

2025 ANNUAL REPORT TO THE LEGISLATURE

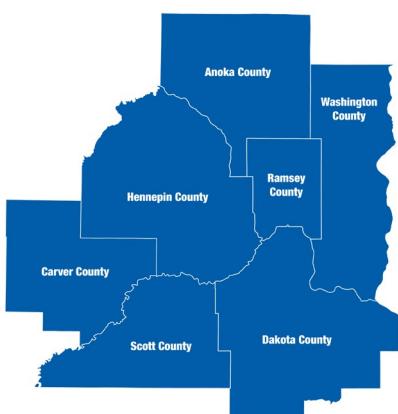
January 2026



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

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Met Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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About this Report

The 2025 Annual Report to the Legislature satisfies the requirements of Minnesota Statutes, section 473.245, which requires the Metropolitan Council to submit an annual report on or before January 15 each year. More detailed budget and work plan information is included in the Met Council's [2025 Unified Budget](#).

Summary Budget Information

2025 Amended Budget

The Met Council submitted its [2025 Unified Budget](#) to the Minnesota Legislature in January 2025. It contains detailed budget information and describes the Met Council's 2025 work program; it also satisfies state budget reporting requirements. A summary of the 2025 amended operating budget follows.

2025 Amended Budget Expenditures

Transportation	855,463,000
Debt Service	188,811,000
Environmental Services	184,294,000
Pass-through Funds	241,818,000
Planning and Administration	163,882,000
Other Post-Employment Benefits	15,480,000
Total	1,649,748,000

2025 Amended Budget Revenues

State Funds	740,218,000
Wastewater Fees and SAC	369,741,000
Federal Funds	185,059,000
Transit Fares	54,840,000
Property Taxes	96,055,000
Other	27,768,000
Total	1,473,681,000

Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. If needed, the Council uses reserves to account for the difference in revenues and expenditures.

2026 Adopted Budget

The Met Council submitted its [2026 Unified Budget](#) to the Minnesota Legislature in January 2026. It contains detailed budget information and describes the Met Council's 2026 work program; it also satisfies state budget reporting requirements. A summary of the 2026 adopted operating budget follows.

2026 Budget Expenditures

Transportation	854,286,000
Debt Service	188,112,000
Environmental Services	199,033,000
Pass-through Funds	263,333,000
Planning and Administration	260,565,000
Other Post-Employment Benefits	15,574,000
Total	1,780,903,000

2026 Budget Revenues

State Funds	879,896,000
Wastewater Fees and SAC	383,658,000
Federal Funds	163,971,000
Transit Fares	55,043,000
Property Taxes	97,976,000
Other	27,156,000
Total	1,607,700,000

Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. If needed, the Council uses reserves to account for the difference in revenues and expenditures.

Policy Plans and Amendments

Imagine 2050: Regional Development Guide

One of the biggest responsibilities of the Metropolitan Council, as directed by state law, is to create a regional development guide every 10 years. Met Council members adopted the latest guide, Imagine 2050, in February 2025. Imagine 2050 envisions the future we collectively want for this region in 30 years:

A prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive.

A vision that relies on partners to achieve

Imagine 2050 tackles issues that are greater than any one neighborhood, city, township, or county alone can solve or address to reach the regional vision. It includes policies on how we will plan for and interact with land, transportation, water, housing, and parks and trails. Local governments will use it to guide a wide range of plans and actions for shared infrastructure like roads, sewers, regional parks, housing, water supply, and more.

The Met Council is responsible for creating the regional development guide and plans for housing and the three statutory regional systems – wastewater, transportation, and regional parks. But the vision in Imagine 2050 can only be accomplished through partnerships across the region with residents, local governments, nonprofit organizations, businesses, and philanthropic organizations.

Imagine 2050 describes the region's values for 2050 and the goals, objectives, policies, and actions to achieve the vision, given the region's existing conditions and emerging trends. Regional goals are broad directional statements that more specifically describe the desired end states for the region. These goals are shared across all policy and system plans included in the guide (housing, land use, water, regional parks, and transportation).

Specific to each policy and system plan chapter are objectives, policies, and actions that together advance the shared regional goals and the regional vision. Objectives articulate the achievable results that advance each regional goal. Regional policies are statements of intent and approach to regional issues or topics, independently and with partners. Policies are implemented through specific actions by the Met Council and partners.

Shared regional values

The shared regional values are shared core beliefs or principles that guide the work of developing and implementing Imagine 2050. These values build on ones identified in Thrive MSP 2040 and incorporate learnings through implementation over the last 10 years. They also reflect the common values expressed by local governments and partners across the region in their plans and programs.

Equity

We value the people and communities of our region. Our region is economically and culturally vibrant. We also recognize, however, the harm and disparities that injustices, including racism, have created.

We are dedicated to creating systems, policies, and programs that repair and heal past harm, foster an equitable future, and eliminate disparities. Communities that have been marginalized in the past will be at the center of this work in leadership roles.

Leadership

We value those in our region who inspire and motivate others for positive change. Our region is known for its civic engagement. We need broad and inclusive leadership to help confront the significant challenges we face around equity, climate change, safety, and other pressing issues.

To maximize the potential of our region and its communities, we turn to leadership that is diverse, collaborative, culturally competent, and innovative. We encourage this kind of leadership across all sectors including business, government, nonprofit, and education.

Accountability

We value being effective in our work and achieving measurable outcomes. Our region is known for its research, initiatives, and collaborations. We must be open to criticism and clearly understand when we are not achieving results or have harmed communities.

We recognize that we can maximize our effectiveness by being in partnership with others. We will also be transparent and flexible so that we can change course when needed.

Stewardship

We value our region's resources. Our resources include our natural, economic, and financial resources as well as our infrastructure. We recognize that these resources may be vulnerable over time to changing conditions, including from climate change.

We must design our systems and allocate our resources in ways that can be sustained over time and support the needs of future generations.

Shared regional goals

Imagine 2050 is organized around five shared regional goals. The regional goals identify the desired end states for the major cross-cutting issues facing our region.

- 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.

Imagine 2050 recognizes the interconnectedness of the goals and the importance of integrated approaches to realize the intended outcomes. For example, we can only lead on addressing climate change if we are also protecting and restoring natural systems and doing so in an equitable and inclusive manner. It is at the intersection of the regional goals where there is the potential to have the greatest impact on the region.

Imagine 2050 Land Use Plan

Land use is interrelated with all aspects of the built form and the people that live and move within the region. Alignment of land use with housing, transportation, parks, natural systems, water, and climate mitigation and adaptation is critical to achieving the regional goals of Imagine 2050.

The land use objectives, policies, and actions in Imagine 2050 balance both urban and rural characteristics of the region to create the most healthy, sustainable, and welcoming environment for the people in this region. The land use objectives are intended to support the regional vision and achieve the 2050 goals while addressing key land use and regional growth issues. Each objective should achieve more than one regional goal; the land use direction sets the stage for development throughout the region.

Each of the following land use objectives applies to all local governments, though application in urban and rural areas will and must look different to be successful.

- **Growth management:** Respect the relationship with land and water as a foundation for regional growth.
- **Transit-centered growth:** Maximize opportunities for growth in places well-served by transit, bicycle, and pedestrian infrastructure.
- **Community design:** Establish vibrant, inclusive, connected, and safe communities for people to live, work, and recreate in.
- **Natural systems:** Prioritize land use and development activities that protect, restore, and enhance natural systems at all scales.
- **Housing for all:** Ensure that people in all types of communities find housing opportunities that align with their needs.
- **Equity:** Remedy past and present discriminatory land use practices.
- **Climate adaptation and mitigation:** Implement land use and development practices that reduce greenhouse gas emissions, embed climate adaptation, and create resilient communities.
- **Economic well-being:** Support the economic well-being of our region and its communities.

[Read the Imagine 2050 Land Use Plan objectives and policies.](#)

Community Designations

Recognizing the variety of landscapes in local jurisdictions and across the region, the Met Council sets the strategic direction using [community designations](#) and regional land use policies to accommodate regional forecasted growth, respond to development trends, and

adapt the regional planning landscape to current challenges. These community designations continue the longstanding history of distinguishing between the Urban and Rural Service Areas while adding policy guidance to form the geographic planning areas that will guide the orderly and economical development of the region.

