PRELIMINARY
2021 Operating Budget & Levies
Council Budget Development

Unified Budget

Operating Budget
  - Operations
  - Pass-through
  - Debt Service
  - OPEB

Capital Program
  - Authorized Projects
  - Planned (6-year)
  - Annual Spending

Staff - Budget Development Activities
May-July
  - Aug 26 (before Sept1)

Council - Adopt Preliminary Budget/Levies
Oct 14

Council - Capital Program Presentation
Oct 28

Council - Adopt Public Comment Draft Budget
Dec 09 (before Dec 20)

Council - Adopt Final Budget/Levies
Budget Authority

Minnesota Statute 473.125 Regional Administrator

“The regional administrator shall recommend to the council for adoption measures deemed necessary for efficient administration of the council, keep the council fully apprised of the financial condition of the council, and prepare and submit an annual budget to the council for approval.”
Council Levy Authority

• Non-Debt Service Levy
  • Limited by state statute
  • General Purposes
  • Livable Communities – Development and Redevelopment grants to communities
  • Loans for acquisition of highway right-of-way

• Debt Service Levy
  • Levy is not capped, but bonding authority is limited
  • Parks and Transit debt service only

• Seven County Metro Region and Transit Capital Levy Communities
Our Levy Strategy

• Levy Givens:
  • Meet Transit and Parks Debt Service Needs
  • Statutory Fiscal Disparities Levy $5M to Tax Base Revitalization Account

• Strategy Based Decisions:
  • Hold Total Levy Increase to 0% in 2021 (History was 2% Increase)
  • Maximize the Livable Communities Demonstration Account Levy to Create $5M Transit Oriented Development Component within the Grant Program
  • Maximize General Purpose Levy
  • No Levy for Highway Right of Way Program
    (sufficient reserves)
### Proposed 2021 Property Tax Levies - $88.7M

<table>
<thead>
<tr>
<th>Non-Debt Service Levies</th>
<th>Certified 2020</th>
<th>Proposed 2021</th>
<th>Pct Chg</th>
<th>Limit</th>
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<tbody>
<tr>
<td>General Purposes</td>
<td>$ 15.7</td>
<td>$ 16.1</td>
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<td>Highway Right of Way</td>
<td>-</td>
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<td>Livable Communities:</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>- Demonstration Acct</td>
<td>12.3</td>
<td>12.7</td>
<td>2.9%</td>
<td>12.7</td>
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<tr>
<td>- Tax Base Revitalization</td>
<td>5.0</td>
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<td>0.0%</td>
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<tr>
<td>Total Non-Debt Levies</td>
<td>$ 33.0</td>
<td>$ 33.8</td>
<td>2.4%</td>
<td>$ 38.1</td>
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<tr>
<td>Levy as Pct of Limit</td>
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<td></td>
<td></td>
<td>88.7%</td>
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<tr>
<td>Debt Service Levies</td>
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<tr>
<td>Parks</td>
<td>$ -</td>
<td>$ 1.8</td>
<td>100.0%</td>
<td></td>
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<tr>
<td>Transit</td>
<td>55.8</td>
<td>53.1</td>
<td>-4.7%</td>
<td></td>
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<tr>
<td>Total Debt Levies</td>
<td>$ 55.8</td>
<td>$ 54.9</td>
<td>-1.5%</td>
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<tr>
<td>Total All Levies</td>
<td>$ 88.7</td>
<td>$ 88.7</td>
<td>0.0%</td>
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</tbody>
</table>

Legend:
- **General Purposes**: 16.1% 18%
- **Livable Communities**: 12.7 14%
- **Transit Debt Service**: 53.1 60%
- **Parks Debt Service**: 1.8 2%
Debt Service Levies

• Transit
  • Legislature grants annual authority
  • Success with inflation factor grows ~4.5%
  • Outstanding Debt YE 2019 - $262M

• Parks
  • $40 M in Revolving Outstanding
  • Historically Match State GO Bonds 3:2
  • Outstanding Debt YE 2019 - $1.2M

Dollars in Millions
Livable Communities Levies (Grant Programs)

- **Tax Base Revitalization Account Levy**
  - $5M annually from regional fiscal disparities pool
  - Clean up polluted land in the metropolitan area

