

2024 METROPOLITAN COUNCIL PERFORMANCE EVALUATION REPORT

REPORT TO THE MINNESOTA LEGISLATURE

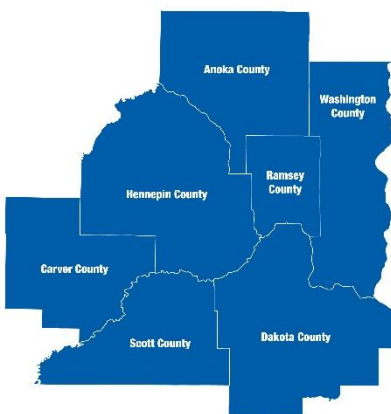


December 2025

The Metropolitan 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 Performance Evaluation Report is submitted annually to the Minnesota Legislature to ensure Metropolitan Council functions meet key objectives in a timely and cost-effective manner. This report is required by [Minnesota Statutes, Section 473.13, Subdivision 1a](#), which calls for the Met Council to submit annually to the Legislature a "...substantive assessment and evaluation of the effectiveness of each significant program of the Council, with, to the extent possible, quantitative information on the status, progress, costs, benefits and effects of each program."

The report includes performance measures for major Met Council operations and summarizes significant contributions and accomplishments by division in 2024.

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Introduction

For more than 50 years, the Metropolitan Council has helped coordinate regional growth and planning in the seven-county Twin Cities metropolitan area. We provide essential services such as transit and wastewater treatment, and housing programs for households with low and moderate incomes. We collaborate with a wide range of partners to achieve ambitious goals that may be unrealistic for a single community but are possible together. These goals benefit residents and visitors throughout the region.

Our governing body includes a governor-appointed chair who serves at large and 16 Council members representing geographic districts throughout the region. The organization includes transportation, environment, and community development divisions and employs nearly 4,700 people. The Met Council's annual operating expenditure was approximately \$1.42 billion, used mostly for regional transit service and wastewater collection and treatment.

Services

- We operate Metro Transit, light rail, commuter rail, Metro Mobility, and contracted transit services, which provided nearly 50 million rides in 2024. Our transportation planners collaborate with local communities to ensure cost-effective transportation investments and development that foster residential and business opportunities.
- We collect and treat wastewater for 90% of the region's population at rates 35% lower than peer regions and earn state and national awards for environmental achievements.
- We partner with 10 regional parks implementing agencies to plan, acquire land, and develop facilities for regional parks and trails that draw more than 69 million visitors annually, preserving natural resources, and providing recreational opportunities.
- We serve more than 7,200 low- and moderate-income households monthly through rental assistance and provide other housing services to additional clients.

Table 1. Percent of Employees and Expenditures in Met Council Divisions, 2024

Division	Employees	Expenditures
Transportation	73%	56%
Environmental Services	15%	23%
Community Development and Regional Administration	12%	21%
Total	100%	100%

Metropolitan Council division overview

The Met Council consists of three operating divisions, plus supporting central administrative units within Regional Administration. The operating divisions report to the Regional Administrator, who reports to the 17-member Met Council board.

The Community Development division provides coordinated planning, policy, and program development to support and encourage regional growth and reinvestment. We identify and analyze regional issues, facilitate community collaboration, and lead the regional planning process to develop the region's 30-year plan. In addition, we develop affordable housing programs to assist low- and moderate-income households; and partner with regional park agencies to manage regional parks.

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

The Transportation division operates, administers, and coordinates public transit services for the Twin Cities metropolitan area. In addition, we manage the allocation of federal transportation funds and plans for regional aviation, highway, transit, and bike and pedestrian transportation systems. The Transportation division consists of Metro Transit and Metropolitan Transportation Services.