Imagine 2050 builds upon the foundation of community designations by categorizing cities and townships based on defining characteristics essential for effective regional planning. As part of the regional development guide, community designations work in concert with land use policies to guide growth in areas with urban infrastructure; establish distinct land use policies and density expectations; protect agricultural land and natural amenities; and outline strategies to meet the region's forecasted growth. Community designations are further used to plan and implement regional policies at the local level.

Density requirements

Density requirements identify the minimum number of units per acre that must be developed to align with necessary regional infrastructure. Orderly and economical regional growth through efficient land use practices reduces the cost of infrastructure expansion and service improvements.

Imagine 2050 Housing Policy Plan

Our vision

The right to housing is a foundation for health, social, and economic well-being by guiding the region to create safe, dignified, and affordable homes that give all residents a choice of where to live.

Why a Housing Policy Plan

The Metropolitan Council developed the 2050 Housing Policy Plan to provide leadership and guidance on regional housing needs and challenges. This plan provides the integrated policy framework that unifies our existing roles in housing, including fulfillment of the following statutory guideline, as well as identifying opportunities to expand our role in supporting safe, affordable, and dignified housing in the region.

“A land use plan must also include a housing element containing standards, plans, and programs for providing adequate housing opportunities to meet existing and projected local and regional housing needs, including but not limited to the use of official controls and land use planning to promote the availability of land for the development of low and moderate income housing.” Minnesota Statutes, section 473.859, subdivision 2.

Over the decades, the will to address housing needs in the region has waxed and waned. In 2014, for the first time in nearly 25 years, the Met Council adopted a new regional housing policy plan as part of Thrive 2040. The 2040 Housing Policy Plan recognized the need for a coordinated strategy for housing issues and policy in the region.

Since the adoption of the 2040 Housing Policy Plan, production of housing in the region has increased, as has broad political support for housing opportunities for residents at all income levels. However, even with increased support to address housing issues, residents continue to face challenges in finding safe, affordable, and dignified housing.

The 2050 Housing Policy Plan is built on the fundamental principle that residents should be a part of the process of defining both current regional housing issues and the solutions needed to build a better future for all residents. Like the 2040 plan, the 2050 housing plan focuses on the development and preservation of housing. However, this plan goes beyond the topic of housing supply by focusing on housing that meets the needs of residents. This includes housing affordability, stability, services, and connection to cultural and neighborhood amenities.

Objectives of the 2050 Housing Policy Plan

The 2050 Housing Policy Plan has seven objectives:

- **Fair housing and geographic choice:** People of any ability, age, financial status, race, and family size can live in the community they choose.
- **Options to own and rent:** All housing options, including options to own and rent, are available to all households.
- **Stability:** Stable, affordable, and dignified places to live are available to everyone, especially those experiencing housing insecurity and homelessness.
- **Quality:** Affordable housing is built and maintained to a high standard, ensuring safety and accessibility for all residents.
- **Cultural connection and well-being:** Everyone has access to homes, not just housing.
- **Equity:** Repair historic and ongoing injustice in housing practices and outcomes.
- **Environmental justice:** Housing in our region is resilient to climate change impacts and furthers environmental justice.

[2050 Housing Policy Plan policies.](#)

[Current state of housing in the region and the Met Council's role.](#)

2050 Transportation Policy Plan

The core purpose of transportation is providing people and businesses access to the places they need to reach, and choice of how to reach these places. People and businesses need safe and reliable transportation choices so they can perform everyday tasks, like taking a child to daycare, going to work, attending school, or delivering goods and services. These needs and places are unique to each person and business in the Twin Cities region, and the Metropolitan Council's Imagine 2050 Transportation Policy Plan's challenge is to better meet those needs across a growing region with diverse community contexts.

The COVID-19 pandemic was a shock to regional transportation and land use systems, and our regional transportation system is still adapting in response. While the way some people live and work has changed, our fundamental need to travel to meet daily needs remains. Some of the lasting effects are positive, like time savings from reduced congestion during peak commute hours, while others are negative, like worsening traffic safety outcomes and a drop in transit ridership.

Investments and legislation at the state and federal level are key in addressing these challenges. In 2023, the Minnesota Legislature provided transportation revenue increases, including the gas tax, vehicle registration tax, motor vehicle sales tax, and state general funds. They also included new transportation revenue sources, most notably a new seven-county metro regional sales tax for transit, active transportation (walking, biking, rolling), and county transportation.

As the region's state and federally designated metropolitan planning organization, the Met Council prepares a transportation plan for all forms of travel in the region. The [Imagine 2050 Transportation Policy Plan](#) presents the region's objectives, policies, actions, and investments that guide development of the region's transportation system. It implements the core values, vision, and goals of Imagine 2050, the regional development guide.

The transportation plan and other Met Council plans are prepared with input from many partners, including the region's counties, cities, and towns, which use these plans as a guide in their own planning processes. We also worked closely with MnDOT and the other regional transit providers to create this plan. The Met Council's planning region includes Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington counties. As required by federal law, the Imagine 2050 Transportation Policy Plan also plans for urban portions of southeast Sherburne and Wright counties.

Regional transportation investments

The Imagine 2050 Transportation Policy Plan is fiscally constrained, meaning that the plan identifies all transportation revenues that can reasonably be expected and are assumed to be available within the plan's time frame, together with the proposed spending of those revenues. Those assumptions are structured around four categories:

- MnDOT metro state highway revenues and spending
- Regional transit revenues and spending
- Local government transportation revenues and spending
- Regionally allocated revenues

In addition to describing transportation revenue and spending, the plan documents regionally significant projects, like addition of a freeway lane or building a new transitway.

Evaluation and performance

The Imagine 2050 Transportation Policy Plan uses a performance-based approach to measure success in meeting the region's transportation goals and objectives. The measures indicate where the region is meeting its transportation-related goals and objectives and what areas require greater emphasis and resources. The Met Council and its regional partners have

selected performance measures that are clear, measurable, and closely tied to the plan's goals and objectives.

The plan includes two main performance measures categories. Federal Performance Measures are federally required, shorter-term targets that the Met Council must track and report on. Federal Performance Measures includes topics like safety, reliability, bridge and pavement conditions, and system performance and reliability. Regional Performance Measures are longer-term evaluations that the Met Council will use to track how well the regional transportation system is meeting the Imagine 2050 goals.

Plan structure

The Transportation Policy Plan is a section of the Imagine 2050 plan, an integrated plan for shared regional systems. It reflects a shared set of values, vision, and goal statements, detailed in Imagine 2050. Underneath these goal statements, the Imagine 2050 Transportation Policy Plan contains objectives for the regional transportation system, further defined by policies that state the intent and approach to regional issues and implemented through specific actions.

Transportation objectives

The objectives of the 2050 Transportation Policy Plan are grouped under the five shared goals of Imagine 2050, the regional development guide.

Our region is equitable and inclusive:

1. Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
2. We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.
3. We better meet the transportation needs of people who have disabilities or limited mobility.

Our communities are healthy and safe:

1. People do not die or face life-changing injuries when using any form of transportation.
2. People feel safer, more comfortable, and more welcome when using any form of transportation.
3. We mitigate and avoid harm to people caused by nearby transportation infrastructure and use (for example, air quality, noise, and light).
4. People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
5. People can increase physical activity with more opportunities to walk, roll, or bike.

Our region is dynamic and resilient:

1. People and businesses trust that transportation infrastructure will withstand and recover quickly from natural and human-caused disruptions.

2. People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
3. People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.
4. People and businesses can rely on predictable and cost-effective movement of freight and goods.

We lead on addressing climate change:

1. The region's transportation system minimizes its greenhouse gas emissions.
2. People have more reliable access to zero emissions vehicle infrastructure.
3. By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

We protect and restore natural systems:

1. The region's transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality).

2050 Transportation Policy Plan policies and actions.

Regional transportation finance, investment plans, capital projects, and more in the Transportation Policy Plan.

Imagine 2050 Transportation Policy Plan amendment 1

The Met Council adopted the first amendment to the 2050 Transportation Policy Plan in October 2025. The amendment addresses changes to the METRO Blue Line Extension project and adds the Gold Line Extension project to the fiscally constrained plan.

