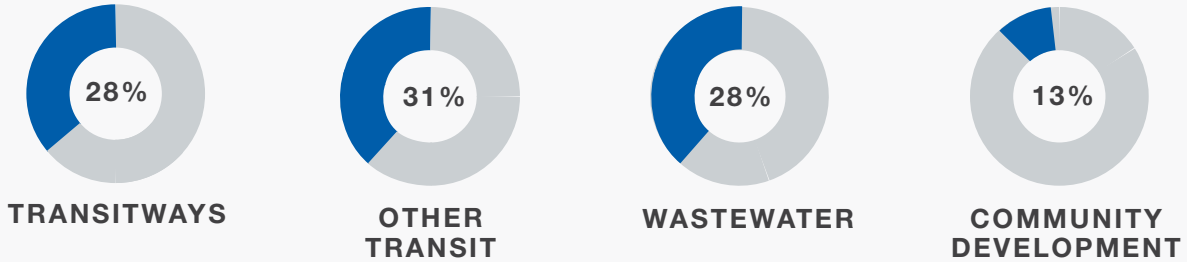


2025 CAPITAL BUDGET

CHART 9

by function: **\$1.29 billion**

COST BREAKDOWN

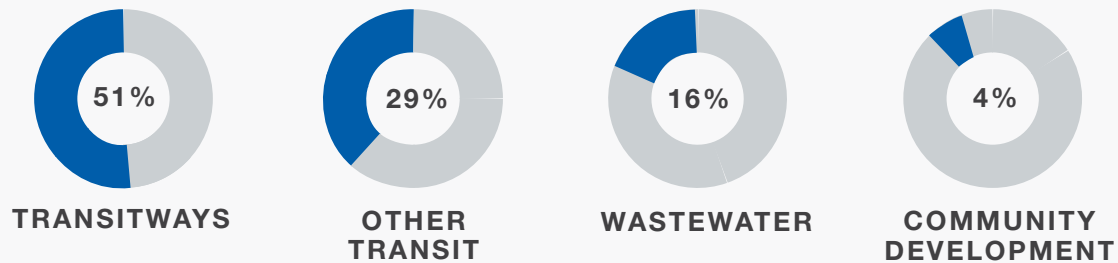


2025 CAPITAL IMPROVEMENT

CHART 10

by function: **\$6.57 billion**

COST BREAKDOWN

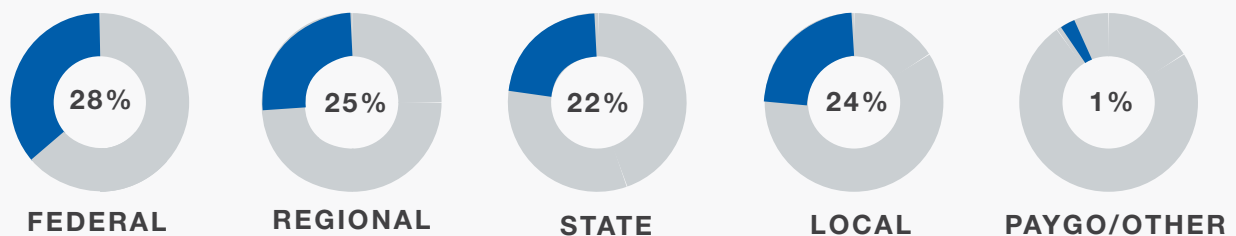


2025 CAPITAL PROGRAM

CHART 11

by funding source: **\$14.50 billion**

COST BREAKDOWN



CAPITAL PROGRAM TABLES

TABLE 7

Capital Program summary; Provides a summary of the three components of the Capital Program by division and purpose.

TABLE 8

Capital Program: sources and uses of funds: Summarizes the sources and uses by division and category.

TABLE 9

Transportation Capital Program: Lists the programs in the Transportation Capital Program.

TABLE 10

Environmental Services Capital Program: Lists the programs in the Environmental Services Capital Program.

TABLE 11

Community Development, Parks, and Open Space Capital Program: Lists the programs in the Parks and Open Space Capital Program.



CAPITAL PROGRAM SUMMARY

TABLE 7

(\$ IN 000'S)

| | Authorized Capital Program (ACP) | | | | 2025-2030 Capital Improvement Plan (CIP) | ACP + CIP Combined |
|--|----------------------------------|------------------------------|---------------------------|----------------------------------|---|-----------------------|
| | Total Authorized | Spending Prior to 2025 | 2025 Capital Budget | Future Authorized Spending | | |
| COMMUNITY DEVELOPMENT | | | | | | |
| Family Affordable Housing Program | 2,413 | 152 | 2,099 | 162 | 1,800 | 4,213 |
| Housing and Redevelopment Authority | 2,413 | 152 | 2,099 | 162 | 1,800 | 4,213 |
| Equity Grant Funds | 3,790 | 465 | 2,327 | 997 | 1,981 | 5,771 |
| Land Acquisition Funds | 23,534 | 750 | 15,949 | 6,835 | 38,778 | 62,312 |
| Other Governmental Units | 86,520 | 8,582 | 54,556 | 23381 | - | 86,520 |
| Other Parks Programs | 113,844 | 9,798 | 72,832 | 31,214 | 40,759 | 154,603 |
| Anoka County Parks | 12,681 | 735 | 8,362 | 3,584 | 22,708 | 35,389 |
| City of Bloomington Parks | 2,862 | - | 2,004 | 859 | 4,422 | 7,284 |
| Carver County Parks | 2,718 | 31 | 1,881 | 806 | 6,422 | 9,140 |
| Dakota County Parks | 14,887 | 816 | 9,850 | 4,221 | 22,770 | 37,656 |
| Minneapolis Parks and Recreation Board | 35,111 | 2,779 | 22,633 | 9,700 | 54,753 | 89,864 |
| Ramsey County Parks | 12,929 | 1,710 | 7,854 | 3,366 | 21,908 | 34,837 |
| Scott County | 3,726 | - | 2,608 | 1,118 | 8,999 | 12,725 |
| City of St Paul Parks and Recreation | 17,984 | 2,217 | 11,037 | 4,730 | 28,843 | 46,827 |
| Three Rivers Park District | 42,845 | 7,848 | 24,497 | 10,499 | 58,489 | 101,334 |
| Washington County Parks | 6,981 | - | 4,887 | 2,094 | 14,589 | 21,569 |
| Regional Park Implementing Agencies | 152,724 | 16,135 | 95,612 | 40,977 | 243,902 | 396,626 |
| Total Community Development | 268,981 | 26,085 | 170,543 | 72,353 | 286,461 | 555,442 |
| ENVIRONMENTAL SERVICES | | | | | | |
| Interceptor Projects | 1,008,641 | 131,892 | 221,502 | 655,246 | 556,742 | 1,565,383 |
| Treatment Plant Projects | 830,554 | 208,056 | 146,186 | 476,311 | 485,110 | 1,315,664 |
| Total Environmental Services | 1,839,194 | 339,949 | 367,688 | 1,131,558 | 1,041,852 | 2,881,046 |
| TRANSPORTATION | | | | | | |
| Transitways | | | | | | |
| Metro Blue Line (Hiawatha Corridor) | 1,303 | 1,303 | - | - | 3,153 | 4,456 |
| Metro Blue Line (Bottineau Boulevard) | 320,961 | 209,134 | 111,827 | - | 2,895,003 | 3,215,963 |
| Metro Green Line (Central Corridor) | 40,063 | 40,063 | - | - | - | 40,063 |
| Metro Green Line (Southwest Corridor) | 2,672,613 | 2,541,002 | 131,611 | - | 190,343 | 2,862,956 |
| Transitways - Non New Starts | 1,053,677 | 843,061 | 112,632 | 97,984 | 293,269 | 1,346,945 |
| Transitways | 4,088,617 | 3,634,563 | 356,070 | 97,984 | 3,381,767 | 7,470,384 |
| Bus and Rail | | | | | | |
| Customer Facilities | 251,540 | 98,634 | 42,717 | 110,188 | 188,330 | 439,870 |
| Fleet Modernization | 684,210 | 365,015 | 225,567 | 93,628 | 966,826 | 1,651,036 |
| Other Capital Equipment | 165,756 | 106,306 | 24,394 | 35,056 | 68,446 | 234,202 |
| Other Regional Providers - Non Fleet | 28,803 | 9,425 | 16,374 | 3,004 | 65,532 | 94,335 |
| Support Facilities | 494,153 | 389,214 | 63,334 | 41,604 | 389,911 | 884,063 |
| Technology Improvements | 111,009 | 80,641 | 23,749 | 6,619 | 179,227 | 290,236 |
| Bus and Rail | 1,735,471 | 1,049,235 | 396,136 | 290,100 | 1,858,272 | 3,593,742 |
| Total Transportation | 5,824,087 | 4,683,799 | 752,205 | 388,083 | 5,240,039 | 11,064,126 |
| Grand Total | 7,932,262 | 5,049,832 | 1,290,436 | 1,591,994 | 6,568,352 | 14,500,615 |

CAPITAL IMPROVEMENT PROGRAM SOURCES AND USES OF FUNDS

TABLE 8

(\$ in 000's)

| | ACP Current Authorizations | Capital Improvement Plan (CIP) by Year of Authorization | | | | | | | ACP + CIP Combined |
|-------------------------------|-------------------------------|---|----------------|------------------|------------------|----------------|----------------|------------------|-----------------------|
| | | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Total | |
| COMMUNITY DEVELOPMENT | | | | | | | | | |
| Sources of Funds | | | | | | | | | |
| Other Revenues | 2,413 | 300 | 300 | 300 | 300 | 300 | 300 | 1,800 | 4,213 |
| Regional Bond Proceeds | 31,578 | 3,144 | 12,523 | 3,224 | 12,605 | 3,307 | 12,690 | 47,492 | 79,070 |
| State Revenues | 234,990 | 30,500 | 46,095 | 31,702 | 47,321 | 32,953 | 48,597 | 237,169 | 472,158 |
| Total Sources of Funds | 268,981 | 33,944 | 58,918 | 35,226 | 60,226 | 36,560 | 61,587 | 286,461 | 555,442 |
| Uses of Funds | | | | | | | | | |
| Expansion | 24,784 | 19,603 | 32,795 | 20,344 | 33,551 | 21,115 | 34,338 | 161,746 | 186,530 |
| Improvement | 115,054 | 3,789 | 6,297 | 3,915 | 6,426 | 4,047 | 6,560 | 31,035 | 146,088 |
| Preservation | 129,143 | 10,553 | 19,826 | 10,967 | 20,249 | 11,398 | 20,688 | 93,680 | 222,823 |
| Total Uses of Funds | 268,981 | 33,944 | 58,918 | 35,226 | 60,226 | 36,560 | 61,587 | 286,461 | 555,442 |
| ENVIRONMENTAL SERVICES | | | | | | | | | |
| Sources of Funds | | | | | | | | | |
| IPIP | 10,994 | - | - | - | - | - | - | - | 10,994 |
| PFA | 563,240 | - | 2,500 | 2,500 | 16,701 | 10,701 | 10,701 | 43,103 | 606,343 |
| Pay-As-You-Go | 78,143 | - | - | - | 9,860 | 8,080 | 7,400 | 25,340 | 103,483 |
| Regional Bond Proceeds | 1,186,817 | - | 25,500 | 99,200 | 282,170 | 298,557 | 267,982 | 973,409 | 2,160,226 |
| Total Sources of Funds | 1,839,194 | - | 28,000 | 101,700 | 308,731 | 317,338 | 286,083 | 1,041,852 | 2,881,046 |
| Uses of Funds | | | | | | | | | |
| Expansion | 243,685 | - | 7,500 | 7,500 | 13,685 | 12,185 | 12,060 | 52,930 | 296,615 |
| Improvement | 270,159 | - | - | - | 965 | 1,765 | 1,740 | 4,470 | 274,629 |
| Preservation | 1,325,351 | - | 20,500 | 94,200 | 294,081 | 303,388 | 272,283 | 984,452 | 2,309,803 |
| Total Uses of Funds | 1,839,194 | - | 28,000 | 101,700 | 308,731 | 317,338 | 286,083 | 1,041,852 | 2,881,046 |
| TRANSPORTATION | | | | | | | | | |
| Sources of Funds | | | | | | | | | |
| CTIB | 336,348 | 340,886 | 23,742 | 242,924 | 361,945 | 220,676 | 207,021 | 1,397,193 | 1,733,541 |
| Federal Revenues | 2,413,941 | 315,941 | 269,564 | 261,780 | 243,032 | 263,834 | 248,723 | 1,602,874 | 4,016,815 |
| Local Revenues | 1,723,047 | 31,961 | - | - | 8,180 | - | - | 40,141 | 1,763,189 |
| Other Revenues | 22,359 | - | - | - | - | - | - | - | 22,359 |
| Regional Bond Proceeds | 503,468 | 93,549 | 89,799 | 50,746 | 50,901 | 28,611 | 33,830 | 347,437 | 850,905 |
| Regional Sales Tax | 297,257 | 161,823 | 119,119 | 106,886 | 131,882 | 69,043 | 49,725 | 638,477 | 935,734 |
| State Revenues | 527,668 | - | 1,087 | 417,510 | 476,320 | 242,106 | 76,894 | 1,213,916 | 1,741,584 |
| Total Sources of Funds | 5,824,087 | 944,160 | 503,311 | 1,079,846 | 1,272,260 | 824,269 | 616,193 | 5,240,039 | 11,064,126 |
| Uses of Funds | | | | | | | | | |
| Expansion | 4,375,258 | 565,130 | 168,868 | 836,022 | 1,048,061 | 631,741 | 401,919 | 3,651,741 | 8,027,000 |
| Preservation | 1,448,829 | 379,029 | 334,443 | 243,823 | 224,200 | 192,529 | 214,274 | 1,588,298 | 3,037,127 |
| Total Uses of Funds | 5,824,087 | 944,160 | 503,311 | 1,079,846 | 1,272,260 | 824,269 | 616,193 | 5,240,039 | 11,064,126 |