- **Livable Communities Demonstration Account**
  - $12.7M proposed levy for 2021
  - Strategy: Grow to accommodate TOD Component
  - Limitation: Capped by implicit price deflator at 2.9%

- **Local Housing Incentives Account**
  - Statutory transfer from LCDA ($0.5M) and General Purposes Levy ($1.0M)
General Purposes Levy - $16.1M

• Most Flexible Use Levy Funding
  • Carry out Council responsibilities as provided in law

• Primary Uses
  • Community Development Administration
  • Statutory Transfer to Local Housing Incentive Account ($1M)

• Targeted Initiatives
  • One-Time
  • Pilot or Bridge to other funding sources
Advancing Equity in the Region - $3.9M

Use of General-Purpose Levy - Equity Investments

1) Housing Security
2) Transportation
3) Climate
4) Housing Affordability
Impact on the Taxpayer

$250,000 Market Value

Transit Tax Communities

Inside

Outside

$49.42

$16.63
Impact on the Taxpayer

- Counties 28.8%
- Cities & Towns 31.2%
- Schools 34.3%
- Other Special Districts 4.3%
- Metropolitan Council 1.4%
Proposed 2021 Operating Budget
Proposed Operating Budget - $1.2 Billion

Dollars in Millions

- Pass through: $1.143 (2020) to $1.138 (2021)
- Debt Service: $133 (2020) to $129 (2021)
- OPEB: $200 (2020) to $205 (2021)
- Salaries & Benefits: $797 (2020) to $790 (2021)
- Contracted Services: $144 (2020) to $131 (2021)
- Other: $797 (2020) to $790 (2021)

2020 Adopted vs 2021 Proposed
Proposed Budget $1.2B

Uses by Division

- Transportation $688 60%
- Environmental Service $323 28%
- Community Development $124 11%
- Reg Adm & OPEB $14 1%

Sources of Funds

- State Revenues $394M 34%
- State Appr $110 9%
- MVST $284 25%
- WW Charges $314 27%
- Service Charges $359M 31%
- Fares $45 4%
- Property Tax $39 8%
- Local $44 4%
- Federal $179 16%
- Other $28 2%
- Reserves $56 5%
General Fund Operations
General Fund Operations - $90.3 M

Sources
- GP Levy: $15.3
- RA Allocations: 74.2
- Other: 0.8
- Total: $90.3

Uses by Department
- Regional Administration: $74.7
- Transfers: $1.2
- Community Development: $10.5
- Equity Initiatives: $3.9

Uses by Category
- Salaries & Benefits: $50.6
- Contracted Services: $23.4
- Other: $11.2
- Transfers: $1.2
- Equity Initiatives: $3.9

Dollars in Millions
General Fund
Unassigned Operating Reserve

<table>
<thead>
<tr>
<th>Year</th>
<th>Actual 2019</th>
<th>Adopted 2020</th>
<th>Proposed 2021</th>
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</thead>
<tbody>
<tr>
<td>Dollars in Millions</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reserve Target (10%)</td>
<td>$7.3</td>
<td>$7.9</td>
<td>$8.3</td>
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<tr>
<td>Projected YE</td>
<td>$11.2</td>
<td>$10.2</td>
<td>$10.0</td>
</tr>
</tbody>
</table>
**Regional Administration - $74.7M**

### Uses by Department
- Information Services: $39.1M (52%)
- Financial Services: $13.0M (18%)
- Business Services: $11.5M (15%)
- Admin: $11.1M (15%)

### Uses by Category
- Salaries & Benefits: $44.5M (60%)
- Contracted Services: $21.9M (29%)
- Other: $8.3M (11%)

### Sources
- RA Allocations: $74.0M
- Other Revenue: $0.7M
- Total: $74.7M

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Dollars in Millions
Community Development Division

Provide coordinated planning and policy to guide the growth and development of the region.

Partner with regional park implementing agencies to plan for and fund the Regional Parks System.

Provide technical assistance to local governments to implement region policy in their local plans.

Facilitate community collaboration.

Deliver state and federally funded rent assistance to create and provide affordable housing for low-income households.

Provide Livable Communities Act grants to help clean up polluted sites, expand housing choices, and build developments that connect housing, jobs, and services.