Both projects meet the definition of regionally significant, as they are both transitways. The Blue Line Extension received municipal consent to proceed with some changes to the alignment and number of stations compared with the plan adopted in February. With the Gold Line Extension, the region sees an opportunity to improve transit service, travel times, and regional connectivity between the region's two major downtowns. The project was developed based on input received through public engagement in MnDOT's Rethinking I-94 process and Metro Transit's Network Now plan for bus service.

Both the Blue Line and Gold Line extensions are expected to contribute to advancing all of Imagine 2050's long-range regional planning goals to some degree, but particularly these goals:

- We lead on addressing climate change
- Our region is dynamic and resilient
- Our region is equitable and inclusive

Contribution to these goals will largely be through increasing the availability and quality of transit service in the region, thus increasing transit usage and reducing vehicle miles traveled

and the impacts of private automobiles. Additionally, both projects will make high-quality, frequent transit service accessible to communities in the region with high rates of low-income households and households that do not have access to a private automobile.

2050 Transportation Policy Plan Amendment 1

Imagine 2050 Water Policy Plan

The aim of the 2050 Water Policy Plan is to guide the region toward a present and future where water is clean and plentiful, the benefits of water and water services are maximized and equitable, and risks and negative outcomes are eliminated or minimized. The region positions itself to meet the evolving needs of current and future generations by ensuring water use is sustainable, ecosystems and public health are protected, and our natural and engineered water systems are adaptable and resilient.

The 2050 Water Policy Plan is a guide for managing all types of water - wastewater, water supply, stormwater, and natural surface waters and groundwater. By taking an integrated approach to water planning and management, the plan helps to ensure a clean and plentiful water future. It includes policies, strategies, and actions for the Metropolitan Council and the region's 181 cities and townships, 33 watershed management organizations, and seven counties.

The 2050 Water Policy Plan includes the Metropolitan Area Water Supply Plan, which provides a framework for sustainable long-term water supply planning at the regional and local level. It also includes the Wastewater System Plan, which provides an overview of existing facilities in the region, upcoming capital projects and associated budgets, long-term projections of service needs, and goals to protect our region's valuable water resources. The plan also addresses future anticipated challenges and actions.

The 2050 Water Policy Plan has four objectives:

- **Climate:** The region's waters and water services are protected from and made resilient to the ongoing and future effects of climate change.
- **Investments:** Water protection, planning, management, and infrastructure investments are optimized to ensure public and ecosystem health are fully protected now and for future generations.
- **Health:** Natural waters, source waters, water services, and infrastructure are managed, restored, and enhanced to protect public and ecosystem health that ensures a high quality of life in the region.
- **Equity:** The benefits of clean and abundant water and water services are defined by local needs and environmental context, are accessible, and are justly shared by all residents and communities.

2050 Water Plan policies

Metropolitan Area Water Supply Plan

Imagine 2050 Regional Parks and Trails Plan

The Regional Parks and Trails System helps to keep the seven-county Twin Cities region at the top of national livability rankings. Our region's 66 regional parks, park reserves, and special features, plus more than 487 miles of trails open to the public, showcase the unique landscapes of the region and provide year-round recreation.

Residents have consistently singled out the region's parks, trails, and natural environment as the most attractive feature of the region. Drawing more than 69 million visits in 2023, the Regional Parks and Trails System provides access to natural space that contributes to physical and emotional well-being.

The benefits of parks and trails have been extensively documented, positively contributing to human health and well-being. Benefits to physical well-being include increased physical activity, and reduced risk of various chronic illnesses and obesity. Benefits to psychological well-being include stress reduction, attention restoration, and improved cognitive functioning. Social well-being benefits include increased social capital, family bonding, and social integration.

Parks and open space also contribute many environmental benefits, including storing water, reducing the effects of urban heat islands, conserving the diversity of flora and fauna in the region, and filtering the air we breathe. Conserving, maintaining, and enhancing the system through proactive planning and asset management can increase the resilience of the region and reduce the impacts associated with climate change.

Working with the 10 regional parks implementing agencies and other partners, the Metropolitan Council oversees the acquisition and development of regional parks and trails in the region. The partner agencies own, operate, and maintain the day-to-day functions of each park and trail in their jurisdiction.

Parks and Trails objectives

Foster equity and belonging: Connect people with nature, community, and cultural landscapes to better support their physical, mental, and emotional well-being.

Take care of what we have: Reinvest in existing regional parks and trails to maintain and enhance visitor experiences.

Protect and restore: Protect and restore natural systems to safeguard the well-being of all living things.

Adapt and mitigate: Increase the region's resilience to climate change through land stewardship practices that mitigate greenhouse gases and adapt to future climates.

Meet future needs: Meet the growing demand for regional parks and trails through strategic and timely land acquisition and development.

[Learn about the Regional Parks and Trails Plan policies, and actions.](#)

Regional Parks and Trails Plan amendment: Modernizing Mapping Project

In 2025, the Met Council approved an amendment to the 2050 Regional Parks and Trails Plan to establish the Regional Parks and Trails Geographic Information System (GIS) dataset as the Met Council's primary reference for park and trail boundaries and aligned the boundaries described in the system plan. The goal of the amendment is to provide a consistent, reliable mapping approach to delineate park and trail boundaries. In addition, the data will be used for acreage-dependent calculations and reporting, including funding allocations.

As part of the project, the Met Council conducted significant engagement with the Metropolitan Parks and Open Space Commission, Community Development Committee, and the regional park implementing agencies.

[Learn the specifics of the amendment.](#)

Studies and Recommendations

Update of the Livable Communities Act Program

The Metropolitan Council has been engaged in a multi-year effort to update the Livable Communities Act (LCA) grant program to ensure impact and responsiveness. That effort culminated in September 2025 when the Met Council adopted an updated program design for 2026 and 2027.

Key themes of the update

Alignment with Imagine 2050. No major changes to the program goals were made, but there are changes to how the Met Council will prioritize projects within those goals to follow the new policy guidance.

Focus on outcomes. The proposed structure defines grant programs by the type of project and outcomes they seek to achieve, making it more transparent how to apply for LCA funds. By linking funding to project outcomes, the update also provides grantees with important flexibility to determine which eligible costs within the project to seek reimbursement for.

Every community is part of a livable region. Projects in all participating communities and projects of all sizes that align with regional goals will be competitive.

Summary of program updates

Single entry point application. Applications for eight distinct grant programs under the Livable Communities Demonstration Account and Tax Base Revitalization Account will be consolidated into a single entry point that will be open twice per year, with deadlines of April 15 and October 15. Local Housing Incentives Account (LHIA) grants will be separate from the single entry point application and continue to be accepted through the Minnesota Housing Consolidated Request for Proposals.

Scoring process. The program process will be simplified and improve competitiveness for small projects and those advancing regional goals in all communities through a new scoring process. Projects will receive an outcomes score based on which Imagine 2050 goals and priorities the project advances. Projects will be able to self-score this section and determine how many outcomes points they will receive before applying.

Documentation to verify the outcomes will be submitted with the application. Internal and external reviewers will also assign a quality score to projects, which assesses how effectively the project addresses Imagine 2050 and Council goals.

Expansion to include small area planning. The LCA program supports local projects across the development continuum. Since 2022, LCA has successfully operated a policy development program to help cities set the conditions for development that are aligned with regional goals. In response to feedback from cities, small area planning has been added as an eligible project type to enhance the Met Council's ability to set conditions for development.

Reduce barriers for emerging and BIPOC developers. While LCA grants are made to cities, counties, or development authorities, emerging and BIPOC developers are important and underrepresented partners on LCA-funded projects. In alignment with the Met Council's small

business and procurement diversity goals and the Imagine 2050 wealth-building goals, this proposal prioritizes these partners in scoring.

Furthermore, in alignment with the Imagine 2050 Housing Policy Plan, when funding projects serving the American Indian community, projects led by American Indian-led organizations will be prioritized.

Finally, to reduce barriers to all developers, this program will continue to fund project predevelopment costs. And, consistent with other Met Council grants, developers may use up to 10% of the grant award for administrative/soft costs that are direct and necessary to complete the project.