CAPITAL IMPROVEMENT PROGRAM SOURCES AND USES OF FUNDS

TABLE 8 CONTINUED

(\$ IN 000'S)

| | ACP CURRENT | CAPITAL IMPROVEMENT PLAN (CIP) BY YEAR OF AUTHORIZATION | | | | | | ACP + CIP Combined | |
|-------------------------------|------------------|---|----------------|------------------|------------------|------------------|----------------|--------------------|-------------------|
| | AUTHORIZATIONS | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | | TOTAL |
| COMBINED | | | | | | | | | |
| Sources of Funds | | | | | | | | | |
| CTIB | 336,348 | 340,886 | 23,742 | 242,924 | 361,945 | 220,676 | 207,021 | 1,397,193 | 1,733,541 |
| Federal Revenues | 2,413,941 | 315,941 | 269,564 | 261,780 | 243,032 | 263,834 | 248,723 | 1,602,874 | 4,016,815 |
| IPIP | 10,994 | - | - | - | - | - | - | - | 10,994 |
| Local Revenues | 1,723,047 | 31,961 | - | - | 8,180 | - | - | 40,141 | 1,763,189 |
| Other Revenues | 24,772 | 300 | 300 | 300 | 300 | 300 | 300 | 1,800 | 26,572 |
| PFA | 563,240 | - | 2,500 | 2,500 | 16,701 | 10,701 | 10,701 | 43,103 | 606,343 |
| Pay-As-You-Go | 78,143 | - | - | - | 9,860 | 8,080 | 7,400 | 25,340 | 103,483 |
| Regional Bond Proceeds | 1,721,863 | 96,692 | 127,822 | 153,170 | 345,676 | 330,476 | 314,502 | 1,368,338 | 3,090,201 |
| Regional Sales Tax | 297,257 | 161,823 | 119,119 | 106,886 | 131,882 | 69,043 | 49,725 | 638,477 | 935,734 |
| State Revenues | 762,658 | 30,500 | 47,182 | 449,212 | 523,641 | 275,058 | 125,490 | 1,451,085 | 2,213,743 |
| Total Sources of Funds | 7,932,262 | 978,104 | 590,229 | 1,216,772 | 1,641,217 | 1,178,167 | 963,863 | 6,568,352 | 14,500,615 |
| Uses of Funds | | | | | | | | | |
| Expansion | 4,643,727 | 584,733 | 209,163 | 863,866 | 1,095,297 | 665,041 | 448,317 | 3,866,417 | 8,510,145 |
| Improvement | 385,212 | 3,789 | 6,297 | 3,915 | 7,391 | 5,812 | 8,300 | 35,505 | 420,717 |
| Preservation | 2,903,323 | 389,582 | 374,769 | 348,990 | 538,529 | 507,314 | 507,245 | 2,666,430 | 5,569,753 |
| Total Uses of Funds | 7,932,262 | 978,104 | 590,229 | 1,216,772 | 1,641,217 | 1,178,167 | 963,863 | 6,568,352 | 14,500,615 |

CAPITAL PROGRAM TRANSPORTATION

TABLE 9

(\$ IN 000'S)

| | Authorized Capital Program (ACP) | | | Capital Improvement Plan (CIP) | | | | | | | ACP + CIP Combined |
|---------------------------------------|----------------------------------|----------|----------------|--------------------------------|----------------|----------------|----------------|---------------|---------------|----------------|--------------------|
| | 2024 Amended | Changes | 2025 Proposed | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Total | |
| METRO TRANSIT | | | | | | | | | | | |
| Fleet Modernization | | | | | | | | | | | |
| Big Buses | 391,659 | - | 391,659 | 124,889 | 132,883 | 118,738 | 32,961 | 62,463 | 17,654 | 489,588 | 881,247 |
| Bus Tire Leasing | 33,158 | - | 33,158 | - | 3,971 | 4,104 | 4,256 | 4,615 | 4,615 | 21,562 | 54,720 |
| Commuter Rail Projects | 6,250 | - | 6,250 | 15,050 | 500 | 500 | 500 | 1,000 | 500 | 18,050 | 24,300 |
| Light Rail Vehicles | 29,251 | - | 29,251 | 400 | - | - | - | - | - | 400 | 29,651 |
| Metro Green Line (Southwest Corridor) | - | - | - | 3,242 | - | - | - | - | - | 3,242 | 3,242 |
| Non-Revenue Vehicles | 3,472 | - | 3,472 | 10,521 | 2,515 | 1,998 | 1,880 | 346 | 357 | 17,618 | 21,090 |
| Revenue Vehicles | - | - | - | - | - | - | - | 5,810 | 5,993 | 11,804 | 11,804 |
| TOTAL Fleet Modernization | 463,790 | - | 463,790 | 154,102 | 139,869 | 125,341 | 39,598 | 74,235 | 29,119 | 562,264 | 1,026,054 |
| Support Facilities | | | | | | | | | | | |
| Commuter Rail Projects | 2,000 | - | 2,000 | - | - | - | - | - | - | - | 2,000 |
| East Metro Garage | - | - | - | 500 | 6,000 | - | - | - | - | 6,500 | 6,500 |
| Electrification Systems | - | - | - | 500 | 5,000 | 5,000 | 5,000 | - | - | 15,500 | 15,500 |
| Heywood Garage | 152,648 | - | 152,648 | - | 970 | 7,000 | 20,000 | - | - | 27,970 | 180,618 |
| Hiawatha OM | - | - | - | 2,950 | - | - | - | - | - | 2,950 | 2,950 |
| Light Rail Projects | 683 | - | 683 | - | - | - | - | - | - | - | 683 |
| Northstar Commuter Rail | 3,600 | - | 3,600 | - | - | - | - | - | - | - | 3,600 |
| Operations Support Ctr | - | - | - | 400 | 2,000 | 320 | - | - | - | 2,720 | 2,720 |
| Police Facility | 28,850 | - | 28,850 | 4,062 | 2,150 | 17,000 | - | - | - | 23,212 | 52,062 |
| Repairs, Equipment and Technology | 30,878 | - | 30,878 | 6,750 | 1,750 | 5,750 | 1,750 | 5,750 | 750 | 22,500 | 53,378 |
| Ruter Garage | - | - | - | 100 | 400 | - | - | - | - | 500 | 500 |
| Support Facility | 262,686 | - | 262,686 | 62,107 | 35,255 | 45,855 | 85,962 | 24,161 | 28,217 | 281,558 | 544,244 |
| Transfer Road Facility | - | - | - | - | 100 | 400 | - | - | - | 500 | 500 |
| TOTAL Support Facilities | 481,345 | - | 481,345 | 77,369 | 53,625 | 81,325 | 112,712 | 29,911 | 28,967 | 383,911 | 865,255 |
| Customer Facilities | | | | | | | | | | | |
| Bus System Customer Facility | 57,052 | - | 57,052 | 7,225 | 8,375 | 11,755 | 5,255 | 5,555 | 5,575 | 43,740 | 100,792 |
| Customer Facilities Rail | 34,000 | - | 34,000 | 18,050 | 13,005 | 1,035 | 1,090 | 1,120 | 1,100 | 35,400 | 69,400 |
| Customer Facilities Systems | 2,000 | - | 2,000 | 300 | 300 | 300 | 300 | 300 | 300 | 1,800 | 3,800 |
| Other Capital Equipment | 375 | - | 375 | 475 | 500 | 450 | 450 | 450 | 450 | 2,775 | 3,150 |
| Support Facility | 200 | - | 200 | 100 | 200 | 200 | 200 | 200 | 200 | 1,100 | 1,300 |
| Transitways | 157,913 | - | 157,913 | 26,000 | 76,715 | 200 | 200 | 200 | 200 | 103,515 | 261,428 |
| TOTAL Customer Facilities | 251,540 | - | 251,540 | 52,150 | 99,095 | 13,940 | 7,495 | 7,825 | 7,825 | 188,330 | 439,870 |
| Technology Improvements | | | | | | | | | | | |
| Light Rail Vehicles | 1,400 | - | 1,400 | - | - | - | - | - | - | - | 1,400 |
| Metro Blue Line (Hiawatha Corridor) | 1,209 | - | 1,209 | 2,000 | 2,000 | 2,000 | 2,000 | 500 | - | 8,500 | 9,709 |
| Technology Investments | 84,600 | - | 84,600 | 43,150 | 18,416 | 9,380 | 9,969 | 11,459 | 13,961 | 106,335 | 190,935 |
| TOTAL Technology Improvements | 87,209 | - | 87,209 | 45,150 | 20,416 | 11,380 | 11,969 | 11,959 | 13,961 | 114,835 | 202,044 |

CAPITAL PROGRAM TRANSPORTATION

TABLE 9

(\$ IN 000'S)

| | Authorized Capital Program (ACP) | | | Capital Improvement Plan (CIP) | | | | | | | Total | ACP + CIP Combined |
|---|----------------------------------|----------|------------------|--------------------------------|----------------|------------------|------------------|----------------|----------------|------------------|-------------------|--------------------|
| | 2024 Amended | Changes | 2025 Proposed | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | | | |
| Other Capital Equipment | | | | | | | | | | | | |
| Customer Facilities Systems | - | - | - | 480 | - | - | - | - | - | - | 480 | 480 |
| Electrification Systems | - | - | - | 100 | 4,118 | 100 | 100 | 100 | 100 | 4,618 | 4,618 | 4,618 |
| Light Rail Projects | 2,085 | - | 2,085 | - | - | - | - | - | - | - | 2,085 | 2,085 |
| Light Rail Vehicles | 2,921 | - | 2,921 | - | - | - | - | - | - | - | 2,921 | 2,921 |
| Non-Revenue Vehicles | 16,645 | - | 16,645 | 4,055 | 3,138 | 3,290 | 2,671 | 3,294 | 4,593 | 21,041 | 37,686 | 37,686 |
| Northstar Commuter Rail | 2,100 | - | 2,100 | - | - | - | - | - | - | - | 2,100 | 2,100 |
| Other Capital Equipment | 119,510 | - | 119,510 | 4,585 | 16,674 | 11,770 | 2,412 | 2,074 | 2,277 | 39,792 | 159,302 | 159,302 |
| Police Facility | 50 | - | 50 | - | - | - | - | - | - | - | 50 | 50 |
| Repairs, Equipment and Technology | 400 | - | 400 | - | - | - | - | - | - | - | 400 | 400 |
| Support Facility | 14,545 | - | 14,545 | 2,015 | 100 | 100 | 100 | 100 | 100 | 2,515 | 17,060 | 17,060 |
| Technology Investments | 7,500 | - | 7,500 | - | - | - | - | - | - | - | 7,500 | 7,500 |
| TOTAL Other Capital Equipment | 165,756 | - | 165,756 | 11,234 | 24,029 | 15,260 | 5,284 | 5,568 | 7,070 | 68,446 | 234,202 | 234,202 |
| Transitways - Non New Starts | | | | | | | | | | | | |
| Arterial Bus Rapid Transit (ABRT) | 155,263 | - | 155,263 | 32,661 | 450 | 500 | 4,050 | 31,350 | 100 | 69,111 | 224,375 | 224,375 |
| Commuter Rail Projects | 3,495 | - | 3,495 | 550 | 700 | 590 | 610 | 630 | 650 | 3,730 | 7,225 | 7,225 |
| Highway Bus Rapid Transit (HBRT) | 656,007 | - | 656,007 | 13,000 | 2,925 | - | - | - | - | 15,925 | 671,932 | 671,932 |
| Light Rail Projects | 74,097 | - | 74,097 | 9,124 | 4,107 | 11,731 | 34,331 | 6,321 | 18,310 | 83,924 | 158,022 | 158,022 |
| Metro Blue Line (Hiawatha Corridor) | 127,822 | - | 127,822 | 13,800 | 41,800 | 1,000 | 1,000 | 1,000 | 1,000 | 59,600 | 187,422 | 187,422 |
| Metro Green Line (Central Corridor) | 4,450 | - | 4,450 | - | - | - | 513 | - | - | 513 | 4,963 | 4,963 |
| Northstar Commuter Rail | 2,575 | - | 2,575 | - | - | - | - | - | - | - | 2,575 | 2,575 |
| Other Capital Equipment | 917 | - | 917 | 6,385 | 2,000 | 5,200 | 11,520 | 1,620 | 1,490 | 28,215 | 29,132 | 29,132 |
| Transitways | 28,965 | - | 28,965 | 1,000 | - | - | 31,250 | - | - | 32,250 | 61,215 | 61,215 |
| TOTAL Transitways - Non New Starts | 1,053,591 | - | 1,053,591 | 76,521 | 51,982 | 19,021 | 83,274 | 40,921 | 21,550 | 293,269 | 1,346,860 | 1,346,860 |
| Federal New Starts Rail Projects | | | | | | | | | | | | |
| Metro Blue Line (Bottineau Boulevard) | 320,961 | - | 320,961 | 274,333 | - | 753,334 | 941,287 | 551,689 | 374,360 | 2,895,003 | 3,215,963 | 3,215,963 |
| Metro Blue Line (Hiawatha Corridor) | 1,303 | - | 1,303 | 2,207 | 162 | 170 | 179 | 235 | 200 | 3,153 | 4,456 | 4,456 |
| Metro Green Line (Central Corridor) | 40,063 | - | 40,063 | - | - | - | - | - | - | - | 40,063 | 40,063 |
| Metro Green Line (Southwest Corridor) | 2,672,613 | - | 2,672,613 | 140,295 | 50,048 | - | - | - | - | 190,343 | 2,862,956 | 2,862,956 |
| TOTAL Federal New Starts Rail Projects | 3,034,940 | - | 3,034,940 | 416,835 | 50,210 | 753,504 | 941,466 | 551,924 | 374,560 | 3,088,498 | 6,123,438 | 6,123,438 |
| Total METRO TRANSIT Capital Program | 5,538,172 | - | 5,538,172 | 833,361 | 439,226 | 1,019,772 | 1,201,797 | 722,344 | 483,053 | 4,699,553 | 10,237,725 | 10,237,725 |
| METROPOLITAN TRANSPORTATION SERVICES | | | | | | | | | | | | |
| Fleet Modernization | | | | | | | | | | | | |
| Big Buses | 45,259 | - | 45,259 | 50,215 | 19,570 | 24,543 | 18,500 | 18,500 | 18,500 | 149,828 | 195,087 | 195,087 |
| Minnesota Valley Transit Authority | - | - | - | 2,480 | - | - | - | - | - | 2,480 | 2,480 | 2,480 |
| Non-Revenue Vehicles | 547 | - | 547 | - | - | - | 330 | - | - | 330 | 877 | 877 |
| Repairs, Equipment and Technology | 1,312 | - | 1,312 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 3,000 | 18,000 | 19,312 | 19,312 |
| Small Buses | 173,302 | - | 173,302 | 18,050 | 12,819 | 12,960 | 30,410 | 62,084 | 92,001 | 228,325 | 401,626 | 401,626 |