Identify, analyze, and report on issues of regional importance.
COVID Summary

**Increasing***
- HUD Admin Revenue
- HUD Voucher Revenue
- Overhead Expenses (some areas)
- Average Housing Payments
- Encampment Expenses
- COVID-19 Staff Work

**Decreasing***
- SFY21 Legacy Revenue
- Consulting Projects Delayed
- Salary (soft hiring freeze)

**Monitoring / Holding Steady**
- Property Tax Revenues
- Fiscal Disparities Revenue
- Lottery-in-Lieu Revenue
- New State Appropriations
- New Federal Appropriations

*Documented and anticipated impacts
Metro HRA Structural Deficit

Housing & Employment Trends
- Rising rents
- Low vacancy rates
- Rising unemployment rates due to COVID-19

Federal Appropriations
- Lag in timing
- Proration doesn’t cover costs: Council costs increasing even higher than previous years due to families making less
Preliminary HRA

- Unknowns
  - Fair Market Rent
  - Federal Funding
  - COVID-19 Impacts on Average Housing Assistance Payments

- Future Council Actions (fall 2020)
  - Rent Standards
  - Utility Allowance
  - Community Choice
  - Program Size
Community Development Operations - $21 M

Uses by Department

- HRA Administration $8.9
- Community Development $10.5
- Transfers to LHIA $1.0

Uses by Category

- Salaries & Benefits $10.8 (53%)
- Contracted Services $3.4
- Other $1.8
- RA Allocation $3.3
- Statutory Transfer LHIA $1.0

Dollars in Millions
Community Development Sources - $21 M

- Property Tax: $11.2 million (55%)
- Statutory Transfer: $1.0 million (5%)
- Federal: $5.3 million (26%)
- Other: $2.9 million (14%)

Dollars in Millions
Community Development Passthrough - $95 M

**Uses by Department**
- HRA Program: $67.3
- Livable Communities Grants: $18.7
- Planning Assistance: $0.4
- Parks: $9.1

**Sources by Category**
- Federal: $65.6 (69%)
- State Revenues: $10.9 (11%)
- LCA: $12.7 (13%)
- TBRA: $5.0
- Reserves: $0.4
- Statutory Transfer LHIA: $1.0

Dollars in Millions
Environmental Services
Metropolitan Council Environmental Services

Protect public health

Protect the environment

Foster economical growth of the region
Service Area and Facilities

**WHO WE SERVE**
7-county Twin Cities Metro Area
110 communities
3,000 square miles
2,600,000+ people

**OUR FACILITIES**
9 wastewater treatment plants
610 miles of interceptors
61 pump stations
250 million gallons per day (avg)

**OUR ORGANIZATION**
600+ employees
$7 billion in valued assets
$140 million per year capital program
$311 million annual operating budget
Preserving our Customer Level of Service in COVID

- **Charges and Fees:** Lowered 2021 MWC increase to 2%
- **Retain AAA Rating:** AAA Bond Rating in May
- **Optimize Budget:** Completed $80M Bond offering at 1.65%
- **Fair/Transparent:** Quickly pivoted forums to webinars (record attendance!)
Preserving our Customer Level of Service in COVID

- **Compliance**: Regulatory performance! (next slide)
- **Compliance**: Maintaining compliance by keeping employees COVID-free
- **Lead**: Equity presentation to EPA
- **Lead**: RETOC* Affordability Heatmap

*RETOC = Racial Equity Theory of Change: A partnership with OEO to examine wastewater affordability and remedies in the region
Exceptional Regulatory Performance through 2019

Years of National Association of Clean Water Agencies (NACWA) Platinum Compliance

Platinum Total: 105
- Hastings: 29
- St Croix Valley: 28
- Blue Lake: 14
- Eagles Point: 14
- Empire: 12
- Metro: 8
Preserving our Customer Level of Service in COVID

- **Good Neighbor**: Odor Control program
- **Engage**: May MWC estimates and Budget Webinars
- **Collaborate**: Partnership with cities on Outdoor Seating SAC under Governor’s Order
The 4% Promise – became the 2% COVID Promise

Financial Level of Service

Optimizing Budget
- Facility teams
- Planning & scheduling office
- Energy effects
- Technology

Improve customer understanding
Improve customer understanding of fees by providing detailed information early and holding workshops

CIP program structure
Structure Capital Improvement Program to even out peaks

MCES has committed to our customers that the aggregate of municipal wastewater charges will not increase more than 4% annually through 2022.