Evaluation and monitoring

The two-year (2026-2027) Fund Distribution Plan will provide staff with sufficient time and data to analyze changes to the program and begin assessing its impact. While program changes are the result of years of community engagement and staff analysis, the Met Council will continue to learn as we implement the updated program design. The required annual approval of the financial components of the Fund Distribution Plan provides a natural point to make a change if something is not going as planned.

Transit Fare Elimination Pilot Program

[Minnesota Statutes, chapter 68, article 4, section 122, subdivision 4](#) required the Met Council to implement a free- or reduced-fare pilot program from July 1, 2023, to December 31, 2024, for two regular-route bus lines, on the entirety of each selected route and during both peak and nonpeak service hours. During the pilot, the Met Council was also required to provide regular-route transit, free of charge, to individuals who are (1) certified as disabled under the Americans with Disabilities Act requirements of the Federal Transit Administration or (2) certified as eligible for special transportation services by the Met Council under Minnesota Statutes, section 473.386, subdivision 2a.

During the spring of 2023, Met Council staff engaged in a process to identify the two recommended routes for the pilot program. Routes 32 and 62 were selected because they serve people who depend on transit, people of color, and people with low incomes. These two routes also represent a geographic balance as Route 32 serves the west metro and Route 62 serves the east metro. Both routes include a mix of core local and supporting local service. The selection of these routes would also help the Met Council evaluate how different routes and market areas respond to free transit services.

When designing the pilot program Met Council staff concluded that free fares (rather than reduced fares) would provide the best incentive to increase ridership; meet the intent of the legislation; was the easiest to implement by the Legislature's July 1, 2023, deadline; and would provide faster boarding with a simple, clear transfer policy. Transfers would not be provided on the free routes. Staff presented these recommendations and on June 28, 2023, the Met Council approved the pilot program through [business item 2023-129](#).

Recommendations

As a result of the pilot program, Met Council staff made the following recommendations.

Continue incentivizing Metro Mobility-certified customers to use fixed-route services

Reducing or eliminating fares for paratransit customers using regular-route buses and trains provided additional mobility options, reduced customer costs, and simplified use of the system. Met Council staff are committed to making it easier for all customers to pay their fares. While the Met Council does not have authority to continue free fares, a significantly reduced pilot fare will take effect across the first half of 2025.

As described below, effective January 1, 2025, the Council implemented a 1-cent ride pilot program for regular-route rides by certified Metro Mobility customers. This pilot concluded on June 30, 2025, and provides time for the legislature to consider 2023-2024 pilot results. Use of regular-route buses by certified Metro Mobility customers steadily increased across the pilot program. Increased use did not result in increased transit operating costs, and only modestly reduced fare revenues.

Fare-free rides were required on Metro Mobility services in the pilot program for paratransit trips along the Route 32 and Route 62 corridors. This resulted in modestly higher demand for Metro Mobility, increased costs, and decreased program revenue.

As the Metro Mobility program transitions to a state forecast-base program in state fiscal year 2026, additional costs in future pilots or expansions of the Metro Mobility program would be a state cost responsibility. Larger increases in demand could also strain Metro Mobility operating capacity and risk reduced service quality due to potential operator and vehicle shortages.

Simplification of fare policy

Ease of use and faster boarding times were just a few of the benefits documented during the 18-month free-fare pilot. To further improve the overall customer experience, while providing consistent and clear communication, Met Council staff recommend implementing fare simplification policies and improving fare payment technology.

On Oct. 28, 2024, the Met Council adopted a package of fare policy changes with the goal of simplifying the fare structure and improving the overall customer experience. Among the changes were eliminating peak fares on regular-route transit and setting adult fares on local buses and the METRO system at \$2. The Met Council reduced Metro Mobility peak fares from \$4.50 to \$4, and kept off-peak fares at \$3.50. The changes went into effect on Jan. 1, 2025.

To continue to increase the impact of fare policy changes, staff recommends continuing to expand awareness and use of the low-income Transit Assistance Program (TAP). In addition to ongoing efforts to raise awareness of the program, as part of the approved fare policy changes, the Met Council extended the eligibility period for the pass from one to two years. This policy change removes the barrier of participants having to reapply annually for this program and frees up staff time to improve and manage the program.

Improving the TAP partnerships of nonprofit organizations in the Twin Cities region builds transit connections to the communities and expands outreach beyond the Met Council's capabilities.

[Read the Transit Fare Elimination Project report.](#)

Transportation System Performance Evaluation – Transit Addendum

In 2025, as required by [Minnesota Statutes, section 473.1466](#), the Met Council updated the transit evaluation that is part of the [Transportation System Performance Evaluation](#). The update included adding measures that are relevant to the performance of the transit system. In addition, the report appendix contains important reports including the 2024 Regional Route Performance Analysis, Metro Transit Facts 2024, Development Trends Along Transit, the 2024 Park-and-Ride Report, and the Network Now Framework Report.

The Transportation System Performance Evaluation – Transit Addendum is scheduled to be submitted in January 2026.

Zero-Emission Bus Transition Plan – 2025 Update

Under state statute, the Met Council is responsible for developing a Zero-Emission and Electric Transit Vehicle Transition Plan and revising the plan every 3 years (Minnesota Statutes, section 473.3927). The initial plan was submitted to the Legislature in February 2022; this is the first revision. After evaluating the available Zero-Emission Bus (ZEB) technology, Metro Transit has selected battery-electric buses as the short-term ZEB propulsion technology for implementation and deployment.

The influx of federal Infrastructure Investment Jobs Act funding enabled increased investment in ZEB projects nationwide; however, only 29% of requested funds were awarded in federal fiscal year 2023, demonstrating a continued need for investment. Metro Transit was fortunate to receive a \$17.5 million award in 2023 to advance our transition, in addition to a nearly \$4.2 million award in 2021. Yet, in order to fully transition to ZEBs, Metro Transit will require a significant financial investment.

Zero-Emission bus progress to date

In addition to over two decades of pursuing various sustainability measures spanning both operations and facility-related initiatives, Metro Transit has integrated battery electric buses into its fleet and daily operations. In 2018, Metro Transit started their ZEB journey by establishing a battery-electric bus pilot program for their C Line bus rapid transit (BRT) with 8 60-foot battery-electric buses. Since then, and in total, Metro Transit has invested in the following battery-electric bus technologies:

- 13 60-foot New Flyer battery-electric buses (8 C Line (start 2019) + 5 Gold Line (anticipated 2025))
- 20 40-foot battery-electric buses (anticipated 2026)
- 30 150-kilowatt plug-in chargers (the first 8 were replaced under warranty in 2021)
- 4 mobile chargers to be used for maintenance
- 2 on-route overhead conductive chargers at Brooklyn Center Transit Center (BCTC) (decommissioned in 2023 due to safety and reliability concerns)

Moving forward

To plan for additional ZEB adoption, Metro Transit has already programmed out seven programs of projects to gain experience with different battery-electric buses and infrastructure manufacturers in different aspects of its service to inform future decision-making. Metro Transit has also drafted out future packages that will be informed by what it learns from the programmed packages. The programmed packages plus future packages include Metro Transit's ZEB planned progress from now until 2030. Estimated capital costs are outlined in Table 1, below.

Table 1. First 60 battery-electric bus transition costs, by package

Package	Predicted Cost
A: C Line BRT 50-foot pilot	\$14.7 M
B: BRT Dedicated Guideway	\$13.5 M
C: 40-foot Local Service Pilot and Distributed Energy Resources Pilot	\$44.6 M
D: Implementation of HASTUS scheduling software update	\$1.7 M
E: 40-foot Electric-Battery Bus Replacement Transition	\$76.6 M
F: Replacement of Heywood Garage Chargers	\$4 M
G: Fire Hazard Assessment and Electric Bus Fire Protection	\$15.5 M
Future Packages up to 2030	\$32 M
ZEB Program Funding	\$202.6 M

Metro Transit has already programmed more than \$200 million towards transitioning its fleet to zero-emissions buses through 2030. Additionally, we have identified the need for a series of future studies to evaluate and consider the preferred approach to ZEB transition beyond 2030.

[Metro Transit's Zero-Emission Bus Transition Plan – 2025 Update](#)

Transit Safety and Rider Experience Report

The Transit Safety and Rider Experience Report is submitted to the Minnesota Legislature annually to satisfy the requirements of Minnesota Statutes, section 473.4077. This law requires the Met Council to provide an annual report on transit safety and rider experience. A report for 2025 will be submitted by February 15, 2026, as required by law. A few highlights from 2024 follow.