CAPITAL PROGRAM TRANSPORTATION

TABLE 9

(\$ IN 000'S)

| | Authorized Capital Program (ACP) | | | Capital Improvement Plan (CIP) | | | | | | | ACP + CIP Combined |
|---|----------------------------------|----------|------------------|--------------------------------|----------------|------------------|------------------|----------------|----------------|------------------|--------------------|
| | 2024 Amended | Changes | 2025 Proposed | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Total | |
| SouthWest Transit | - | - | - | - | 5,600 | - | - | - | - | 5,600 | 5,600 |
| TOTAL Fleet Modernization | 220,419 | - | 220,419 | 73,745 | 40,989 | 40,503 | 52,240 | 83,584 | 113,501 | 404,563 | 624,982 |
| Support Facilities | | | | | | | | | | | |
| Minnesota Valley Transit Authority | 10,460 | - | 10,460 | 4,000 | - | - | - | - | 4,000 | 4,000 | 14,460 |
| Plymouth Transit | - | - | - | 2,000 | - | - | - | - | 2,000 | 2,000 | 2,000 |
| Support Facility | 2,348 | - | 2,348 | - | - | - | - | - | - | - | 2,348 |
| TOTAL Support Facilities | 12,808 | - | 12,808 | 6,000 | - | - | - | - | 6,000 | 6,000 | 18,808 |
| Technology Improvements | | | | | | | | | | | |
| Minnesota Valley Transit Authority | - | - | - | 500 | - | - | - | - | - | 500 | 500 |
| Technology Investments | 23,800 | - | 23,800 | 20,218 | 12,531 | 8,774 | 7,190 | 7,065 | 8,115 | 63,892 | 87,692 |
| TOTAL Technology Improvements | 23,800 | - | 23,800 | 20,718 | 12,531 | 8,774 | 7,190 | 7,065 | 8,115 | 64,392 | 88,192 |
| Other Regional Providers - Non Fleet | | | | | | | | | | | |
| Maple Grove Transit | 3,515 | - | 3,515 | 1,036 | 1,059 | 1,082 | 1,106 | 1,130 | 1,155 | 6,569 | 10,084 |
| Microtransit Service | 7,666 | - | 7,666 | - | - | - | - | - | - | - | 7,666 |
| Minnesota Valley Transit Authority | 8,067 | - | 8,067 | 5,265 | 5,381 | 5,499 | 5,620 | 5,744 | 5,870 | 33,377 | 41,445 |
| Plymouth Transit | 6,431 | - | 6,431 | 1,007 | 1,029 | 1,051 | 1,075 | 1,098 | 1,122 | 6,382 | 12,813 |
| SouthWest Transit | 2,274 | - | 2,274 | 2,154 | 2,201 | 2,249 | 2,299 | 2,350 | 2,401 | 13,654 | 15,928 |
| University of Minnesota Transit | 850 | - | 850 | 875 | 894 | 914 | 934 | 955 | 976 | 5,549 | 6,399 |
| TOTAL Other Regional Providers - Non Fleet | 28,803 | - | 28,803 | 10,336 | 10,564 | 11,034 | 11,034 | 11,277 | 11,525 | 65,532 | 94,335 |
| Transitways - Non New Starts | | | | | | | | | | | |
| Transitways | 85 | - | 85 | - | - | - | - | - | - | - | 85 |
| TOTAL Transitways - Non New Starts | 85 | - | 85 | - | - | - | - | - | - | - | 85 |
| Total MTS Capital Program | 285,915 | - | 285,915 | 110,799 | 64,085 | 60,073 | 70,463 | 101,926 | 133,140 | 540,486 | 826,401 |
| COMBINED | | | | | | | | | | | |
| Fleet Modernization | 684,210 | - | 684,210 | 227,847 | 180,858 | 165,844 | 91,837 | 157,819 | 142,621 | 966,826 | 1,651,036 |
| Support Facilities | 494,153 | - | 494,153 | 83,369 | 53,625 | 81,325 | 112,712 | 29,911 | 28,967 | 389,911 | 884,063 |
| Customer Facilities | 251,540 | - | 251,540 | 52,150 | 99,095 | 13,940 | 7,495 | 7,825 | 7,825 | 188,330 | 439,870 |
| Technology Improvements | 111,009 | - | 111,009 | 65,868 | 32,947 | 20,154 | 19,159 | 19,024 | 22,076 | 179,227 | 290,236 |
| Other Regional Providers - Non Fleet | 28,803 | - | 28,803 | 10,336 | 10,564 | 10,796 | 11,034 | 11,277 | 11,525 | 65,532 | 94,335 |
| Other Capital Equipment | 165,756 | - | 165,756 | 11,234 | 24,029 | 15,260 | 5,284 | 5,568 | 7,070 | 68,446 | 234,202 |
| Transitways - Non New Starts | 1,053,677 | - | 1,053,677 | 76,521 | 51,982 | 19,021 | 83,274 | 40,921 | 21,550 | 293,269 | 1,346,945 |
| Federal New Starts Rail Projects | 3,034,940 | - | 3,034,940 | 416,835 | 50,210 | 753,504 | 941,466 | 551,924 | 374,560 | 3,088,498 | 6,123,438 |
| TOTAL TRANSPORTATION | 5,824,087 | - | 5,824,087 | 944,160 | 503,311 | 1,079,846 | 1,272,260 | 824,269 | 616,193 | 5,240,039 | 11,064,126 |

CAPITAL PROGRAM ENVIROMENTAL SERVICES

TABLE 10

(\$ IN 000'S)

| | Authorized Capital Program (ACP) | | | Capital Improvement Plan (CIP) | | | | | | | ACP + CIP Combined |
|--|----------------------------------|------------------|------------------|--------------------------------|---------------|----------------|----------------|----------------|----------------|------------------|--------------------|
| | 2024 Amended | Changes | 2025 Proposed | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Total | |
| Treatment Plant Projects | | | | | | | | | | | |
| 8059 - Metro Rehabilitation & Facilities Improve | 86,992 | (15,669) | 71,323 | - | - | - | - | - | - | - | 71,323 |
| 8062 - Metro Solids Improvements | 239,289 | 60,969 | 300,258 | - | - | - | - | - | - | - | 300,258 |
| 8074 - Empire Plant Solids Improvements | 43,882 | 2,733 | 46,615 | - | - | - | - | - | - | - | 46,615 |
| 8078 - Regional Plant Improvements | 57,372 | 10,310 | 67,682 | - | - | 2,000 | 11,050 | 15,050 | 15,050 | 43,150 | 110,832 |
| 8089 - MWWTP Asset Renewal | 283,861 | (24,498) | 259,363 | - | 2,500 | 16,200 | 31,260 | 49,700 | 49,700 | 149,360 | 408,723 |
| 8091 - Wastewater Reclamation Facilities | 2,310 | 254 | 2,564 | - | - | - | 250 | 250 | - | 500 | 3,064 |
| 8097 - Blue Lake Solids Processing | 83,987 | (35,421) | 48,566 | - | 15,000 | 15,000 | 27,000 | 24,000 | 24,000 | 105,000 | 153,566 |
| 8098 - Hastings WWTP | 158,220 | (155,744) | 2,476 | - | - | - | 200 | 200 | 200 | 600 | 3,076 |
| 8099 - Crow River Wastewater Treatment Plant | 1,510 | 10,500 | 12,010 | - | 10,000 | 40,000 | 40,000 | 43,000 | 33,000 | 166,000 | 178,010 |
| 8100 - Industrial Pretreatment Incentive Program | 12,994 | (2,000) | 10,994 | - | - | - | - | - | - | - | 10,994 |
| 8101 - BPSI Allocation - Plants | 5,102 | - | 5,102 | - | - | - | - | - | - | - | 5,102 |
| 8103 - Metro WRRF Renewal & Impr | - | 2,500 | 2,500 | - | - | - | 3,500 | 7,000 | 7,500 | 18,000 | 20,500 |
| 8104 - Empire WRRF Renewal & Impr | - | 1,100 | 1,100 | - | - | - | 500 | 1,000 | 1,000 | 2,500 | 3,600 |
| TOTAL Treatment Plant Projects | 975,519 | (144,965) | 830,554 | - | 27,500 | 73,200 | 113,760 | 140,200 | 130,450 | 485,110 | 1,315,664 |
| Interceptor Projects | | | | | | | | | | | |
| 8028 - Blue Lake System Improvements | 75,289 | 59,453 | 134,742 | - | - | - | 10,701 | 10,701 | 10,701 | 32,103 | 166,845 |
| 8041 - Hopkins System Improvements | 8,513 | (1,219) | 7,294 | - | - | - | - | - | - | - | 7,294 |
| 8055 - Lift Station Improvements | 86,866 | 21,390 | 108,256 | - | - | - | 20,730 | 20,330 | 20,330 | 61,390 | 169,646 |
| 8056 - Meter Improvements | 23,314 | 5,088 | 28,403 | - | - | - | 2,260 | 2,260 | 500 | 5,020 | 33,423 |
| 8076 - Mpls. Interceptor System Rehabilitation | 9,559 | (9,559) | - | - | - | - | - | - | - | - | - |
| 8082 - St Bonifacius LS/FM Rehabilitation | 25,637 | (476) | 25,162 | - | - | - | - | - | - | - | 25,162 |
| 8083 - Waconia LS/FM Rehabilitation | 5,766 | (59) | 5,707 | - | - | - | - | - | - | - | 5,707 |
| 8086 - North Area Interceptor Rehabilitation | 124,725 | 40,606 | 165,331 | - | - | 12,500 | 42,761 | 14,261 | 7,261 | 76,783 | 242,114 |
| 8088 - St Paul Interceptor System Rehabilitation | 24,360 | 48,451 | 72,811 | - | 500 | 15,000 | 80,063 | 91,730 | 92,430 | 279,723 | 352,534 |
| 8090 - Interceptor Rehabilitation - Program | 99,096 | (9,963) | 89,134 | - | - | - | 5,000 | 3,000 | 2,600 | 10,600 | 99,734 |
| 8092 - Mpls. Interceptor 1-MN-340 Rehabilitation | 66,966 | 16,482 | 83,448 | - | - | - | 9,000 | - | - | 9,000 | 92,448 |
| 8093 - Brooklyn Park-Champlin Inter | 690 | (690) | - | - | - | - | - | - | - | - | - |
| 8094 - Brooklyn Park L32 | 81,269 | 90,774 | 172,043 | - | - | - | - | - | - | - | 172,043 |
| 8095 - Coon Rapids-Fridley Area Inter | 57,900 | 53,309 | 111,209 | - | - | 1,000 | 24,456 | 34,856 | 21,811 | 82,123 | 193,332 |
| 8096 - Northwest Area Interceptor Imp | 1,573 | (1,573) | - | - | - | - | - | - | - | - | - |
| 8102 - BPSI Allocation - Interceptors | 5,102 | - | 5,102 | - | - | - | - | - | - | - | 5,102 |
| TOTAL Interceptor Projects | 696,627 | 312,013 | 1,008,641 | - | 500 | 28,500 | 194,971 | 177,138 | 155,633 | 556,742 | 1,565,383 |
| Total ES Capital Program | 1,672,146 | 167,048 | 1,839,194 | - | 28,000 | 101,700 | 308,731 | 317,338 | 286,083 | 1,041,852 | 2,881,046 |

CAPITAL PROGRAM COMMUNITY DEVELOPMENT

TABLE 11

(\$ in 000's)

| | Authorized Capital Program (ACP) | | | Capital Improvement Plan (CIP) | | | | | | | ACP + CIP Combined |
|--|----------------------------------|------------------|----------------|--------------------------------|---------------|---------------|---------------|---------------|---------------|----------------|--------------------|
| | 2024 Amended | Changes Proposed | 2025 Proposed | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | Total | |
| Housing and Redevelopment Authority | | | | | | | | | | | |
| Family Affordable Housing Program | 2,413 | - | 2,413 | 300 | 300 | 300 | 300 | 300 | 300 | 1,800 | 4,213 |
| Total Housing and Redevelopment Authority | 2,413 | - | 2,413 | 300 | 300 | 300 | 300 | 300 | 300 | 1,800 | 4,213 |
| Other Parks Programs | | | | | | | | | | | |
| Equity Grant Funds | 3,790 | - | 3,790 | 660 | - | 660 | - | 660 | - | 1,981 | 5,771 |
| Land Acquisition Funds | 23,534 | - | 23,534 | 6,208 | 6,308 | 6,409 | 6,512 | 6,617 | 6,724 | 38,778 | 62,312 |
| Other Governmental Units | 86,520 | - | 86,520 | - | - | - | - | - | - | - | 86,520 |
| Total Other Parks Programs | 113,844 | - | 113,844 | 6,869 | 6,308 | 7,069 | 6,512 | 7,277 | 6,724 | 40,759 | 154,603 |
| Regional Park Implementing Agencies | | | | | | | | | | | |
| Anoka County Parks | 12,681 | - | 12,681 | 2,438 | 4,930 | 2,536 | 5,031 | 2,638 | 5,135 | 22,708 | 35,389 |
| Carver County Parks | 2,718 | - | 2,718 | 648 | 1,439 | 674 | 1,466 | 701 | 1,494 | 6,422 | 9,140 |
| City of Bloomington Parks | 2,862 | - | 2,862 | 422 | 1,018 | 439 | 1,035 | 456 | 1,053 | 4,422 | 7,284 |
| City of St Paul Parks and Recreation | 17,984 | - | 17,984 | 3,214 | 6,134 | 3,344 | 6,267 | 3,479 | 6,404 | 28,843 | 46,827 |
| Dakota County Parks | 14,887 | - | 14,887 | 2,315 | 5,083 | 2,409 | 5,179 | 2,506 | 5,278 | 22,770 | 37,656 |
| Minneapolis Parks and Recreation Board | 35,111 | - | 35,111 | 6,197 | 11,541 | 6,448 | 11,796 | 6,708 | 12,062 | 54,753 | 89,864 |
| Ramsey County Parks | 12,929 | - | 12,929 | 2,432 | 4,670 | 2,530 | 4,770 | 2,632 | 4,874 | 21,908 | 34,837 |
| Scott County | 3,726 | - | 3,726 | 980 | 1,939 | 1,020 | 1,979 | 1,061 | 2,021 | 8,999 | 12,725 |
| Three Rivers Park District | 42,845 | - | 42,845 | 6,630 | 12,318 | 6,898 | 12,591 | 7,176 | 12,876 | 58,489 | 101,334 |
| Washington County Parks | 6,981 | - | 6,981 | 1,500 | 3,239 | 1,560 | 3,301 | 1,623 | 3,365 | 14,589 | 21,569 |
| Total Regional Park Implementing Agencies | 152,724 | - | 152,724 | 26,775 | 52,311 | 27,857 | 53,414 | 28,982 | 54,562 | 243,902 | 396,626 |
| Total COMMUNITY DEVELOPMENT | 268,981 | - | 268,981 | 33,944 | 58,918 | 35,226 | 60,226 | 36,560 | 61,587 | 286,461 | 555,442 |

FISCAL IMPACTS

The section provides a look at how the Met Council's fees for services and property tax levies impact the residents of the region.