2021 will be lower to respond to budget concerns of our customers.
Operating Budget Highlights

• Municipal Wastewater Charge: +2.0%
  – 2021 = $240.3M ($4.7M higher than 2020)
  – $2.75 annual increase per REC (residential equivalent connection)

• Sewer Access Charge: No Change
  – $2,485 per SAC (flat since 2014)
  – Total FY21 transfer = $57.8M (includes $7.5M for PAYGO*)

• Industrial Waste Strength Charge: +2.4%

• Industrial Waste Permit Fees: +2.0%

*PAYGO = Pay As You Go (Using operating funds for capital projects)
Annual Retail Sewer Charge per Household

Average Annual Service Charge per Household, 2000-2018

Source: NACWA 2019 Cost of Clean Water Index, and 2020 MCES Rate Survey
5 Year Municipal Wastewater Charge Projection

- **2019**: 3.5% Increase
- **2020**: 3.6% Increase
- **2021 Approved**: 2.0% Increase
- **2022-2023 Goal**: <4% Increase
- **Long-Term Goal**: ≤ Inflation Rate

Goal: ≤ Inflation Rate
Environmental Services Operations - $166 M

**Uses by Department**
- Operations: $86.2
- Administration: $39
- Technical Services: $10.8
- Maintenance: $5.1
- Support Services: $17.4
- EQA: $7.4

**Uses by Category**
- Salaries & Benefits: $72.4 (44%)
- Materials & Supplies: $19.3 (12%)
- RA Allocation: $17.9 (11%)
- Utilities: $18.5 (11%)
- PAYGO Capital: $11.0 (6%)
- Other: $9.0 (5%)
- Contracted Services: $17.8 (11%)
Environmental Services Sources - $166 M

- Total 2021 Municipal Wastewater Charge is $240.3M
- Other includes $7.5M transfer from SAC

Wastewater Fees
- Municipal WW: $138.4M (92%)
- Other: $10.8M (7%)
- Industrial WW: $14.8M (9%)
- Reserves: $2.0M (1%)

Dollars in Millions
Wastewater Outstanding Debt

($ in millions)

* Assumes 85% of ACP is spent.
Peer Agencies Debt per Capita*

* 2017 NACWA survey of 2016 data.
Transportation
Basis for Budget Development
Council Policies & Actions

• Council adopted the Transit Performance Standards in the Transportation Policy Plan (TPP)
  – Regional Transit Service annually evaluated and compared to TPP performance standards
  – Includes service operated by the Metropolitan Council and Suburban Transit Providers
  – Routes not meeting TPP standards are reviewed for potential change
  – Regional route analysis performed annually

• Labor agreements (ATU, TMSA, LELS, AFSME, Non-rep)

• Fare policy review

• Target fund balance

• CARES Act funds
Basis for Budget Development
Council Policies & Actions

• Preliminary Budget has been reviewed with all forecasts and financial plans
• Legislature provided separate State Appropriation line for Metro Mobility
• Legislature did not address structural deficit in the future biennia.
• Financial considerations:
  – State General Fund Appropriation
  – Motor Vehicle Sales Tax (MVST)
  – CARES Act Funds Balance
  – Financial Outlook
Basis for Budget Development
Forecasts and Legislation:

• Preliminary Budget has been reviewed with all forecasts and financial plans
• Legislature provided separate State Appropriation line for Metro Mobility
• Legislature did not address structural deficit in the future biennia.
• Financial considerations:
  – State General Fund Appropriation
  – Motor Vehicle Sales Tax (MVST)
  – CARES Act Funds Balance
  – Financial Outlook
State General Fund Appropriation

• Appropriated by Legislature on a biennial basis
• Per legislation must cover 50% net operating assistance light rail (excluding METRO Green Line Extension)
• State General Fund consumed by Metro Mobility, Light Rail, Commuter Rail, none for base bus operations
• To maintain current levels of Rail Operations and forecasted growth in Metro Mobility will need increase in State General Fund appropriations
• Metro Mobility on path to consume entire General Fund by SFY 2022
• Bus Operations relies on MVST for subsidy
# State General Fund Appropriation