- Metro Transit initiated a **customer communications campaign** that focused on new signage. The signs aim to make customers aware of their role as a rider, with information about the transit rider code of conduct as well as violations of state law. Consistent with Minnesota Statutes, section 473.4065, subdivision 1, the new signs are displayed at all

required locations including 60 light rail platforms, 164 bus rapid transit station platforms, and 23 transit centers.

- Metro Transit established **consistent paid fare zones** at all light rail stations, installed new signs, and painted boundary lines.
- The Met Council submitted the required **Cleaning and Repair Standards Report** in September 2024. The standards focus on improving customer experience.
- Metro Transit contracted **supplemental security officers** at nine transit facilities with the most calls for service and complaints from customers and employees. On average, 40 security officers provided more than 1,600 hours of coverage each week across the locations, resulting in declining reported crimes. The 2025 budget provided increased funding to expand the use of supplemental security.
- Completion of the **Transit Service Intervention Project**, as directed by the Minnesota Legislature, to provide coordinated, high-visibility interventions on light rail transit lines that provide for enhanced social services outreach and engagement, code of conduct regulation, and law enforcement. Metro Transit partnered with a variety of social service organizations to create social service intervention teams to engage with transit riders experiencing homelessness, and/or with substance abuse disorders or mental or behavioral health disorders. In 2024, the teams contacted nearly 15,000 riders; 41% of those contacts resulted in service referrals. Many of the partnerships continued into 2025.
- Metro Transit established the **Transit Rider Investment Program (TRIP)**, hiring non-sworn uniformed personnel who are responsible for a variety of duties to support the rider experience, including enforcing fare compliance with administrative citations and assisting customers. The program was launched in February 2024 with contracted personnel; in September 2024 Metro Transit hired its first cohort of internal employees as TRIP agents. TRIP personnel made more than 484,000 fare checks on regular service, and more than 202,000 on special event service.
- In 2024, Group A crimes (including homicide, sex offenses, robbery, assault, larceny/theft) declined 22% from 2023.

[Read the full Transit Safety and Rider Experience Report.](#)

Other mandated reports submitted to the Minnesota Legislature in 2025

- Quarterly Southwest Light Rail Transit (LRT) Report – all listed on this page: [Mandate Detail - Minnesota Legislative Reference Library](#)
- Transportation Financial Review - [251335.pdf](#) and [250136.pdf](#)
- Legislative Report on Federal Pandemic Relief Funds for Transit – [Pandemic Relief Funds Report](#)
- Transit Safety and Rider Experience Report - [Transit Safety and Rider Experience Report](#)
- Portable Recording Systems Biannual Audit - [250543.pdf](#)
- Legislative Report on Transit Operating Reserves - [250546.pdf](#)
- Metro Mobility Financial Forecast Report - [251929.pdf](#)

- Response to MnDOT Oversight Reporting on LRT - [Mandate Detail - Minnesota Legislative Reference Library](#)
- [Regional Sales Tax for Transportation Summary](#)
- Annual Wastewater Costs Report - [Community Wastewater Cost](#)
- Program Evaluation - [Mandate Detail - Minnesota Legislative Reference Library](#)
- 2026 Unified Budget - [251830.pdf](#)
- Affirmative Action Plan - [Equal Opportunity - Metropolitan Council](#)
- Parks and Trails Fund Legacy Report – [Parks and Trails Legacy Fund Report](#)
- Parks Implementing Agencies Activity and Rental Equipment Report - [250543.pdf](#)
- Livable Communities Local Housing Incentives Act - [250230.pdf](#)
- Annual Livable Communities Fund Distribution Plan – [2024 Livable Communities Fund Distribution Plan](#)
- Livable Communities Fund Annual Report - [2024 Livable Communities Fund Annual Report](#)
- Metropolitan Agricultural Preserves Program Status Report – [Ag Preserves Report](#)
- Funds Distributed to Regional Parks Implementing Agencies for Operations and Maintenance - [FY 17 Report to the Legislature](#)
- Affordable and Life-Cycle Housing in the Twin Cities Metropolitan Area Report Card – [2025 Affordable and Life-Cycle Housing Report](#)

All mandated reports can be found here:

[Mandated Reports - Search Results - Minnesota Legislative Reference Library](#)

Coming up in 2026

In addition to those reports previously required, the Met Council will also complete or participate in the following legislatively mandated reports in 2026:

- High-subsidy regular-route transit service analysis, due 3/1/2026 – [Minnesota Session Laws – 2025 1st Special Session, chapter 8, article 2, section 120](#)
- Bus rapid transit alternate mode analysis for the METRO Blue Line Extension corridor, due 6/15/2026 - [Minnesota Session Laws – 2025 1st Special Session, chapter 8, article 2, section 122](#)

Metro HRA Activities

Providing affordable housing in the private market

The Metropolitan Council's Housing and Redevelopment Authority (Metro HRA) is projected to process 85,358 rent payments to 1,400 private landlords in 2025 through the federal Housing Choice Voucher program. The payments are made on behalf of over 7,200 families (21,000 people including 10,100 children), totaling approximately \$100 million in public subsidy to private owners.

Community Choice Demonstration Program

The Met Council's Metro HRA operates a Community Choice Demonstration program. The program is a partnership with the Minneapolis Public Housing Authority that helps families with Housing Choice Vouchers find homes in opportunity areas. These areas, designated by the U.S. Housing and Urban Development Department (HUD), have lower poverty rates and high-performing schools, and are in neighborhoods that have historically been difficult for families with vouchers to move into because of systemic barriers, such as the cost of housing or lack of eligible properties that accept vouchers. The Twin Cities site is one of seven such programs throughout the country.

The Community Choice Demonstration program is part of a national demonstration funded by HUD. The demonstration studies the effect of additional services on families' ability to move to low-poverty areas. Families interested in receiving services must sign up for the study and will be randomly selected to receive services, which include pre-move and post-move coaching, housing search assistance, and financial assistance.

There are 285 families enrolled in the Twin Cities program to date, 148 of which were randomly selected for service provision. The Metro HRA will continue enrollment through June 2026.

Bring It Home Statewide Rental Assistance Program

The Minnesota Legislature authorized the Bring It Home Statewide Rental Assistance program in 2023 and funded it through a new quarter-cent sales tax. The program will bring approximately 5,000 new housing vouchers to Minnesota. The Met Council's Metro HRA will be the state's largest administrator with funding to support approximately 900 new housing vouchers.

The state program is modeled after the federal Housing Choice Voucher program. The law and program guide allow administrators some flexibility in program operation. The law requires priority for families with children and allows administrators to establish additional priority populations based on local need, such as people experiencing homelessness.

The Metro HRA has been engaging with partners across the region including nonprofits, counties, service providers, consultants with lived experience in homelessness, and property owners and managers to plan for voucher deployment, expected by April 1, 2026.

2026 Legislative Program

The Met Council's legislative proposals for the 2026 session of the Minnesota Legislature are still under development as of Jan. 1, 2026. We are working with the governor's office on proposals regarding bonding, budget and policy issues, and statutory housekeeping matters.

Appendix A: 2025 Metropolitan Council Reviews

The following is a listing of plans of local governmental units and proposed matters of metropolitan significance submitted to the Metropolitan Council.