Fees and fares for services

The Met Council's Operating Budget includes \$429 million in fees charged directly to those using our services.

Wastewater fees

The Environmental Services division collects \$317 million in municipal and industry-specific wastewater charges paid by the homes and businesses that are connected to the regional sewer system. These revenues are used for operations, debt service, and capital project costs.

In addition, the Environmental Services budget includes the use of \$53 million of sewer availability charges that was collected from developers when they applied for building permits for new or expanded capacity projects. Sewer availability charges may only be used to pay for debt service and administrative costs.

Transportation fares

Passenger fares, contracts, and special-event revenues, paid by transit riders, provide \$59 million to the Transportation Division's operating budget. There are several fare programs and discounts available based on individual circumstances. Fares were increased by the Met Council on Oct. 1, 2017. Standard fares for adults are shown in the following table.

Transit fares

| | Non-Rush | Rush Hour |
|---|----------|-----------|
| Bus & light rail | \$2.00 | \$2.50 |
| Express bus | \$2.50 | \$3.25 |
| Downtown zone | \$0.50 | \$0.50 |
| Metro Mobility | \$3.50 | \$4.50 |
| Northstar fares are \$3.25 - \$6.25 based on distance | | |

Downtown zone fares are for short rides that begin and end in either the Minneapolis or Saint Paul zones. Additional information about transit fares can be found at metrotransit.org/fares

Property tax levies

The Met Council's Operating Budget includes \$96.05 million in regional property tax levies, a 2% increase from 2024. An explanation of the individual levies that make up the \$96.05 million can be found in the 2025 Operating Budget section. **(SEE CHART 3)**

For 2025, the general purpose, Livable Communities Demonstration Account, and parks debt service levies total \$35.75 million. Each piece of property in the metropolitan area pays a part of the levy based on how much the property is worth. The metropolitan area is defined in state law as the seven metro counties except for the cities of Northfield, Cannon Falls, Hanover, Rockford, and New Prague (Minn. Stat. Sec. 473.121).

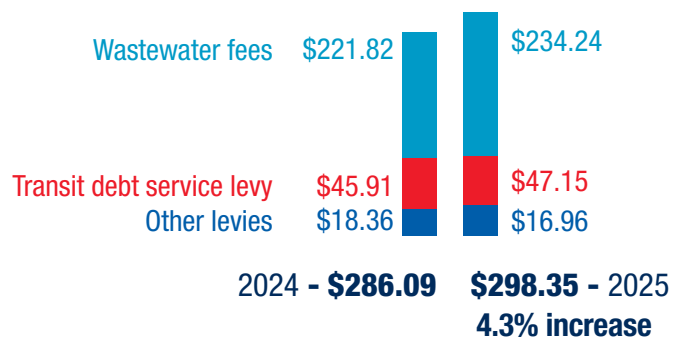
The \$55.3 million transit debt service levy is paid by a slightly smaller geographic area called the Transit Taxing Communities. It includes all the cities in the Transit Taxing District as defined in state law, plus any cities that voluntarily join (Minn. Stat., Sec. 473.446). To date, the cities of Columbus, Forest Lake, Lakeville, Maple Plain, and Ramsey have joined.

The remaining levy – Tax Base Revitalization-Fiscal Disparities – is \$5 million, received from the Fiscal Disparities Program. The Fiscal Disparities Program is a tax-base sharing program within the metropolitan area and is funded by commercial and industrial property.

Impact per household

The estimated total cost of Met Council services for a homeowner who owns a \$300,000 home in a city within the metropolitan area and Transit Taxing District is \$47.15 for 2025.

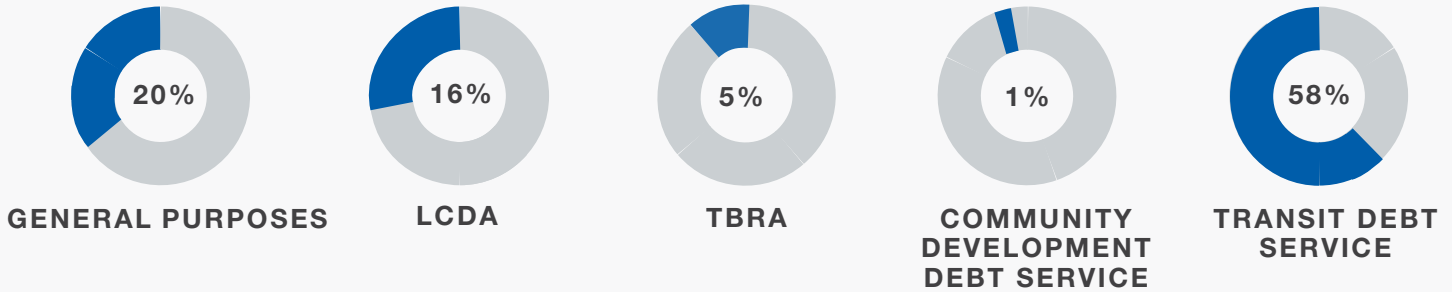
Cost impact per household, 2024 and 2025



2025 PROPERTY TAX LEVIES

CHART 12
by funding source: **\$96.05 billion**

COST BREAKDOWN



Regional borrowing

Regional borrowing includes the issuance of long-term general obligation bonds and loans from the state Public Facilities Authority. This long-term debt becomes an obligation of the Met Council and is repaid in the operating budget (Table 1) through wastewater charges and property tax levies.

Wastewater

The Environmental Services Capital Program is financed almost entirely through regional borrowing. The Met Council has the authority to issue wastewater debt as necessary to support the Capital Program. It issues general obligation revenue bonds and utilizes general obligation-backed revenue loans from the state Public Facilities Authority.

Public Facilities Authority loans are secured to the maximum extent possible, to take advantage of the below-market interest rates of the program.

Transit

Bonds issued for the Transportation Capital Program leverage other funding sources including federal funds by providing required matching funds. Transit bonding authority must be requested from the Minnesota Legislature and lapses when the bonds are issued. Transit has also utilized loans from the state Public Facilities Authority when available. Transit debt is repaid with the transit debt service levy.

Community Development

Bonds are issued for parks as a match for state funding and to acquire land for the regional park system. Bonding authority for parks is revolving, with no more than \$40 million outstanding at any time, and can be reused as existing bonds are retired. This debt is repaid with the park’s debt service levy.

Future borrowing

The Met Council anticipates borrowing \$3.7 billion over the next six years to fund the projects that are anticipated to be authorized in the Capital Improvement Plan. [\(SEE CHART 13\)](#)

Outstanding debt

Outstanding debt on Dec. 31, 2023 is \$1.58 billion. [\(SEE CHART 14\)](#)

Debt authority for Community Development, Transit, and Wastewater services

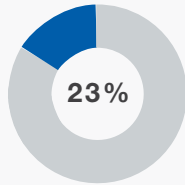
| | Current Authority | Available 12/31/24 |
|------------|-------------------|--------------------|
| Parks | \$40 million | \$34.9 million |
| Transit | \$212.9 million | \$212.9 million |
| Wastewater | Unlimited | Unlimited |

REGIONAL BORROWING

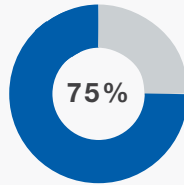
CHART 13

2025 to 2030: **\$3.7 billion**

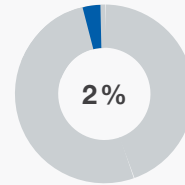
COST BREAKDOWN



TRANSIT



WASTEWATER



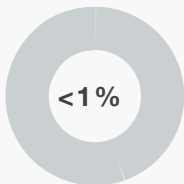
COMMUNITY DEVELOPMENT

OUTSTANDING DEBT

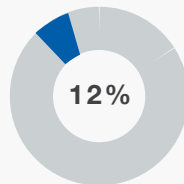
CHART 14

by function 2025: **\$1.58 billion**

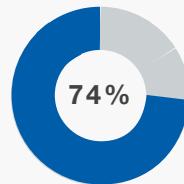
COST BREAKDOWN



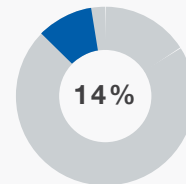
COMMUNITY DEVELOPMENT



TRANSIT



WASTEWATER



GRANT ANTICIPATION NOTES

APPENDICES

REGIONAL ADMINISTRATION

Services

Regional Administration comprises Met Council leadership, such as the Met Council Chair and Regional Administrator, as well as centralized administrative services to support the operating divisions.

The division is divided into three service areas.

Administrative services

- The Office of General Counsel provides advice and preventative legal services to the organization to assist in compliance with all appropriate federal and state requirements.
- Governmental Affairs coordinates Met Council-related public policy issues with state and local government policymakers.
- The Office of Equity and Equal Opportunity is responsible for small-business development programs. This unit also administers the Met Council's Affirmative Action Plan and Equal Opportunity policies and programs, and it investigates discrimination complaints.
- Communications is responsible for media relations, social media, internal communications, public engagement, and communications strategy. It also manages the public-facing website, and provides photography, writing, editing, design, and videography service to Met Council divisions.
- Community Relations supports Metropolitan Council members as they carry out their duties, serve their districts, and advocate for the region.
- Evaluation and Audit conducts audits, program evaluations, and internal controls

Business services

- The Human Resources unit is responsible for collective bargaining, grievance and arbitration, recruitment and selection, compensation administration, and group benefit programs for the Met Council's employees and retirees. It also coordinates learning and organizational development activities and provides training and development services.

- Information Services provides the Met Council's core computer expertise and information management.
- Enterprise Content Management assists departments with implementing best practices for content management and managing the Met Council's records management program.
- Real Estate manages the Met Council's real estate needs involving development, acquisitions, dispositions, leases and licenses.
- Contracts and Procurement procures goods and services in compliance with Met Council policies and procedures, as well as federal, state and local laws, and grant-funding requirements.
- Risk Management identifies, evaluates, and manages the Met Council's exposure to loss through risk-control and risk-financing methods.
- Business Continuity protects employees, customers, the general public and assets of the Met Council and ensures the Met Council in the event of catastrophe, can recover and resume its critical services in the most efficient and cost-effective manner.

Financial services

- The Finance and Budget department is responsible for payroll and budget functions, financial analysis, capital finance strategy, treasury, purchasing cards, cash and debt management, and accounts receivable/payable.

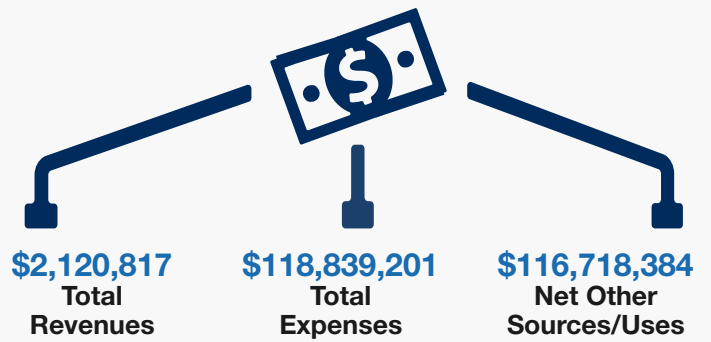
Challenges and opportunities

The 2025 Public Comment Budget provides significant additional investment in Information Services, Procurement, and Human Resources. These investments will help address much-needed support in business services, network security, vendor management, and staff recruitment and retention.

The Met Council’s operating divisions increasingly rely on information technology to perform their functions efficiently, quickly, and accurately. The Information Services department works closely with the operating divisions to develop and carry out technology solutions to achieve that goal. The challenge is to maintain the Met Council’s complex information systems and respond appropriately to new technology. The 2025 budget sets aside \$1.3 million for future investments in technology infrastructure at the Met Council.

Attracting and retaining skilled employees are critical to providing efficient and cost-effective regional services. Like other organizations today, the Met Council has many employees approaching retirement age, and the Met Council needs to recruit and train to sustain its high-quality, diverse workforce.

2025 Budget Highlights



See Table A-1 for full breakdown of numbers on pages 69-70.

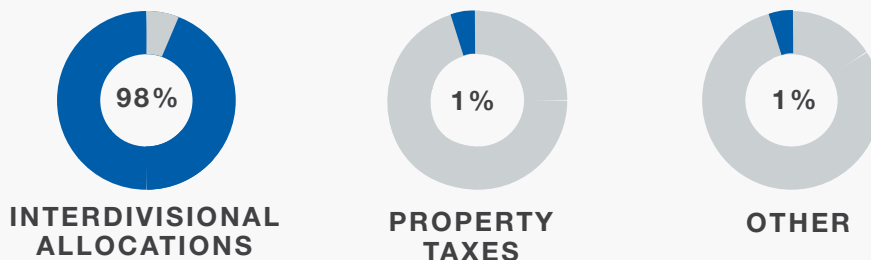
The Finance department works with operating divisions to minimize property tax increases and maintain competitive user charges in Environmental Services and Transportation divisions. Finance and Budget operations strive to maintain the Met Council’s strong financial management, including adequate financial reserves and AAA bond rating, which enables capital financing at the lowest possible interest cost.

2025 REGIONAL ADMINISTRATION DIVISION OPERATING BUDGET

CHART 15

sources of funds: **\$120 million**

COST BREAKDOWN



Operations

Sources of funds

The Met Council’s operating divisions fund 99% of the Regional Administration budget by paying for the services they receive directly or benefit from. The divisions are billed each month and paid with the revenue sources from those divisions. The Met Council’s general-purpose property tax levy, investment earnings, and other miscellaneous revenues fund the remainder of the Regional Administration budget. (SEE CHART 15)

Use of funds

Approximately 89% of the Regional Administration budget is for salaries and benefits and for consultant and contractual services.