<table>
<thead>
<tr>
<th>SFY</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<tr>
<td><strong>Metro Mobility</strong></td>
<td></td>
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<tr>
<td>Base</td>
<td>$57.17</td>
<td>$57.17</td>
<td>$56.42</td>
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<td>One Time</td>
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<td><strong>Light Rail</strong></td>
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<td>$25.51</td>
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<tr>
<td><strong>Commuter Rail</strong></td>
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<tr>
<td>Base</td>
<td>$7.15</td>
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<tr>
<td><strong>Bus</strong></td>
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<td></td>
</tr>
<tr>
<td>Base</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Pass Through (MVTA)</td>
<td>$0.20</td>
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<tr>
<td><strong>TOTAL</strong></td>
<td>$113.19</td>
<td>$102.82</td>
<td>$89.07</td>
<td>$88.63</td>
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</table>

Dollars in Millions
Motor Vehicle Sales Tax (MVST)

- State of MN forecast February and November each year
- State of MN updated Forecast May 4, 2020
- Use MnDOT forecast growth for future years
- Council budgets 95% of MVST
- Actual MVST receipts above 95% used in following year budget
- Volatile revenue source – can change February & November
- Future sales tax necessary to fund future transit service
- Without a future dedicated and stable source of tax revenues, budgets will be volatile with insufficient revenues
Tracking Financial Outlook

• Council Finance forecasts Transportation Financial Operations current year plus 4 years forward (2 biennia) (5 years)
  – Programs state funding according to current law
  – Uses most recent MVST forecast
  – Forecasts structural financial position
  – Updated every bi-annual MVST forecast and end of Legislative Session
  – Details funding expense assumptions, use of reserves

• Significant Changes
  – MVST, passenger fare, one-time reserve funds, and Federal CARES Act revenue
  – Service levels
  – Increased use of reserves programmed for pending financial cliff
  – Financial cliff January 2022
## COVID Summary

<table>
<thead>
<tr>
<th>Increasing*</th>
<th>Decreasing*</th>
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<tbody>
<tr>
<td>Federal Transit Revenue – CARES</td>
<td>Motor Vehicle Sales Tax Revenue</td>
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<tr>
<td>Use of Reserves</td>
<td>Ridership / Passenger Fare Revenue</td>
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<tr>
<td>Overhead Expenses (some areas)</td>
<td>Service &amp; Contract Hours</td>
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<tr>
<td>Cleaning &amp; Protective Supplies</td>
<td>Consulting Projects Delayed</td>
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<tr>
<td>COVID-19 Staff Salaries</td>
<td>Salary / Administrative Reductions</td>
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</table>
COVID Summary

• Safe and conservative assumptions based on what we do not know
• 2-year challenge balancing years 2020 and 2021
• 2020 forecasted CARES Act funds used exceeded available reserves
• Two year loss of MVST over $103M and Passenger Fares over $138M
• Bus 100% to 80%.
  – MT Savings of $42M, Largely offset by added costs for social distancing and cleaning
  – MTS Savings $6M from pre-covid forecast
**CARES Act Rule Summary**

- Grantees must follow federal grant rules and guidelines
  - FTA directly audits the Council
  - Council is responsible for monitoring subrecipients (regional providers)
- No local match required – grants are 100% federal
- Expenses occurring after January 20, 2020 are eligible
- Funds available until expended
## CARES Act Regional Allocations

<table>
<thead>
<tr>
<th>Regional Provider</th>
<th>Regional Allocation</th>
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<tbody>
<tr>
<td>Maple Grove</td>
<td>$1,213,690</td>
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<tr>
<td>Metropolitan Council</td>
<td>$214,367,788</td>
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<tr>
<td>Minnesota Valley Transit Authority</td>
<td>$6,118,007</td>
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<tr>
<td>Plymouth Metrolink</td>
<td>$1,188,885</td>
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<tr>
<td>Southwest Transit</td>
<td>$2,525,156</td>
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<tr>
<td>University of Minnesota</td>
<td>$1,085,532</td>
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<tr>
<td><strong>Regional Total</strong></td>
<td><strong>$226,499,058</strong></td>
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# CARES Act Council Allocations