Airport Capital Improvement Program (CIP)	Total Reviews: 1	
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Preliminary 2026-2032 CIP Program Overview	Metropolitan Airports Commission	23124-1
Airport Long Term Comprehensive Plan	Total Reviews: 1	
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Flying Cloud Airport (FCM) Long-Term Plan	Metropolitan Airports Commission	23062-1
Alternative Urban Areawide Review (AUAR)	Total Reviews: 24	
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Project 100 Mixed Use Development	Maple Grove	23047-1
Dakota East Area	Rosemount	23039-2
Industrial Development Final AUAR	Hampton	23015-3
Upper Harbor Terminal	Minneapolis	22537-4
Olam Lakeville Industrial	Lakeville	23036-2
Big Sky Estates	Savage	23074-1
I-35E Corridor AUAR Update	Lino Lakes	23075-1
Dakota East Area (Final AUAR)	Rosemount	23039-3
Lino Lakes Main Street Draft AUAR	Lino Lakes	23082-1
Northwest Area (Draft order AUAR)	Empire	23085-1
Interstate South Logistics Park AUAR Update	Lakeville	21385-4
Olam Lakeville Industrial	Lakeville	23036-3
Lino Lakes: Lino Lakes Main Street Final AUAR	Lino Lakes	23082-2
Northwest Expansion Area AUAR Update	Inver Grove Heights	19529-7
Fields of Andover AUAR Order and Scoping Document	Andover	23117-1

West End Area AUAR Update	St. Louis Park	19929-6
Henry Area AUAR Update	Rogers	21231-4
NW Area (Draft AUAR)	Empire	23085-2
Big Woods Business Park	Chaska	23132-1
Jackson Township Development Area AUAR Update	Shakopee	22373-3
Southwest Study Area AUAR	Lakeville	23142-1
Summerfield: Southwest Growth Area Housing Development	Carver	23143-1
East Ravine AUAR and Mitigation Plan Update	Cottage Grove	19536-7
Northwest Area (Revised AUAR)	Empire	23085-3

Army Corps of Engineers Permit

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
CWA Section 401 Individual Water Quality Certification	Minnesota Pollution Control Agency	23131-1

Comprehensive Plan Amendment

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Bicycle Plan	Saint Paul	21918-17
Glenmar Lot	Mahtomedi	21821-3
Stagecoach Trail Land Use Amendment	Oak Park Heights	22079-3
Marshall Gardens	Eden Prairie	21978-15
Lydia Properties	Scott Co.	21936-6
High Density Mixed Use	Waconia	22018-12
CR 27 ROW Vacation	Savage	22423-3
Low-Density Residential and Very-Low-Density Residential Text Amendment	Coon Rapids	21880-9
Metcalf Park	Eagan	22062-22
Land Use Table Update	Forest Lake	22270-7
Math and Science Academy Upper School	Woodbury	22080-7
Expanding Neighborhood Options	St. Louis Park	22095-15

Urban Residential Land Use and Text Amendment	Orono	22055-8
Aspen Ridge LUP and Development Staging	Prior Lake	22282-5
Holbrook	Waconia	22018-13
6651 Galpin Boulevard	Chanhassen	21810-4
Ace Land Holdings	Inver Grove Heights	21996-18
900 W 80th St	Bloomington	21953-16
Kwik Trip #1792	Victoria	21975-10
Loether	Corcoran	21983-8
Mixed Use Commercial Center Density	Shakopee	22004-10
Downtown Mixed-Use Density	Norwood Young America	22238-6
Lincoln and Londonderry Small Area Plan	Edina	22400-3
1131 Land Use Map Amendment	Golden Valley	21988-13
1211 Lilac Land Use Map Amendment	Golden Valley	21988-14
City Center Future Land Use Density Range	Vadnais Heights	22173-6
1501 Johnson St NE	Minneapolis	22166-18
3010, 3016, and 3020 12th Ave S	Minneapolis	22166-19
Simon Property	Randolph Twp.	22179-2
Wilkinson Waters	Lino Lakes	22387-3
Roseville Covenant Church	Roseville	21879-4
City-Owned Facilities Future Land Use	South St. Paul	22398-4
Eagan Hope and Wellness	Eagan	22062-23
Removal of Annexation Areas	Prior Lake	22282-6
Norsq Comp Plan Amendment	Waconia	22018-14
2025 Mapping Housekeeping	Minneapolis	22166-20
504 Lilac	Golden Valley	21988-15
Dell Road MUSA Expansion	Eden Prairie	21978-16
Danfoss	Eden Prairie	21978-17

Hamlet Avenue	Cottage Grove	22236-9
Medina Meadows Low Density Residential	Medina	21831-7
Inwood Townhomes	Lake Elmo	22215-16
Glenbrook Area	Oakdale	22157-7
Creek Hill Park	Savage	22423-4
Community Park	Savage	22423-5
ISD 834 School	Bayport	22164-2
City-initiated land use plan map changes	North St. Paul	22159-4
Business and Industrial Park	Mendota Heights	22395-2
Gravel Pit Redevelopment	Shakopee	22004-11
Mixed-Use Land Use Guidance Text Amendment	Rogers	22296-5
4751 Aspen Street	Hampton	22170-4
1300 McKnight Road North	Maplewood	22007-9
West Creek Village CPA	Victoria	21975-11
Wildhurst Forest	Orono	22055-9
Bayhaven at Bayport	Bayport	22164-3
4Front Residential	Oakdale	22056-6
MUSA Expansion - SMSC Healing Center	Shakopee	22004-12
Dakota Waste Solutions, LLC and Olam Holdings 1, LLC	Lakeville	22077-16
Vernon Avenue Townhomes	Edina	22400-4
Hidden Park Rezoning	Columbus	22174-2
Bloomington Community Health and Wellness Center	Bloomington	21953-17
St. Marks	Bloomington	21953-18
Development Guidelines for Northwest Area	Champlin	22288-2
Bevins Lot	Mahtomedi	21821-4
Elm Creek Ridge	Waconia	22018-15
Eureka Township Commercial Area	Eureka Twp.	21834-2
Tradition Development	Lakeville	22077-17

Aspen Fields	Rosemount	22286-13
Residential Densities	Norwood Young America	22238-7
Dakota County CDA Hillcrest Senior Living Phase II	Inver Grove Heights	21996-19
Dayton Unsewered Residential-Interim	Dayton	22507-4
Trumy Fox	Waconia	22018-16
Knollwood Chipotle	St. Louis Park	22095-16
Minimum Height Flexibility	Minneapolis	22166-21
NW Quad Land Use Change and Rezoning	Columbus	22174-3
No Limits LLC	St. Francis	22287-9
Roers-Eden Prairie Apartments	Eden Prairie	21978-18
Valley View Development	Eden Prairie	21978-19
Old Fire Station 3 Redevelopment CPA	Coon Rapids	21880-10
South Loop District Plan	Bloomington	21953-19
Heritage Park Remaster	Corcoran	21983-9
South Concord Corridor Small Area Plan	South St. Paul	22398-5
Victoria Gateway East	Victoria	21975-12
Geneva Meadows	St. Paul Park	22308-2
2716 Hillview Road	Mounds View	22396-4
Lower Density Residential Comp Plan Amendment	Mahtomedi	21821-5
Meadow Creek Church - Sewer Staging Plan	Andover	22301-8
R-2 to R-3 Zoning District	Jordan	21987-2
Chevalle 19th Addition	Chaska	22303-3
RiverNorth Phase I	Minneapolis	22166-22
Plymouth Plaza Reguiding	Plymouth	21855-11
Century Ponds	Maplewood	22007-10
Hamline Midway 2030 Neighborhood Plan	Saint Paul	21918-18
The Meadows 2nd Addition Density Amendment	Norwood Young America	22238-8

Reuter Walton Development	Burnsville	21907-7
Kyla Crossing Second Addition	Lakeville	22077-18
Compass Rail LLC	Lakeville	22077-19
Richland Court	Shakopee	22004-13
Main Street Master Plan	Lino Lakes	22387-4
Comprehensive Plan Update	Total Reviews: 0	
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>

Environmental Assessment	Total Reviews: 1	
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Blue Lake Battery Energy Storage	Minnesota Public Utilities Commission	23164-1

Environmental Assessment Worksheet (EAW)	Total Reviews: 18	
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
DCM Farms	Dayton	23044-1
Carver Industrial Park	Carver	23045-1
West St. Paul Housing Redevelopment (Greco)	West St. Paul	23056-1
Lakeview Replacement Hospital and Medical Campus	Stillwater	23067-1
Highway 5 Improvements Project: EAW and EA	Carver Co.	23080-1
Vadnais Heights Workforce Housing	Vadnais Heights	23083-1
3M Oakdale Surface Water Diversion Project	Minnesota Department Of Natural Resources	23084-1
800 53rd Avenue NE - Redevelopment to High Density Residential	Columbia Heights	23090-1
Dem-Con Landfill SW-290 MSW Allocation/Airspace Conversion	Minnesota Pollution Control Agency	23101-1
Century Ponds	Maplewood	23104-1
The Enclave at Carver Creek	Carver	23116-1