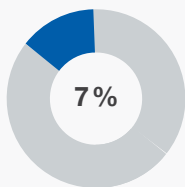
Hardware and software maintenance and license fees budgeted for Information Services represent about 75% of contracted services and benefit the entire organization.

The 2025 budget for Regional Administration includes a total full-time equivalent of 456 staff to support the growing needs of the Met Council’s divisions and meet the increasing compliance requirements and expanding transparency through technology. This represents an increase of 71 full-time equivalent employees, or 19% in the Regional Administration budget from the adopted 2024 budget.

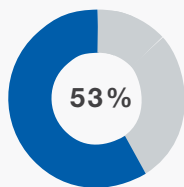
2025 REGIONAL ADMINISTRATION DIVISION OPERATING BUDGET

CHART 16

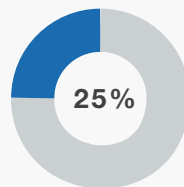
uses by categories: **\$120 million**



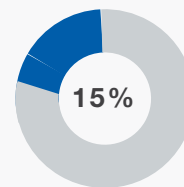
FISCAL SERVICES



INFORMATION SERVICES



BUSINESS SERVICES



ADMINISTRATIVE SERVICES

ENVIRONMENTAL SERVICES DIVISION

Services

Environmental Services provides around-the-clock wastewater collection and treatment services for municipal and industrial customers, with near-perfect compliance with federal and state water standards. We operate and maintain approximately 600 miles of regional sanitary sewers and treat an average of 250 million gallons of wastewater daily at nine regional treatment plants for 111 cities and townships with 2.9 million people. The division also conducts integrated planning to ensure sustainable water quality and water supply for the region.

The division meets these standards while holding wastewater service rates about 35% below the national average for large utilities. The most recent financial survey by National Association of Clean Water Agencies shows that the Twin Cities region has one of the lowest average retail sewer costs per household annually among reporting peer agencies (\$347 versus the average of \$535 among peer regions for 2020).

In addition, Environmental Services:

- Works with more than 900 industrial clients to substantially reduce the amount of pollution entering our wastewater collection system
- Partners with a variety of communities and organizations to monitor and analyze water resources in the region

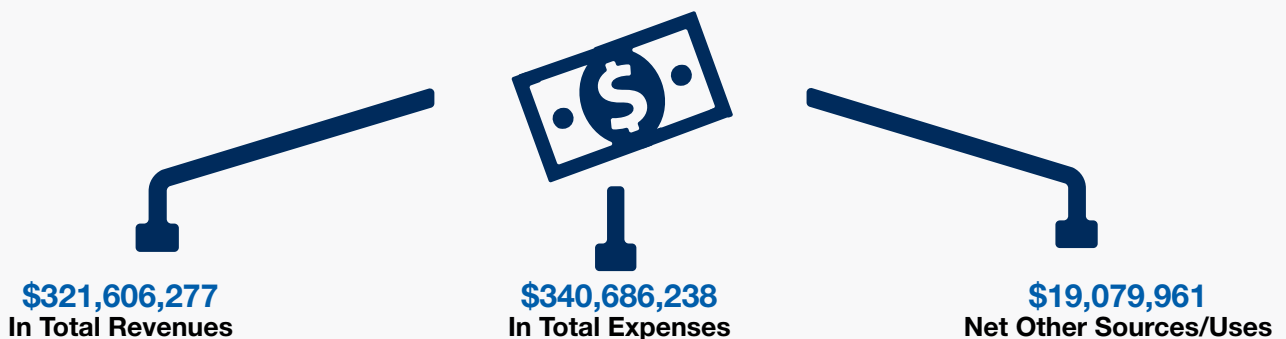
- Analyzes and partners with local municipalities to plan for water supply in the region
- Ensures sufficient sewer capacity exists to serve planned future development

Challenges and opportunities

The challenges specifically facing the Environmental Services division include:

- Meeting regulatory requirements
- Maintaining competitive wastewater rates and charges
- Meeting customer expectations for high-quality wastewater services and engagement in division decisions
- Supporting proactive programs to prevent inflow and infiltration of clear water into the regional sewer system
- Maintaining and rehabilitating aging wastewater facilities and equipment
- Financing necessary capital projects while minimizing borrowing costs
- Collaboratively researching and planning for regional water sustainability with our partners
- Providing a productive and safe workplace for employees
- Pursuing environmentally friendly and cost-effective energy solutions.

2025 Budget Highlights



See Table B-1 for full breakdown of numbers on pages 71.

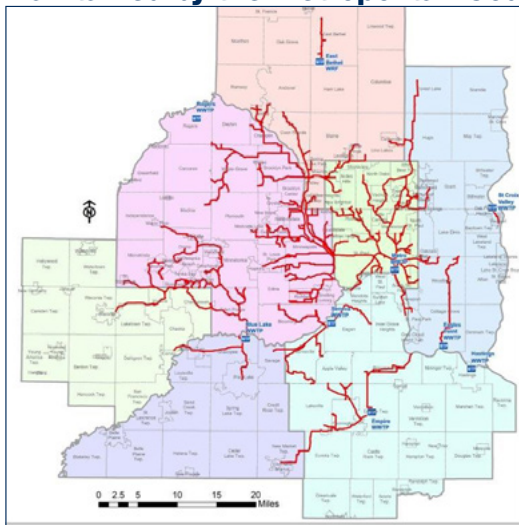
Operations

Source of funds

The wastewater function of the Environmental Services division is entirely funded by user fees. The Met Council’s rate-setting philosophy is that users should pay the regional cost of service.

Revenues include the metropolitan wastewater charge allocated to customer municipalities based on flow volume, industry-specific retail charges based on service provided, sewer availability charges to municipalities based on capacity demand, and miscellaneous revenues. (SEE CHART 17)

Wastewater system operated and maintained by the Metropolitan Council



Metropolitan Wastewater Charge. Communities pay for the flow entering the regional wastewater system from within their own boundaries. Each community is allocated a portion of the total region-wide charge based on their portion of total regional wastewater flow.

In 2025, Environmental Services is proposing a region-wide 5.6% increase in wastewater charges. This increase is higher than 2024 mainly due to inflation in contract services, materials, and labor costs. Charges to individual communities will depend on community and regional flow. Total system flow and community flow vary from year-to-year, depending on inflow/infiltration (wet weather), water conservation, and growth in population and development.

Industry-specific charges. Industries pay the Met Council directly for a variety of charges that are targeted to specific customer services. These include:

- Industrial-strength charges
- Liquid-waste hauler load charges
- Industrial-discharge permit fees
- Temporary-capacity charges

The industrial-strength charge provides roughly three-quarters of the Met Council’s total industry-specific revenues from sewer service. It covers the higher treatment costs of industrial waste that has greater strength than domestic waste. Industry-specific charges are directly tied to the increase in municipal wastewater charges, so an increase in those charges will also mean an increase in industry-specific charges.

Metropolitan Sewer Availability Charges.

Communities pay the Met Council for additional capacity required by new development or increased industrial or commercial use.

Communities typically collect these upfront sewer availability charges from property owners at the time they issue a building permit. Generally, one sewer availability charge unit equals 274 gallons of potential daily wastewater flow capacity.

A freestanding single-family residence is charged one sewer availability charge unit. Each community pays the metropolitan rate for sewer availability charges, but communities can add local fees, and thus charge higher rates to the end user. The metropolitan sewer availability charge rate will not increase for 2025 and remains at \$2,485 per residence or equivalent unit.

Sewer availability charge revenue by law is used to finance the reserve capacity portion of capital project costs (or debt service) to build and maintain the wastewater system. Reserve capacity (the unused portion of the system built for future users) averages about 30% of total capacity over time.

Other revenue. The remaining 2025 budgeted revenue includes:

- Interest earnings
- Revenue expected from state contracts for environmental monitoring
- State Clean Water funds for water supply research and planning projects
- Miscellaneous revenues

Uses of funds

Environmental Services division expenses are categorized in one of four areas: labor expenses, non-labor expenses, debt service, and interdivisional charges. (SEE CHART 18)

Labor expenses. Full-time-equivalent employees are budgeted at 686 for 2025, which is a 8% increase over 2024. The Environmental Services division will continue to manage labor costs while addressing the needs of the wastewater collection infrastructure and making significant process improvements.

Labor expenses account for 25% of the total annual budget for the Environmental Services division.

Non-labor expenses. This category includes primarily operational expenses, such as contracted maintenance and other services, utilities, materials, chemicals, and capital outlays. In addition, this category includes “pay-as-you-go” capital project expenses, which are not financed through bonds or loans. In total, the 2025 budget for these expenses represents 25% of the total annual budget for the division.

Debt service. Debt service includes the cost of paying principal and interest on Met Council wastewater bonds and Minnesota Public Facilities Authority (PFA) loans. Funded entirely by wastewater revenues, debt service costs account for 43% of the annual budget for the division.

Interdivisional expenses. Interdivisional charges are the cost of administrative and support services provided by Regional Administration to the Met Council’s divisions. Examples of units making these charges include Human Resources, Information Services, Risk Management, and Procurement. These expenses represent 7% of the annual budget for the division.

CAPITAL PROGRAM

SOURCES OF FUNDS

Capital improvements to the regional wastewater system are paid for with general obligation sewer bonds, Minnesota Public Facilities Authority loans, and directly from wastewater fees (pay-as-you-go). (SEE CHART 19)

Uses of funds

Each year the Met Council adopts a Capital Improvement Plan, a Capital Program of multi-year projects, and a capital budget, which is the annual funding appropriation for projects in aggregate. (SEE CHART 20)

The three objectives of the Capital Improvement Plan are:

- Preserve infrastructure investment through rehabilitation and replacements; this represents 94% of the Capital Improvement Plan and the Authorized Capital Program
- Expand the system’s capacity through treatment plant and sewer interceptor expansions and interceptor extensions; this represents 5% of the Capital Improvement Plan and the Authorized Capital Program
- Improve the quality of service by responding to regulations, reusing wastewater, increasing system reliability, and conserving and generating energy; this represents 1% of the Capital Improvement Plan and the Authorized Capital Program

Sewer fees, Met Council wastewater bonds, and/or Minnesota Public Facilities Authority loans pay the costs of the regional wastewater system capital program. Water quality has improved substantially due to the reduced pollutant discharges from wastewater treatment plants. However, long-term water quality goals and standards established by the Minnesota Pollution Control Agency may require an additional, substantial pollution reduction.

Federal law focuses compliance and enforcement authority on point sources of pollutant discharges; that is, wastewater treatment plants and urban stormwater systems. As a result, the Minnesota Pollution Control Agency may impose more stringent discharge limits on the Met Council and its customer communities.

Achieving compliance with additional constraints could require significant increased operating and capital costs arising from increased chemical addition, pumping, filtration, and solids processing facilities, or other major capital improvements.

2025 ENVIRONMENTAL SERVICES OPERATING BUDGET

CHART 17
sources of fund: **\$379 million**

COST BREAKDOWN

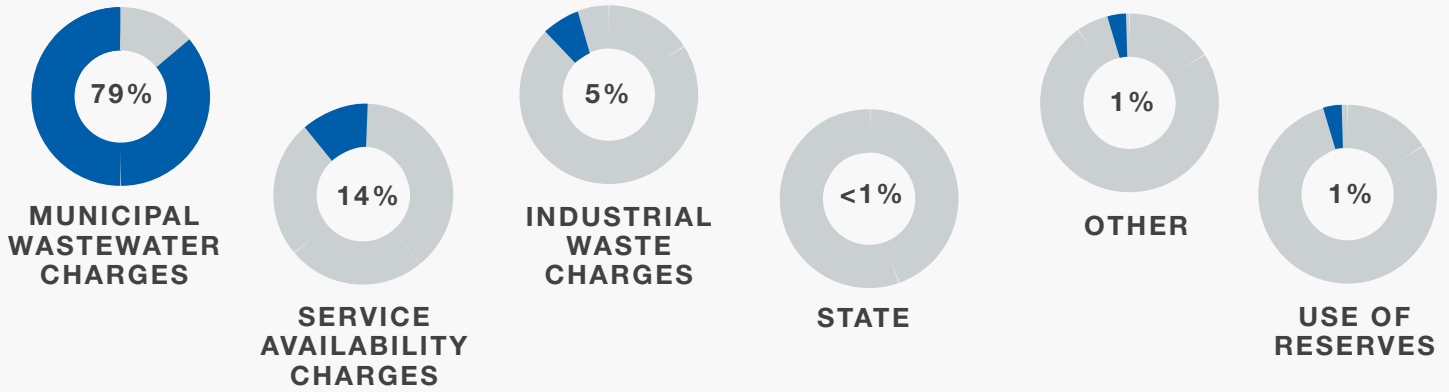
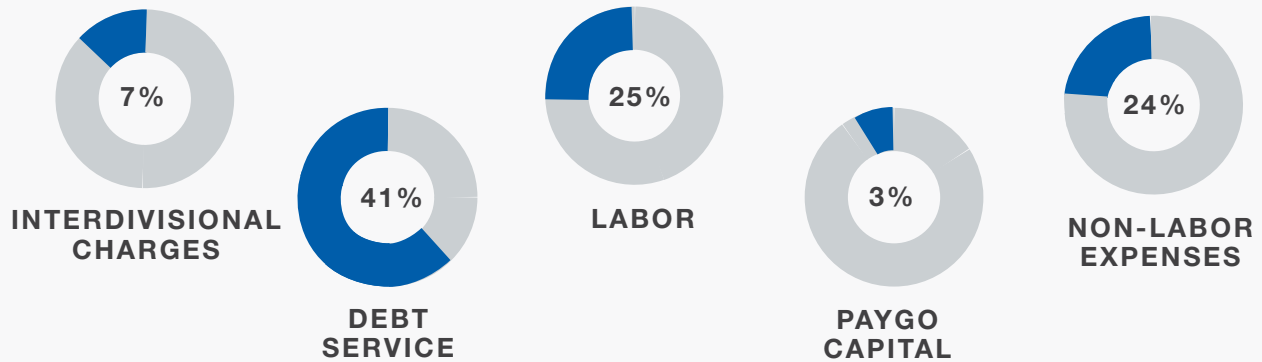


CHART 18
uses by category: **\$379 million**

COST BREAKDOWN



Sustainability

Sustainability efforts of the Environmental Services division include water sustainability, energy conservation and generation, solid waste reuse and reduction, and COVID-19 testing.