<table>
<thead>
<tr>
<th>Council Service Allocations</th>
<th>Formula Distribution</th>
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<tbody>
<tr>
<td>Metro Transit Bus</td>
<td>$158.9M</td>
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<tr>
<td>Light Rail</td>
<td>$32.4M</td>
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<tr>
<td>Contracted Fixed Route Bus</td>
<td>$8.8M</td>
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<tr>
<td>Metro Mobility</td>
<td>$7.0M</td>
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<tr>
<td>Commuter Rail</td>
<td>$3.3M</td>
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<tr>
<td>Transit Link</td>
<td>$3.1M</td>
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<tr>
<td>Planning</td>
<td>$0.9M</td>
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<tr>
<td><strong>Council Total</strong></td>
<td><strong>$214.4M</strong></td>
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Formula based upon estimate COVID-induced lost revenues
Cares Act Council Summary

- Allocation Strategy
  - Consistent with CARES Act goals of supporting COVID-induced financial challenges
  - Clear and transparent distribution amongst Council modes
  - Easy to explain
  - Balance CY20 and CY21 budgets in each mode

- CY20 & CY21 Preliminary
  - Balanced budgets
  - Program $140M CARES Act in CY 20 and $74M CY 21
  - Target reserve balances maintained
  - High use of one-time funds in CY21 (over $139M)
  - Cost containment and reductions

- CY22
  - Fiscal cliff remains
Budget Framework

• Rollup budget major revenue & expense categories
• Tight Parameters on budget development
  – Anticipated revenue growth (MVST, state appropriations, fares)
  – Service on the street including labor and service contracts
• COVID impact on operations
• Continue daily cleaning and disinfecting of vehicles, facilities, stations
• Return to front door boarding
• 80% bus service levels 2021
• 100% METRO Blue/Green Line and Northstar Service levels
• Meet Metro Mobility demand
Mitigating Revenue and Expense Volatility

• Motor Vehicle Sales Tax
  – Budget 95% Motor Vehicle Sales Tax
  – Actual MVST receipts above 95% from prior year
• Fuel price hedging Metro Transit
• Programming of CARES Act Funds 2020 and 2021
• Operating fund reserve targets
  – Address volatility in other revenues and expenses
  – Reserves partial solution for future biennium structural deficit
Metro Mobility

• Challenges
  – 30% ridership growth from 2013 to 2019; fleet 635 vehicles
  – Increasing trip length
  – Expanded service area (94 communities)
  – Wage pressure
  – Rising costs; $28.59 average subsidy per ride

*2019 data
Metro Transit Ridership (in millions)
Advancing Equity

Regional Solicitation
- Thrive MSP 2040
- Scoring Criteria
- Outreach & Engagement

Service
- Transportation Policy Plan & Service Plan
- Fare Policy
- Transportation Accessibility Advisory Committee

Annual Workplan
- Strategic Initiatives
- Equity Change Teams
- Outreach & Engagement

Contracts & Consulting
- Strategic Initiatives
- MCUB/DBE
- Contracted Work Force
Transportation Operations - $615 M

**Uses by Department**
- Metro Transit Bus: $343.0 M (56%)
- Light Rail: $92.0 M (15%)
- Commuter Rail: $22.5 M (3%)
- Metro Mobility: $93.3 M (15%)
- Transit Capital: $22.5 M (3%)
- Planning: $10.3 M (2%)
- Contracted Service: $31.4 M (5%)

**Uses by Category**
- Salaries & Benefits: $353.0 M (57%)
- Contracted Services: $134.2 M (21%)
- Fuel: $24.3 M (4%)
- RA Allocation: $50.3 M (9%)
- Other: $52.9 M (9%)

*Dollars in Millions*
Transportation Operations Sources - $615 M

- Federal: $107.0 (17%)
- Fares: $44.7 (7%)
- Local: $44.5 (7%)
- Reserves: $84.2 (14%)
- Other: $5.0 (1%)
- MVST: $231.9 (38%)
- State General Fund: $97.7 (16%)
- State Revenues: $330 (54%)

Dollars in Millions
Budget - $1.2 Billion

Transportation
$688
60%

Enviromental Service
$323
28%

Community Development
$124
11%

Reg Adm & OPEB
$14
1%

Livable Communities
12.7
14%

Parks Debt Service
1.8
2%

TBRA
5.0
6%

General Purposes
16.1
18%

Levy - $88.7 Million

Transit Debt Service
53.1
60%

Livable Communities
1.8
2%

TBRA
5.0
6%

General Purposes
16.1
18%