Minnesota Riverbank Protection and Parks Integration	Shakopee	23119-1
Proposed Denmark Township Aggregate Quarry	Denmark Twp.	23120-1
Limerick Village	Lake Elmo	23123-1
Nine Mile Creek Corridor Renewal Project	Bloomington	23127-1
Mississippi River Learning Center	Saint Paul	23139-1
Bailey Farm Business Park	Newport	23144-1
Jones Lake Outlet Modification, Dredging, and Restoration	Rice Creek Watershed District	23157-1

Environmental Impact Statement

Total Reviews: 3

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Larson Quarry Expansion	Washington Co.	23077-1
METRO Blue Line Light Rail (BLRT) Extension SEIS	Metropolitan Council	22981-2
Nelson Mine Backwater Project	Cottage Grove	22736-3

Housing Bond Program

Total Reviews: 15

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Senior Housing and Health Care Revenue Bonds (Wedum Andover Project)	Andover	23053-1
The Springs Community Housing Project - Hennepin HCHRA	Hennepin Co.	23058-1
PHS Apple Valley Senior Housing, Inc. – Orchard Path Phase III Project)	Apple Valley	23066-1
Reserve at Settler's Ridge Phase II Project	Woodbury	23023-2
Meadows at Prairie Ridge Project	Woodbury	23068-1
Raymie Johnson Estates Housing Program	Washington Co.	23073-1
Snelling Yards Apartments LP	Minneapolis	23088-1
Joint Multifamily Housing Development Program	Minneapolis	23091-1
Hadley Ridge Apartments	Cottage Grove	23118-1
JOSEPH'S POINT AT UPPER LANDING PROJECT	Saint Paul	23121-1
South Haven and Summit Point Apartments Project	Hennepin Co.	23128-1
Ebenezer Obligated Group Project	Oakdale	23146-1

Red Manor Housing Program	Washington Co.	23147-1
Beltline Apartments Limited Partnership	St. Louis Park	23148-1
Dakota County CDA Old County Road 34 Housing Program	Dakota Co.	23150-1
Senior Housing and Health Care Revenue Bonds (Wedum Andover Project)	Andover	23053-1

National Pollutant Discharge Elimination System Permit **Total Reviews: 30**

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Honeywell - Aerospace	Minnesota Pollution Control Agency	23042-1
Met Council Hastings Water Resource Recovery Facility	Minnesota Pollution Control Agency	23043-1
McLaughlin Gormley King	Minnesota Pollution Control Agency	23048-1
Calco Sprouts - Wastewater Permit	Minnesota Pollution Control Agency	23052-1
University of Minnesota (Fay Thompson Center) - Hazardous Waste Permit	Minnesota Pollution Control Agency	23055-1
Seneca Food Corp - Glencoe	Minnesota Pollution Control Agency	23057-1
Xcel Energy (Riverside Generating Plant) - Wastewater Permit	Minnesota Pollution Control Agency	23059-1
Mosaic Crop Nutrition (Pine Bend warehouse) - Wastewater Permit	Minnesota Pollution Control Agency	23063-1
WME Real Estate Holdings (The Parkway Neighborhood development) - 401 Water Quality Certification	Minnesota Pollution Control Agency	23069-1
U.S. Bank Stadium - Wastewater Permit	Minnesota Pollution Control Agency	23070-1
Reissue NPDES/SDS Permit for Veolia WTS Solutions USA Inc	Minnesota Pollution Control Agency	23071-1
County Road 73 Re-Alignment Project	Minnesota Pollution Control Agency	23072-1
Anoka County Rum River Bank Stabilization Project	Minnesota Pollution Control Agency	22959-3

Washington County (Ravine Lake outlet channel restoration) - 401 Water Quality Certification	Minnesota Pollution Control Agency	23081-1
Boomerang Laboratories LLC - Wastewater Permit	Minnesota Pollution Control Agency	23093-1
City of Belle Plaine - Wastewater Permit	Minnesota Pollution Control Agency	23099-1
Washington County (Valley Creek Streambank Modification) - 401 Water Quality Certification	Minnesota Pollution Control Agency	23103-1
Reissue NPDES/SDS Permit for Medivators	Minnesota Pollution Control Agency	23111-1
Wild Mountain Ski Area Wastewater Permit	Minnesota Pollution Control Agency	23126-1
MNDOT (I94 St. Croix Crossing Bridge stormwater structure repair) - 401 Water Quality Certification	Minnesota Pollution Control Agency	23129-1
Xcel Energy - High Bridge Generating Station	Minnesota Pollution Control Agency	23131-1
Hennepin County Elsie Stephens Mississippi River Canoe and Kayak Launch Project	Minnesota Pollution Control Agency	23133-1
Hennepin County Dell Road Reconstruction Project	Minnesota Pollution Control Agency	23134-1
Anoka County (Highway 65 Blaine Interchanges) - 401 Water Quality Certification	Minnesota Pollution Control Agency	23135-1
USACE Nationwide Permit Reissuance - 401 Water Quality Certification	Minnesota Pollution Control Agency	23136-1
The City of Vadnais Heights Sanitary Sewer Access Path Project - 401 Water Quality Certification	Minnesota Pollution Control Agency	23140-1
NPDES/SDS Permit for U of M - Library Access Center	Minnesota Pollution Control Agency	23141-1
Fabcon Precast LLC - Wastewater Permit	Minnesota Pollution Control Agency	23153-1
Intent to Reissue NPDES/SDS Permit for SkyWater Technology Foundry, Inc.	Minnesota Pollution Control Agency	23160-1
Clean Water Act Section 401 Water Quality Certification Carver County	Minnesota Pollution Control Agency	23165-1

Power Utility Environmental Review

Total Reviews: 22

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Sanimax USA Inc	Minnesota Pollution Control Agency	23046-1
SKB Rosemount Industrial Waste Facility - Solid Waste Permit	Minnesota Pollution Control Agency	23051-1
3M Center (Maplewood) - Air Permit	Minnesota Pollution Control Agency	23054-1
Intent to Reissue Air Emission Permit for Xcel Energy - Riverside	Minnesota Pollution Control Agency	23087-1
Intent to Amend Air Emissions Permit to Dakota County - Hastings Campus	Minnesota Pollution Control Agency	23086-1
Intent to Reissue Air Emission Permit for Xcel Energy - Allen S King Generating Plant in Bayport	Minnesota Pollution Control Agency	23089-1
Intent to Amend Air Emission Permit to Xcel Energy Black Dog Generating, Burnsville	Minnesota Pollution Control Agency	23095-1
Intent to Amend Air Emission Permit to Xcel Energy Black Dog Generating, Burnsville	Minnesota Pollution Control Agency	23096-1
Washington County North Environmental Center Yard Waste Site - Capped Air Permit	Minnesota Pollution Control Agency	23097-1
Northland Aluminum Products - Air Permit	Minnesota Pollution Control Agency	23094-1
Spectro Alloys Corp - Air Permit	Minnesota Pollution Control Agency	23106-1
Tiller Corp Maple Grove and Mining Processing Facility - Air Permit	Minnesota Pollution Control Agency	23107-1
acpi Wood Products LLC - Air Permit	Minnesota Pollution Control Agency	23108-1
Cummins Power Systems - Air Permit	Minnesota Pollution Control Agency	23113-1
Xcel Energy - Inver Hills Generating Plant (Inver Grove Heights) - Air Permit	Minnesota Pollution Control Agency	23114-1
NuStar - Roseville Products Terminal - Air Permit	Minnesota Pollution Control Agency	23122-1

Intent to Amend Air Emission Permit for McNamara Contracting Inc.	Minnesota Pollution Control Agency	23145-1
Cottage Grove BESS Project	Minnesota Pollution Control Agency	23149-1
Xcel Energy Wescott LNG Plant	Minnesota Pollution Control Agency	23152-1
Intent to Reissue Air Emission Permit for Ardent Mills Flour Mill (Hastings)	Minnesota Pollution Control Agency	23158-1
Intent to Issue Air Emission Permit for Ardent Mills Flour Mill (Hastings)	Minnesota Pollution Control Agency	23162-1
Intent to Reissue Air Emission Permit for Delta Air Lines Inc – Mpls/Saint Paul	Minnesota Pollution Control Agency	23163-1