Water sustainability has two specific, interrelated objectives.

1. Sustaining the region’s water resources by providing wastewater treatment capacity and achieving performance that supports the region’s growth and quality of life
2. Investing the region’s financial and technical resources to maximize benefits; water supply, nonpoint-source pollution control, and wastewater treatment and reuse are parts of an integrated system that is optimized to meet these regional objectives.

Environmental Services is pursuing several projects to reuse wastewater at its plants to reduce water demand and aquifer use.

In addition, the Environmental Services inflow and infiltration initiatives may be viewed as contributing to water sustainability by limiting the amount of clear water (meaning it doesn’t need treating) that enters the sanitary sewer (and then lost to the region) and minimizing the risks of water pollution from spills and outflow from cracks. Funding to prevent inflow and infiltration into

regional pipes is part of the rehabilitation work in the Capital Improvement Plan.

Funding for inflow and infiltration prevention in local community sewer pipes is a municipal responsibility, although the division provides a grant program when funds are appropriated by the Minnesota Legislature for that purpose. Property owners are responsible for preventing inflow and infiltration originating from their property, although cities have provided small grant programs. The Met Council recently received legislative authority to provide private property inflow and infiltration grants. Environmental Services provided a small (\$1.5 million) pilot grant in 2024 and will provide a similar grant in 2025.

Energy and emissions. Since 2006, Environmental Services has reduced its purchase of energy by nearly 25%. To date, these energy savings result in avoided energy purchases of \$4 million per year. In addition, Environmental Services is furthering renewable energy in the region by participating in solar projects that provide the division with approximately 12 megawatts of energy.

Environmental Services continues to implement energy conservation by selecting the appropriate type of wastewater treatment and process, optimizing performance, installing higher-efficiency equipment (motors, pumps) and lighting, transitioning its fleet to electric vehicles, and reducing building energy use.

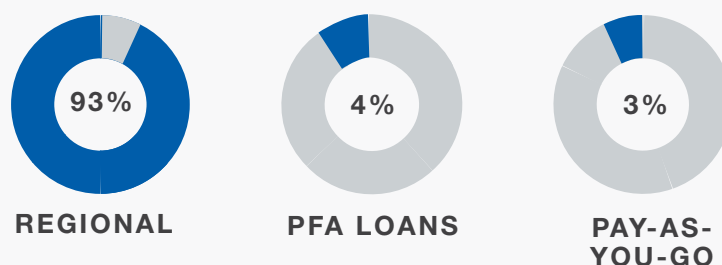
The division is also purchasing energy from solar-

2025-2030 ENVIRONMENTAL SERVICES CIP

CHART 19

sources of funds: **\$1.042 billion**

COST BREAKDOWN

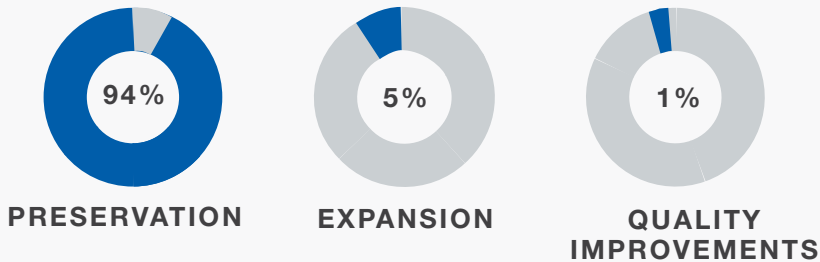


2025-2030 ENVIRONMENTAL SERVICES CIP

CHART 20

uses by objective: **\$1.042 billion**

COST BREAKDOWN



power generation facilities. Energy conservation and renewable-energy generation by Environmental Services contribute to reducing its purchased energy, as well as lowering greenhouse and other air emissions. The Met Council has tracked and reported annual emissions using the Climate Registry protocols since 2007.

COVID-19 testing. Environmental Services has discontinued its in-house monitoring and public reporting of influent SARS-CoV-2 information for the Metropolitan Plant as of August 31, 2023. Going forward, Environmental Services will have all pathogen surveillance at its plants accomplished as part of the CDC National Wastewater Surveillance System (NWSS) through participation in the University of Minnesota

Medical School Wastewater Project. The Minnesota Department of Health is also part of the project. Wastewater data is another valuable indicator of the SARS-CoV-2 conditions within our region.

Waste. The wastewater system plan continues to support the use of wastewater treatment biosolids for energy generation for in-plant uses. The Metro Plant uses thermal processing that reduces the biosolids to a small volume of inert ash, while recovering energy that is converted to electricity and steam for plant usage.

The Blue Lake and Empire plants use anaerobic digestion to reduce biosolids volume prior to its agricultural use and to produce biogas (methane) for in-plant uses.



TRANSPORTATION DIVISION

SERVICES

The Transportation division operates, administers, and coordinates public transit services for the Twin Cities metropolitan area. In addition, the division manages the allocation of federal transportation funds and they plan for the regional aviation, highway, transit, bicycle, and pedestrian systems.

The Transportation division consists of Metro Transit and Metropolitan Transportation Services.

Every five years, the Met Council develops and updates the 20-year regional Transportation Policy Plan and annually produces the federally required four-year Transportation Improvement Program for the metropolitan area.

Metro Transit is the largest direct operator of transit service in the Twin Cities region. Its services include regular route bus service, METRO system rail and rapid transit bus service, and Northstar commuter rail. Metro Transit accounts for about 78% of the total operating expenses for the Met Council's Transportation division. Metro Transit's ridership is forecasted at 48.3 million rides for the 2025 budget year. The 2025 budget advances Metro Transit Forward, a shared strategic framework that articulates our priorities to support our workforce and provide a safe, clean, convenient, reliable, and environmentally sustainable service.

Responsible for regional transportation planning, Metropolitan Transportation Services also provides regional transit services and coordinates contracted transit services with suburban transit providers within the region through contracts with public and private providers.

Services managed by Metropolitan Transportation Services include the following:

- Metro Mobility provides on-demand transit service for certified riders whose disabilities prevent them from using the regular-route transit system. Metro Mobility provides service in the region to complement regular-route service, as required by the Americans with Disabilities Act.

- Metro Move is a new transit service of the Metropolitan Council that is designed to give people who have a disability and are served by certain waivers another choice to connect to day support services, jobs, and community resources. (Eligible waivers include Brain Injury, Community Access for Disability Inclusion, and Developmental Disabilities waivers.) This service will expand access for those receiving waiver services to reach many communities across the Twin Cities region.
- Contracted regular-route service provides service through contracts with private and governmental organizations.
- Transit Link provides dial-a-ride transit service through contracts with private and governmental agencies. These programs primarily serve transit customers in the region where regular-route service is not available.
- Metro Vanpool is a program that provides vanpools through contracts with a private company. Typically, these vanpools are formed either in areas without regular-route transit service or serve people who work shifts that are outside of normal commuting times.
- Suburban Transit Providers consist of 12 communities that have chosen to provide their own transit service as separate transit authorities. Suburban Transit Providers provide regular-route and dial-a-ride programs. Suburban Transit Providers receive funding from the state motor vehicle sales tax and regionally allocated funding in accordance with the state transit funding allocation policy.

Challenges and opportunities

Responding to changes to travel demand and travel behavior

At the onset of the COVID-19 pandemic, regional ridership dropped to approximately 30% of the 2019 ridership (pre-pandemic) levels. In 2023, ridership for Metro Transit grew steadily and ended the year 16% over 2022 levels and continued to grow in 2024, with August 2024 year-to-date numbers at 8% over 2023 levels.

In 2025 ridership is forecasted to continue to improve with Metro Mobility ridership forecasted at 95% of pre-pandemic levels, light rail ridership forecasted at 62%, the bus system forecasted at 62%, and Northstar commuter rail forecasted at 13%.

The Met Council continues to monitor and evaluate ridership impacts from the pandemic on a daily and weekly basis to evaluate services and the need for service adjustments. We're also beginning the process of taking a longer view of service demand and ridership forecasts, understanding that we cannot reasonably expect a quick return to pre-pandemic travel demand.

Even with the loss of ridership and associated fare revenues, we are able to balance the 2025 budget through the use of reserves and Metro Area Transportation Sales Tax.

Growing the transit workforce

Like many transit agencies locally and across the nation, Metro Transit is experiencing significant challenges hiring across multiple essential positions. This is especially true with regard to operators, maintenance, and police personnel.

For the 2025 budget, Metro Transit is forecasting a bus service level that is 91% of pre-pandemic service levels with positive trends in operator hiring. In 2025 Metro Transit plans to return to a frequency on METRO Blue Line and METRO Green Line to 10-minute service.

The Metro Transit Police Department continues to face a significant shortage of sworn officers and other police department personnel like many police departments. Metro Transit has made increasing a visible presence on

the system a priority in the Safety and Security Action Plan, and the Met Council raised police and Community Service Officer wages to help recruit and retain more police department personnel to fill its budgeted complement.

Providing a consistently safe and welcoming experience on transit

Metro Transit continues to grow layers of official, visible presence to assist riders and address problematic behavior on transit. In 2025, Metro Transit will expand investment in the Transit Rider Investment Program (TRIP) and supplemental security presence, which along with police officers and community service officers, will increase transit personnel to deter and address violations of rules and laws.

Other funding opportunities

In 2021, a new law provided forecasted funding for Special Transportation Services (Metro Mobility) as part of the state budget beginning in state fiscal year 2026 (which begins July 1, 2025).

THRIVE MSP 2040

Thrive MSP 2040 identifies five desired outcomes that define a 30-year vision for the region. The transit division work plays a part in advancing each of these five outcomes. An update to the 30-year vision called Imagine 2050 is underway and will come to the Metropolitan Council for final approval in 2025.

Accomplishing the division's responsibilities toward the five outcomes includes both challenges and opportunities:

STEWARDSHIP

- Focus on regional asset management.

PROSPERITY

- Transit is a service that is essential to employers and the workforce, and many rely on transit to meet all their mobility needs.
- Bus and light rail transitway expansion focuses on improving transit services and meeting customer needs in critical corridors, as well as encouraging economic investment along these corridors.
- The Metro Transit Technician Training Program puts

job seekers on a path to a good-paying job with a paid internship, job and skills training, and support for an educational degree.

EQUITY

- Providing transit contributes to regional equity, and the amount and configuration of service funded through the 2025 budget are significant in understanding the equity implications of our budget.
- Continuing investment in the Better Bus Stops effort and transit assistance programs.
- Continuing Travel Behavior Study analysis to better understand racial disparities in the metro area more fully.
- Continuing the partnership between the Metro Transit Police Homeless Action Team and Metro HRA; the two departments combine expertise to meet the difficult challenge of connecting people with housing and support services when they are experiencing homelessness and sheltering on transit.
- Partnering with communities so decisions are made with people, not for people.

- Continuing use and growth of Disadvantaged Business Enterprises and Metropolitan Council Underutilized Businesses.
- Incorporating expectations for advancing equity in our everyday work.

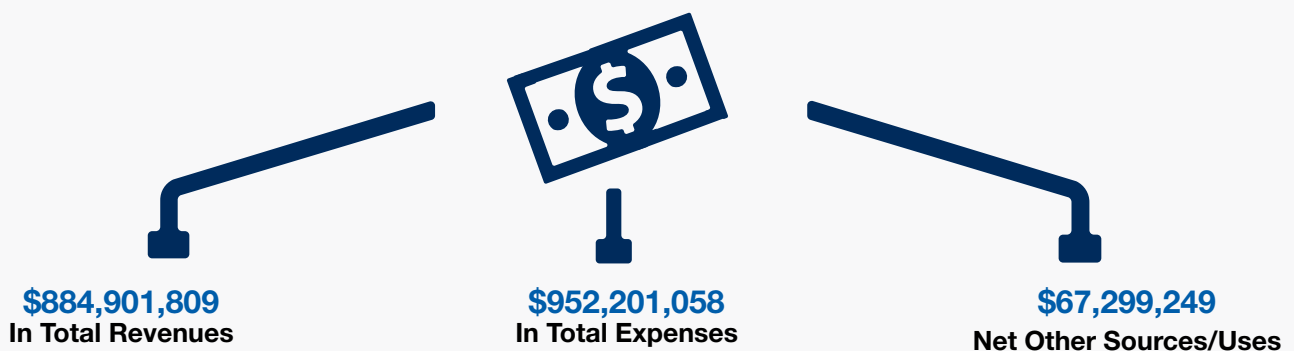
LIVABILITY

- Providing the essential mobility service to people who rely on transit to get to work and places in their communities
- Keeping our riders and operators as safe as possible in a manner that adheres to public health guidelines through enhanced cleaning our public spaces and changing service to achieving social distancing

SUSTAINABILITY

- Plans to move to electric fleet with continued review and testing of our electric buses and infrastructure

2025 Budget Highlights



See Table C-1 for full breakdown of numbers on pages 72 and 73.