Overview of the Metropolitan Council's performance

Engaging stakeholders to create the 2050 Regional Development Guide

In 2024, staff continued to engage Met Council committees, advisory committees, staff, and hundreds of external stakeholders to discover the core values and generate the regional vision and goals for Imagine 2050 and shape the development of regional policy. Imagine 2050 is the next regional development guide that builds on the principle that together we can tackle challenges that individual communities may not be able to take on alone. State law requires the Met Council to create a regional development guide every 10 years and policy plans for the seven-county metro area. These plans become the foundation for the next round of local comprehensive land use plans that counties, cities, and townships will create in the second half of the decade.

Implementation of our Climate Action Work Plan

In 2023 the Met Council set up the infrastructure for carrying out our new Climate Action Work Plan, which defines strategies and actions to reduce our climate impacts and prepare for a changing climate. In July 2023, the Environmental Protection Agency awarded the Met Council a \$1 million planning grant. The Met Council is partnering with local governments and the region's stakeholders across 11 of 15 counties in the greater Twin Cities metropolitan area. This grant is an opportunity to work together and identify strategies that we can collaborate on to make a significant impact sooner.

Supporting communities to create jobs and affordable housing

Helping cities and townships prosper to ensure a thriving, vibrant region is at the core of the Livable Communities grant program. The Met Council administers the program, created by the Minnesota Legislature in 1995. The Met Council has awarded more than \$550 million in funding to participating communities in the last 29 years. In the 2024 funding cycle, the Met Council awarded a total of \$28.5 million in grants to 21 cities for policy development, predevelopment, affordable rental and ownership housing, tax-base revitalization, transit-oriented development, and efficient land use.

Tribal Liaison and Native Relations

In ensuring clean water, the work of our Environmental Services division intersects frequently with the interests of Tribal nations. In late 2023, the Met Council hired our first-ever full-time Tribal Liaison and Native Relations Coordinator. Staff intend to come to a shared understanding with Tribal nations about respectful ways to consult and collaborate on decisions impacting the regional systems and policies. Initial work of updating the Met Council Tribal Policy began in 2024 and will be finalized in 2026.

Sustainable, reliable funding for the region's transportation system

In the 2023 session, the Minnesota Legislature passed a new sustainable revenue source for the region's transportation system. The 3/4-cent, seven-county metro area transportation sales tax went into effect Oct. 1, 2023. The funds are split between the region's counties (17%) and the Met Council (83%). The Met Council share will primarily support transit operations, maintenance, and capital projects, with 5% focused on active transportation like walking and biking.

Transit ridership continues to grow

Ridership totaled across all types of Metro Transit service (an estimated 47.4 million rides) rose more than 5% from 2023. Thanks to tireless efforts to hire and retain operators, we increased bus service by nearly 6% by the end of the year, resulting in nearly 90% of 2019 service levels on bus rapid transit and local bus routes across the system. In October, Northstar Commuter rail service doubled, and we reinstituted service to Twins playoffs and Vikings games.

Safety and Security Action Plan to improve public safety

A safe and welcoming transit system is our top priority. Our Safety and Security Action Plan, approved in 2022, includes 43 actions focused on improving public safety on transit by improving conditions on the system, training and supporting employees, and engaging customers and partners. Among the new approaches we continued in 2024, with additional funding from the Minnesota Legislature: supplemental security, Transit Rider Investment Program, Transit Service Intervention Project, and updated rider code of conduct.

Community Development

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

Regional parks and trails. Community Development partners with the 10 regional park implementing agencies as they manage the many regional parks, trails, and open spaces that comprise the Twin Cities nationally renowned regional parks and trails system. We provide grant programs, outreach assistance, long-range plan reviews, local comprehensive plan reviews, and environmental studies. We also develop the Regional Parks and Trails Policy Plan in collaboration with the Metropolitan Parks and Open Space Commission and the 10 agencies.