State Disposal System Permit

Total Reviews: 7

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Liberty Classical Academy - Wastewater Permit	Minnesota Pollution Control Agency	23065-1
Pine Bend Landfill - Solid Waste Permit	Minnesota Pollution Control Agency	23079-1
Intent to Modify Solid Waste Permit for Walters Recycling & Refuse Transfer Station	Minnesota Pollution Control Agency	23100-1
Superior Minerals Co - Wastewater Permit	Minnesota Pollution Control Agency	23110-1
Reissue SDS Permit for Disabled Veterans Rest Camp	Minnesota Pollution Control Agency	23112-1
Laketown Township - Wastewater Permit	Minnesota Pollution Control Agency	23159-1

Surface Water Management Plan

Total Reviews: 0

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>

Water Supply Plan

Total Reviews 2

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Saint Paul Regional Water Services (SPRWS) Strategic Plan 2030 Draft	Saint Paul	23078-1

Minnesota Nutrient Reduction Strategy 2025 update	Minnesota Pollution Control Agency	23109-1
Watershed Plan		
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Sunrise River WMO Watershed Management Plan Amendment	Sunrise River Watershed Management Organization	22272-2
Minor Plan Amendment - Grant Program in the Implementation Program	Richfield-Bloomington Watershed Management Organization	23049-1
NMCWD Updated Studies and Projects into the Districts Watershed Management Plan	Nine Mile Creek Watershed District	21703-7
MSCWMO 2025 Watershed Management Plan	Middle St. Croix Watershed Management Organization	23060-1
Minor Plan Amendment - Chapter 9	Riley Purgatory Bluff Creek Watershed District	21820-5
Valley Branch Watershed District Minor Plan Amendment	Valley Branch Watershed District	21382-4
Elm Creek Minor Plan Amendment	Elm Creek Watershed Management Commission	21393-6
Minor Amendment to Lower St. Croix River CWMP	Lower St. Croix Joint Powers Organization	22442-3
Elm Creek Fourth Generation Watershed Management Plan	Elm Creek Watershed Management Commission	23098-1
Vadnais Lake Watershed Management Plan	Vadnais Lake Area Watershed Management Organization	23105-1
Draft Bassett Creek Watershed Management Plan 2026-2035	Bassett Creek Watershed Management Commission	23115-1

Draft 2026-2035 Vermillion River Watershed Management Plan	Vermillion River Watershed Joint Powers Organization	23125-1
Watershed Management Plan 2021-2031	Mississippi River Watershed Management Organization	23130-1
Permit Fee Structure Rule Revision	Comfort Lake Forest Lake Watershed District	23137-1
SRWMO Amendment Memo with Appendix D Markup	Sunrise River Watershed Management Organization	22272-3
CCWD Minor Plan Amendment	Coon Creek Watershed District	23004-2
2026-2035 Watershed Management Plan Draft	Valley Branch Watershed District	23151-1
Minnesota River- Mankato: Comprehensive Watershed Management Plan (1W1P) 60-Day DNR Comment Letter	Minnesota Department Of Natural Resources	23154-1
E-IGHWMO Second Generation Watershed Management Plan	Eagan-Inver Grove Heights Watershed Management Organization	23155-1

Well Permit

Total Reviews: 7

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Wellhead Protection Part 2	Maple Plain	23050-1
Shakopee Public Utilities WHP Amendment	Shakopee	23061-1
Wellhead Protection Plan - Amendment Letter of Intent	Mounds View	23076-1
Notice of Intent to LGUs and Workplan	Rosemount	23092-1
City of Eagan Wellhead Protection Plan Amendment Notification	Eagan	23102-1
Wellhead Protection Plan Part 2 Amendment	Medina	23138-1
WHPP LGU Notice of Intent	Brooklyn Center	23156-1

Appendix B: Schedule of Expenditures of Federal Awards for the Year Ended Dec. 31, 2024

in thousands of dollars

<u>Grant program title by grantor/pass-through agency</u>	<u>Assistance listing #</u>	<u>Pass-through grant #</u>	<u>Expenditures</u>	<u>Amt passed through</u>
U.S. Department of Housing and Urban Development				
Direct				
Housing Voucher Cluster				
Section 8 Housing Choice Vouchers	14.871		\$ 105,775	\$ -
Section 8 Emergency Housing Vouchers	14.871		\$ 2,999	\$ -
Total Direct Assistance Listing #14.781			\$ 108,774	\$ -
Mainstream Vouchers	14.879		\$ 3,354	\$ -
Passed through to City of Minneapolis (Housing opportunities for people with AIDS)	14.241	C-02454	\$ 611	\$ -
Passed through to City of Minneapolis Public Housing Auth.				
Housing Voucher Cluster				
Section 8 Housing Choice Vouchers	14.871	MPHA 22.059	\$ 724	\$ -
Total Assistance Listing #14.871			\$ 109,498	\$ -
Total U.S. Department of Housing and Urban Development			\$ 113,463	\$ -
U.S. Department of Transportation				
Direct				
Federal Transit Administration				
Federal Transit Cluster				
Federal Transit-Capital Investment Grants	20.500		\$ 139,587	\$ 235
Federal Transit-Formula Grants	20.507		\$ 93,392	\$ 1,702
COVID-19 Federal Transit-Formula Grants	20.507		\$ 113,091	\$ -
Total Assistance Listing #20.507			\$ 208,483	\$ 1,702
State of Good Repair Grants Program	20.525		\$ 18,412	\$ -
Buses and Bus Facilities Formula, Competitive And Low or No Emissions Programs	20.526		\$ 7,862	\$ -
Transit Services Programs Cluster				
Enhanced Mobility of Seniors, Individuals w/Disabilities	20.513		\$ 116	\$ 116
Community Project Funding Congressionally Directed Spending	20.534		\$ 500	\$ -
Passed Through Minnesota Department of Transportation				
Highway Planning and Construction	20.205	1055229	\$ 5,048	\$ 59
Highway Planning and Construction	20.205	1051589	\$ 9	\$ -
Highway Planning and Construction	20.205	1046170	\$ (50)	\$ -
Total Assistance Listing #20.205			\$ 5,007	\$ 59
Formula Grants for Rural Areas and Tribal Transit Program	20.5091054545		\$ 877	\$ -
Total U.S. Department of Transportation			\$ 380,844	\$ 2,112
U.S. Environmental Protection Agency				
Direct				
Climate Pollution Reduction Grants	66.046		\$ 124	\$ -
Passed Through Minnesota Public Facilities Authority				
Clean Water State Revolving Fund	66.458	MPFA-CWRF-L-043-FY23	\$ 4,756	\$ -
Clean Water State Revolving Fund	66.458	MPFA-CWRF-L-047-FY24	\$ 27,998	\$ -
Total Assistance Listing #66.458			\$ 32,754	\$ -
Total U. S. Environmental Protection Agency			\$ 32,878	\$ -
Total Federal Awards			\$ 527,185	\$ 2,112

Totals by Cluster

Total expenditures for Housing Voucher Cluster	\$ 112,852
Total expenditures for Federal Transit Cluster	\$ 374,344
Total expenditures for Transit Services Programs Cluster	\$ 116

Notes to the Schedule of Expenditures of Federal Awards for the Year Ended December 31, 2024

A. Summary of Significant Accounting Policies

1. Reporting Entity

The Schedule of Expenditures of Federal Awards presents the activities of federal award programs expended by the Metropolitan Council. The Council's reporting entity is defined in Note I.A. to the financial statements.

2. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards includes the federal grant activity of the Metropolitan Council under programs of the federal government for the year ended December 31, 2024. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the schedule presents only a selected portion of the operations of the Metropolitan Council, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Metropolitan Council.

Expenditures reported on the schedule are reported on the basis of accounting used by the individual funds of the Metropolitan Council. Governmental funds use the modified accrual basis of accounting. Proprietary funds use the accrual basis. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Negative amounts shown on the schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

B. De Minimis Cost Rate

The Metropolitan Council has elected not to use the 10.00 percent de minimis indirect cost rate nor the 15.00 percent de minimis indirect cost rate, as applicable, allowed under the Uniform Guidance.



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