2025 TRANSPORTATION DIVISION OPERATING BUDGET

CHART 21

sources of funds: **\$1.038 billion**

COST BREAKDOWN

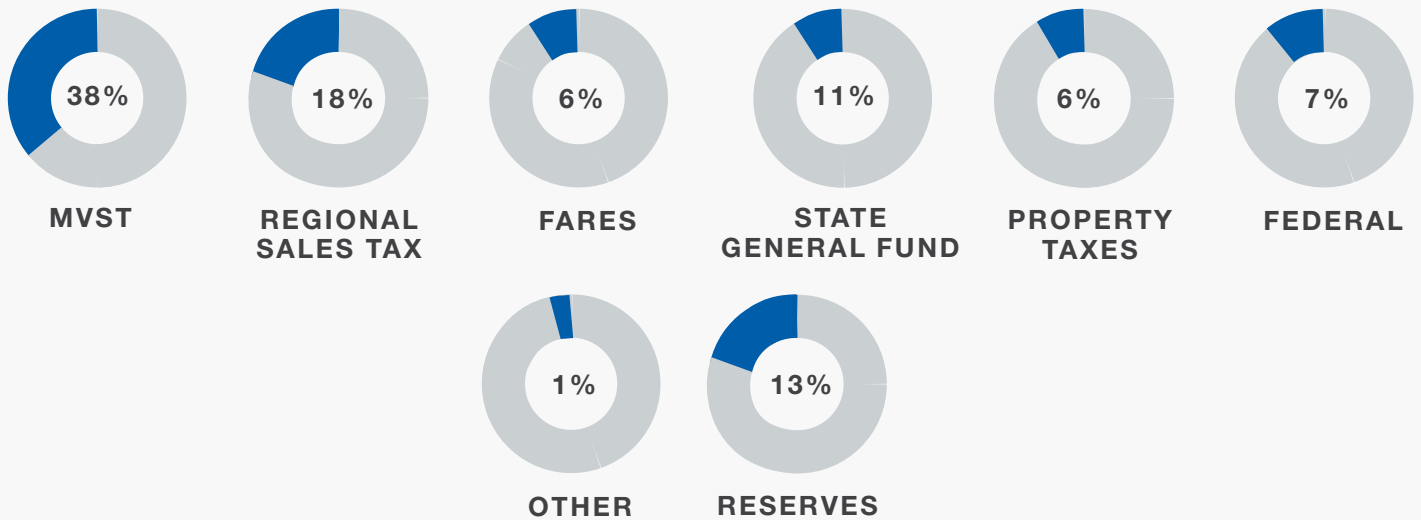
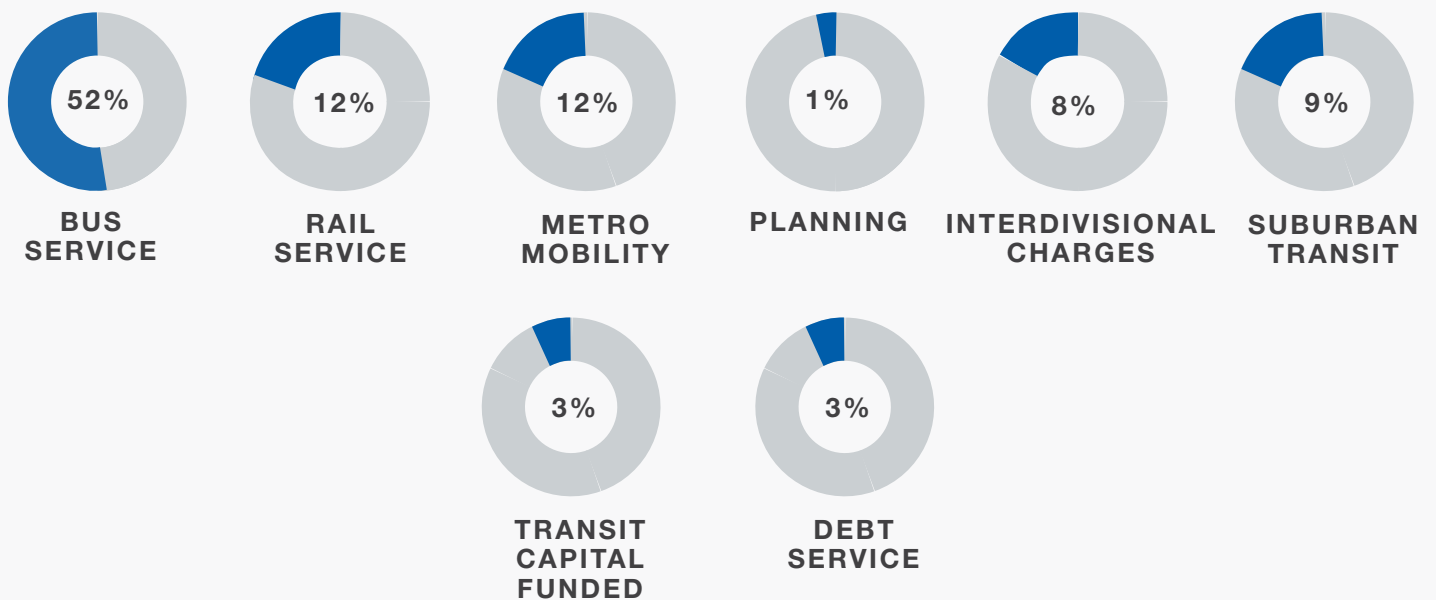


CHART 22

uses by category: **\$1.038 billion**

COST BREAKDOWN



Operations

Sources of funds

The Transportation division's 2025 operating budget is \$1.038 million. The division's 2025 operating budget includes the remaining balance of federal relief funds to mitigate fare revenue losses resulting from ridership reductions and travel behavior changes related to the pandemic.

Funding for operations comes from the motor vehicle sales tax, state appropriations, federal and local funding, federal relief funds, investment earnings, passenger fares, Metro Area Transportation Sales Tax and other revenues, including advertising. Sherburne County and the Minnesota Department of Transportation (MnDOT) also provide a portion of the operating funds for commuter rail services.

The Transportation division operating budget is developed around key financial objectives:

- Support the regional development guide, Thrive MSP 2040 and Imagine 2050, and regional Transportation Policy Plan
- Grow transit ridership
- Construct a transit budget that balances revenues and expenses over four years
- Mitigate gaps in the transit financial structure over time
- Minimize impact on Met Council property tax levies
- Maintain reserves at policy levels

The Transportation division operating budget for 2025 includes a planned use of reserves and includes several assumptions:

- A significant one-time use of reserves and federal COVID relief funds. The Met Council received three federal relief funding plans for transportation in years 2020 and 2021, totaling \$725.8 million. The 2025 budget assumes that \$22.5 million of these funds will be used to support transit operations and balance our budget.
- Average diesel fuel cost paid at \$3.06 per gallon
- Operating funds received from Sherburne County and MnDOT for Northstar.
- Metro Area Transportation Sales Tax of \$142 million for funding on Light rail, Northstar commuter rail, and

Transitway operations.

Metro Transit Bus Service. Metro Transit is the largest operator of regular-route bus service in the Twin Cities region and is a key part of the Met Council's commitment to operating high-quality transit service in an inclusive, customer-focused, and efficient manner. Metro Transit is one of the country's largest transit systems, and in 2023 provided more than 84% of the regular-route public transportation rides in the Twin Cities region.

Major sources of revenues include passenger fares, motor vehicle sales tax revenue, state general fund appropriations, and Metro Area Transportation Sales Tax.

Major sources of expenses include salaries and benefits, fuel, and allocations to Regional Administration, as well as materials, supplies, and additional expenses for continued related cleaning of vehicles, stations, and facilities.

METRO Blue Line light rail. The METRO Blue Line operates between downtown Minneapolis, Minneapolis-Saint Paul International Airport, and the Mall of America.

Major sources of revenue include passenger fares, the state general fund, federal relief funds, and the Metro Area Transportation Sales Tax replacing the prior net subsidy contribution from Hennepin County.

Major sources of expenses include salaries and benefits; electricity expenses for light rail vehicle propulsion; allocations for shared Metro Transit administrative services, materials and supplies; allocations to Regional Administration; and additional expenses for cleaning of vehicles, stations, and facilities.

Northstar commuter rail. Northstar commuter rail operates between Big Lake and Target Field in downtown Minneapolis, with six stations along the route. Weekday service in 2025 will consist of four weekday trains morning and evening, and special events service serving Minneapolis with no weekend service.

Major sources of revenue include passenger fares, state general fund appropriations and Metro Area Transportation Sales Tax replacing the net subsidy contributions from Anoka and Hennepin County. Net subsidy contributions continue from Sherburne County and the Minnesota Department of Transportation.

2025 TRANSPORTATION DIVISION CIP

CHART 23

funds by functions: **\$5.24 billion**

COST BREAKDOWN

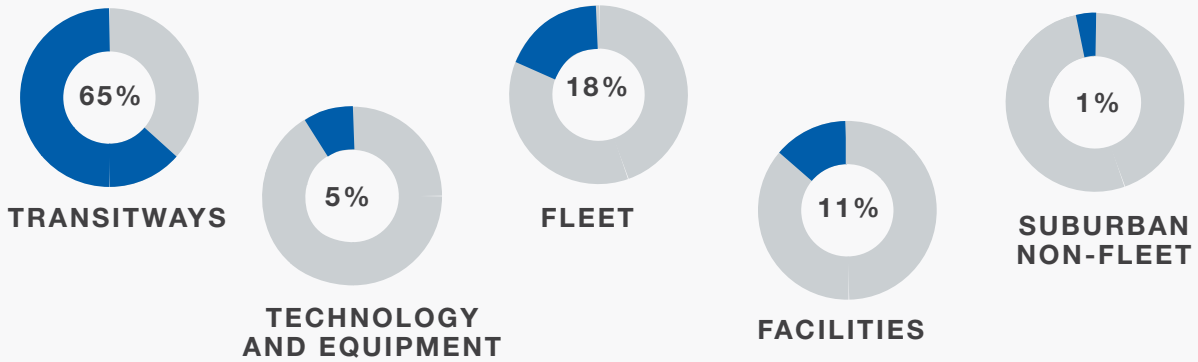
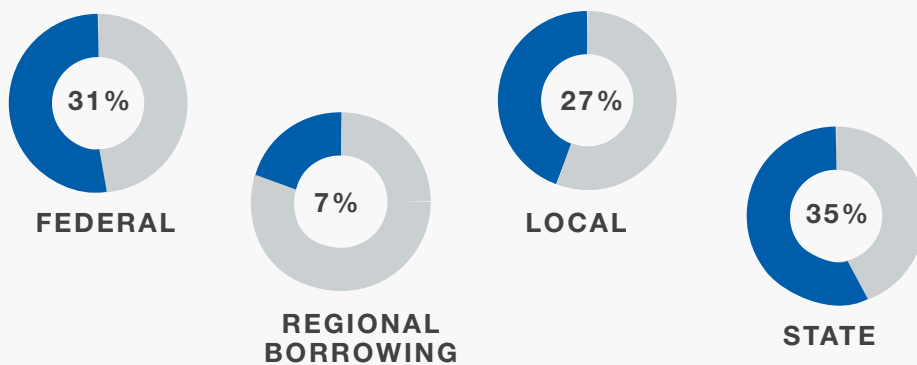


CHART 24

sources of funds: **\$5.24 billion**

COST BREAKDOWN



Major sources of expenses include salaries and benefits, diesel fuel, materials, and supplies, a professional services contract with Burlington Northern Santa Fe railroad to operate the commuter rail, and additional expenses for related cleaning of vehicles, stations, and facilities. Operations of the commuter rail are performed under contract by the railroad with maintenance performed by Metro Transit.

METRO Green Line light rail. The METRO Green Line began operations in June 2014 with service between downtown Saint Paul and downtown Minneapolis via University Avenue and the University of Minnesota. The corridor also travels through the State Capitol complex and Saint Paul's midway area.

Major revenue sources will include passenger fares, the state general fund, federal relief funds, and a metro-area transportation sales tax replacing the net subsidy contributions from Hennepin and Ramsey counties.

Major sources of operating expenses include salaries and benefits; electricity expenses for light rail vehicle propulsion; allocations for shared Metro Transit administrative services, materials and supplies; allocations to Regional Administration; and additional expenses for cleaning of vehicles, stations, and facilities.

METRO Orange line bus rapid transit. The 17-mile METRO Orange Line bus rapid transit route began revenue service in December 2021. The METRO Orange Line provides frequent, all-day service, connecting Minneapolis, Richfield, Bloomington, and Burnsville along I-35W in both directions. Major sources of revenue include passenger fares, the state general fund, federal relief funds, and a metro-area transportation sales tax replacing the net subsidy contribution from Dakota and Hennepin counties. Major sources of expenses include salaries and benefits, fuel, allocations to Regional Administration, as well as materials, supplies, and additional expenses for continued related cleaning of vehicles, stations, and facilities.

New services in 2025

METRO Gold Line bus rapid transit. The 10-mile METRO Gold Line bus rapid transit route will begin service in March 2025. The line will travel between

downtown Saint Paul and Woodbury, serving the cities of Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury. The route will run along local roadways generally north of and near I-94 primarily within bus-only lanes (dedicated guideway) and service 21 stations, which include 10 in downtown Saint Paul.

METRO B Line bus rapid transit. The METRO B line will begin service in June 2025 and will upgrade and substantially replace Route 21 in Minneapolis and Saint Paul, connecting West Lake Street with downtown Saint Paul and running primarily on Lake Street, Marshall Avenue, and Selby Avenue. The B Line will serve dense residential neighborhoods, thriving commercial districts, popular recreational areas, and major employers.

METRO E Line bus rapid transit. The METRO E Line will begin service in December 2025 and will upgrade and substantially replace parts of Route 6 in the Hennepin Avenue corridor. The E Line will connect the University of Minnesota, downtown Minneapolis, uptown Minneapolis, and Southdale via 4th Street and University Avenue, Hennepin Avenue, and France Avenue.

Contracted regular route service

The Met Council provides regional transit service through its contracted regular-route program. The Transportation division manages contracts with private vendors and governmental organizations to operate regularly scheduled service throughout the metropolitan area.

Transit Link. The Met Council's Transit Link program provides demand-responsive transit service in portions of the metropolitan area where regular-route service is not available. The Transportation division manages contracts with private vendors and governmental organizations to operate Transit Link service.

Special Transportation Services. The Met Council provides Metro Mobility transit service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition. The service features dial-a-ride service to people certified under the Americans with Disabilities Act. Service is provided by private vendors under contract. Metro Move is a new transit service of the Metropolitan Council that serves people who have

a disability and are served by a Brain Injury (BI) waiver, Community Access for Disability Inclusion (CADII) waiver, or a Developmental Disability (DD) waiver. The service links waiver participants to day support programs, work, and other community destinations.

Capital Program

The Transportation division capital budget reflects the primary priorities of maintaining the current system by replacing vehicles according to fleet management plans and maintaining/repairing existing facilities and building transitways and expanding the bus system to meet future ridership and service demands.

The 2025 Capital Program reflects the following assumptions:

- Federal funding will increase 2.5% per year.
- Regional transit capital expenditures will increase at 3.3% per year.
- State bonds assume amounts appropriated and anticipated
- Includes Metro Area Transportation Sales Tax
- Inflation affecting construction and bus operations will increase at more than 3.5% per year.
- Rail maintenance needs will continue with operations of the METRO Green Line, METRO Blue Line, and Northstar commuter rail.
- Bus purchases at a 12-year life have been reviewed and adjusted for impacts on service.
- Metro Transit developed a Transit Asset Management Plan as required by the Federal Transit Administration, with updates annually.
- New Starts federal funding will be available for the METRO Blue and Green Line extension projects.

The 2025 Capital Program will support:

1. Building the network of the future
 - METRO Green Line and Blue Line light rail extensions
 - Complete METRO Gold Line, B Line, and E Line
 - Purple Line and arterial BRT in development
2. Creating a more reliable and faster service
 - Transitway investments, bus and rail overhaul programs, bridge maintenance programs, bus and rail state-of-good-repair investments
3. Improving the customer experience

- Fare collection system upgrades, customer information systems, variable message signs
4. Improving existing facilities
 - Customer station renovations (Lake Street, 38th Street, Uptown, Franklin, Rosedale), mobility hubs, and bus shelters
 5. Enhancing safety and security
 - Lighting, cameras, emergency call systems
 6. Investing in our workplace
 - Support facilities, support vehicles, material management storage, overhaul base brake shop, non-revenue and facilities maintenance
 7. Sustainable investments
 - Energy efficiency investments, zero emission bus transition plan including fleet and infrastructure

Sources of funds

Major sources of revenues in the 2025-2030 Transportation Capital Program include federal funds, regional bonding, the state general fund, state general obligation bonds, counties, Metro Area Transportation Sales Tax, and other local funding.

Within its statutory bonding authority, the Met Council issues long-term debt to finance transit projects.

Federal funding is the largest funding source and includes the following:

- Federal Formula Funds including (5307 Formula Funds, 5337 Bus and Rail State of Good Repair, and 5339 Bus and Bus Facilities)
- Federal Regional Solicitation Congestion Mitigation Air Quality funds allocated competitively through the process overseen by the Met Council’s Transportation Advisory Board
- New Starts and small starts funding allocated at the discretion of Congress for the METRO Green Line and METRO Blue Line extension projects and for METRO Gold Line, Purple Line, and F Line bus rapid transit

The remaining sources of capital funding include:

- The state general fund, state general obligation bonds, and state trunk highway funds; these funds have been approved and authorized for specific capital projects
- Regional Transit Capital, which is used primarily for

fleet and for matching of federal funds

- Transitway funding from the counties and other local funds provided by counties and railroad authorities
- Metro Area Transportation Sales Tax from the 3/4-cent sales tax for metropolitan transit starting October 1, 2023

Use of funds

Major expenditures in the 2025-2030 Transportation Division Capital Improvement Plan include the following:

- Uses of funds by department consisting of transitways 65%, fleet 18%, facilities 11%, other providers (non-fleet) 1%, and technology and equipment 5%. The transitways category is the predominant use due to the construction of the METRO Green Line and Blue Line extension projects and bus rapid transit.
- Uses of funds by category include the transitways 65%, preservation 26%, and expansion 9%. If the 2025-2030 Capital Improvement Plan excludes transitways, the remaining Capital Program would focus on transit system preservation, at nearly 73%.

Staffing for the Transportation division includes bus operators, mechanics, police, and administrative staff. The 2025 division budget forecasts bus-operations service levels at 91%.

Performance measures

Key performance measures for the Transportation division include measurements of operating and budget efficiencies by type of operation. Performance is measured by comparison with prior-year performance and with peer agencies.

- Ridership by type of transit service
- Fleet size and peak bus level
- Revenue miles and revenue hours operated
- Cost per passenger trip
- Operating expense per revenue mile
- Operating expense per revenue hour
- Operating expense per passenger mile
- Fare box recovery ratio
- Average revenue per passenger trip
- Boardings per revenue hour
- Subsidy per passenger trip

In addition to these performance measures, comparisons of actual operating results versus budget are monitored during the year and are reported on a quarterly basis. This allows the Met Council and operations management to closely monitor operations performance and to make adjustments as necessary in a timely manner.

COMMUNITY DEVELOPMENT

SERVICES

The Met Council's Community Development division provides essential planning and technical assistance to local communities, parks, and open spaces.

- Rent payments to landlords that help very low-income residents pay their rent
- Grants to communities for projects that use land efficiently, create affordable housing, and clean up polluted sites
- Planning for the regional park system and funding for the purchase of land and improvements for those parks
- The 30-year plan that helps guide the future growth of the region (Thrive MSP 2040 and Imagine 2050)
- Supplying information, best practices, and analysis of regional issue to support local community planning
- Reviewing community plans for impacts on the region's transportation, sewer, and regional parks systems

Challenges and opportunities

The Twin Cities region continues to experience low rental housing vacancy rates and rising rents. This creates challenges for housing choice voucher holders in finding units in the open rental market.

The Metro HRA continues to apply for additional housing vouchers as they are offered. Full utilization of vouchers for people experiencing homelessness demonstrates that partnerships and service connections result in housing stability for the region's most vulnerable people.

Community Choice Mobility Demonstration Program

The U.S. Department of Housing and Urban Development (HUD) has awarded the Minneapolis Public Housing Authority and the Metro HRA \$5.2 million and 74 new vouchers to promote increased housing choices and opportunities among low-income families.

The two agencies partnered to participate in the federal Housing Choice Voucher Mobility Demonstration Program. Both agencies allocate housing choice vouchers, providing federal rent assistance to low-income families to help them find housing stability and all the benefits of having a safe home environment.

The Housing Choice Voucher Mobility Demonstration Program supports selected housing authorities, including the Minneapolis Public Housing Authority and Metro HRA, to offer services that help families with children move to areas in the region that can provide more opportunities.

2025 Budget Highlights



See Table D-1 for full breakdown of numbers on pages 74 and 75.

Thrive MSP 2040

Thrive MSP 2040 identifies five desired outcomes that define a 30-year vision for the region. The work of the Community Development division plays a part in advancing each of these five outcomes.

Stewardship

- Funding the purchase of priority natural resources to include in the Regional Parks and Trails System
- Encouraging communities to locate and design development that preserves the natural environment, supports the transit system, provides a mix of housing costs, and uses land efficiently
- Providing information and best practices to manage stormwater and protect natural resources

Prosperity

- Helping communities protect land around airports, railroads, and industrial areas for compatible employment-supportive land uses
- Encouraging communities to preserve farmland and reduce development pressures on this limited resource
- Supporting communities in planning for water sustainability in their comprehensive plans
- Providing information and assistance so all communities benefit from a regional strategy for economic competitiveness

Equity

- Improving regional parks use by all residents of the region across race, ethnicity, income, and ability. The parks visitor study provides information on demographics of visitors to the regional parks system. This information helps identify if there are inequities in visitation across demographic groups and helps agencies better tailor plans and programming to meet the needs of diverse visitors.
- Describing and documenting the impacts of inequitable policies on the development of the regional parks system through the historical-cultural study
- Using grants to help create mixed-income neighborhoods and affordable housing choices across the region
- Developing information and services that help

renters with vouchers choose the community and neighborhood that best meets their needs

- Partnering with communities so decisions are made with people, not for people
- Incorporating expectations for advancing equity, inclusion, and diversity into job postings, hiring processes, on-boarding, and annual performance reviews

Livability

- Following up on the data collected in the 2021 parks visitor study; the study data is used in funding allocations for the regional park implementing agencies and provides an overall understanding of visitation to the regional parks system. This includes data on demographics, travel patterns, activities pursued in the park, and other key data to inform planning.
- Increasing access to nature and outdoor recreation through regional parks and trails
- Providing housing choices for everyone
- Using resources to support walkable neighborhoods with access to transit service
- Promoting healthy communities and active living through land use, planning, and investments

Sustainability

- Promoting and funding compact, well connected, pedestrian-friendly development
- Encouraging communities to protect farmland for local food production
- Leading implementation of the Met Council's Climate Action Plan to limit the Met Council's contributions to climate change and to mitigate impacts to the Met Council's investments in regional infrastructure and assets
- Supporting foresters, planners, advocacy groups, and others through the Growing Shade project; this application, developed in partnership with The Nature Conservancy and Tree Trust, combines local stories with an interactive mapping tool to inform decisions about tree canopy management at the local level.

Operations

Sources of funds

Funding from federal, state, and local property taxes make up the majority of the revenue for the Community Development division. Planning work and administrative expenses are funded by local property taxes. The Metro HRA earns fees for program administration, paid by federal and state governments. The rent subsidy payments to landlords are passed through the Metro HRA from federal and state government.

Uses of funds

The largest part of the Community Development division budget consists of funds that pass through the Met Council to pay for rent payments to landlords, Livable Communities Act grants to communities, and grants to parks implementing agencies for park operations.

Capital Program

Sources of funds

The Capital Program for the Community Development division provides funding for regional parks and trails and Met Council-owned homes. The sources of funds include state appropriations, general purpose levy dollars, rental income, and regional bonds. The regional borrowing is used as a local match to the state appropriations, and to fund the Regional Parks System Equity Grant program.

Use of funds

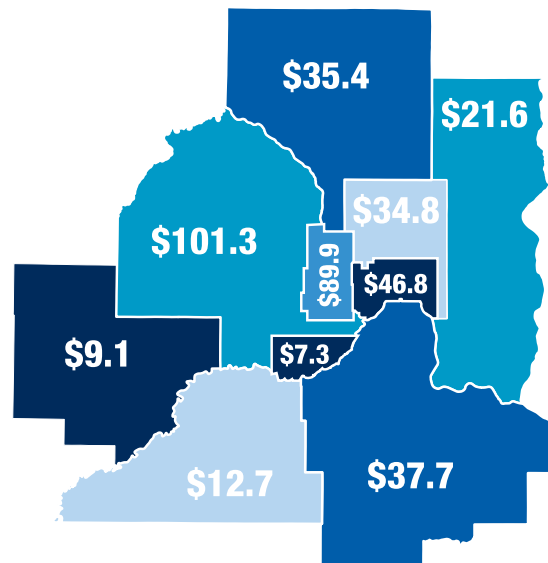
The Capital Program provides grants to 10 regional park implementing agencies. The regional park implementing agencies use the grants to purchase land, develop new park facilities, and rehabilitate existing ones. The Capital Program also supports home purchases and major asset preservation projects.

Staffing for the Community Development division includes housing, planning, research, and administrative staff. The 2025 division budget includes 128 full-time equivalent employees.

Performance measures

- Number of annual visits to regional parks
- Number of acres cleaned of pollution with assistance from Tax Base Revitalization grant funds
- Increase in the net tax capacity of land cleaned of pollution with the assistance of Tax Base Revitalization grant funds
- Number of jobs created or retained with the assistance of Livable Communities Act grant funds
- Dollar amount of public and private funds leveraged with Livable Communities Act grant funds
- Number of affordable housing units created or preserved with the assistance of Livable Communities Act funding

Allocation of \$396.6 million in state legacy, bonding, and forecasted Met Council match funds, authorized and planned grants by park implementing agency (in millions)



Authorized and planned grants (in millions)

| | |
|------------------------------------|----------------|
| Unallocated equity grants | \$5.8 |
| Unallocated land acquisition | \$62.3 |
| Grants to other governmental units | \$86.5 |
| Total | \$154.6 |

2025 COMMUNITY DEVELOPMENT OPERATING BUDGET

CHART 25

sources of funds: **\$180 million**

COST BREAKDOWN

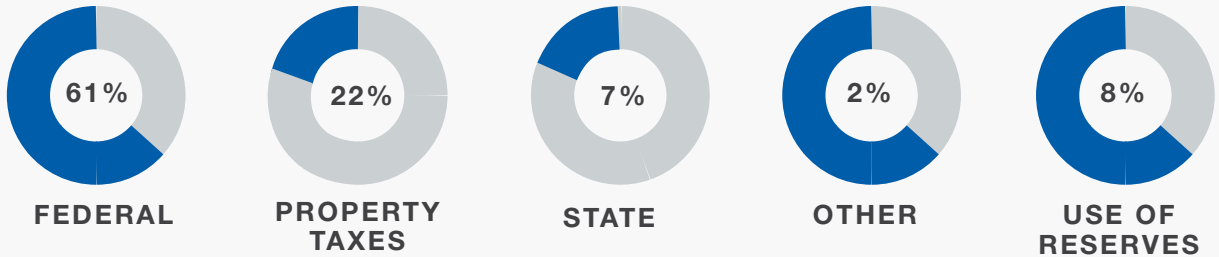
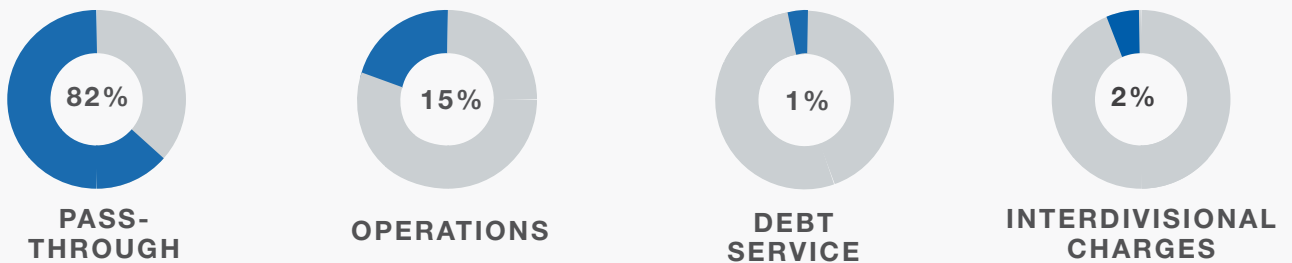


CHART 26

uses by category: **\$180 million**

COST BREAKDOWN



2025-2030 COMMUNITY DEVELOPMENT CIP

CHART 27

sources of funds: **\$286 million**

COST BREAKDOWN

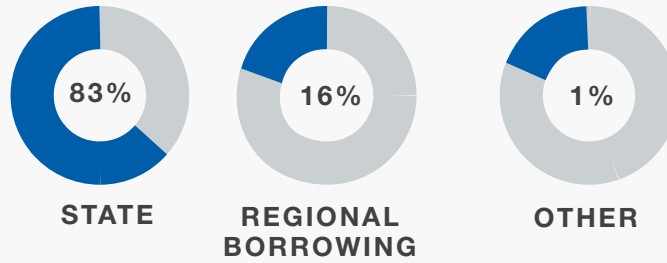


CHART 28

uses by function: **\$286 million**

COST BREAKDOWN