2024 developments:

- Completed the development and implementation of the Regional Parks and Trails Policy Plan that is a critical chapter in the region's 2050 Regional Development Guide, known as Imagine 2050.
- Oversaw the Art and Policy Project that helped supplement coordinated engagement activities for the Imagine 2050 effort, putting special emphasis on listening to communities that have historically not participated in this process.
- Reviewed and evaluated local comprehensive plans for conformance with the Regional Parks and Trails Policy Plan and worked with local communities to ensure that their local planning efforts protect the integrity of the existing and planned Regional Parks and Trails System.
- Prepared for the 2026 parks equity grant program with the 10 regional park implementing agencies for capital and noncapital projects that will strengthen equitable usage of regional parks and trails by all our region's residents across age, race, ethnicity, income, national origin, and ability.
- The Met Council also assisted the 10 regional parks implementing agencies with funding for capital investment, operations and maintenance, land acquisition and programming, including the equity grant program mentioned above.

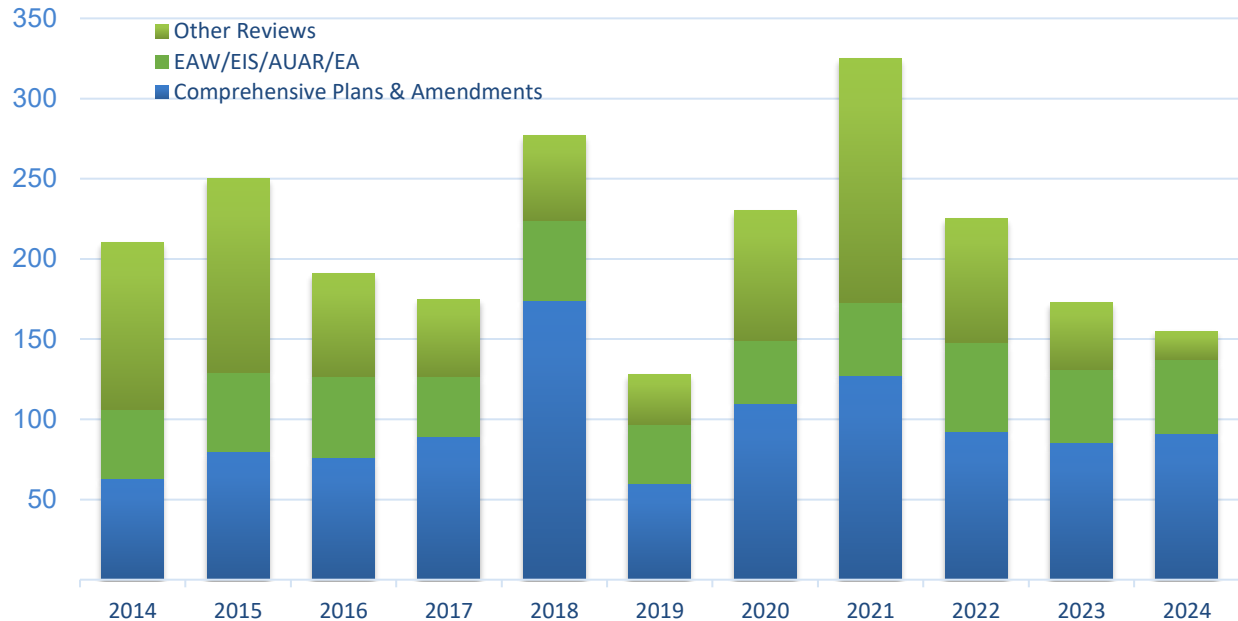
Local planning assistance. We help communities plan for growth by supplying information, best practices, and analysis of regional issues. This unit coordinates the review of local comprehensive plans, environmental reviews, and other review types prepared by local governments and others, which deal with water resources, transportation, land use, housing, parks, and more.

2024 developments:

- As shown in the chart below, conducted 155 reviews to determine conformance to the regional systems, consistency with Metropolitan Council policy, and compatibility with the plans of adjacent communities, including:
 - 91 reviews of 2040 comprehensive plans and amendments and 46 environmental reviews, such as environmental assessment worksheets (EAWs), environmental impact statements (EIS), environmental assessments (EAs), and alternative urban area-wide reviews (AUARs).
 - 18 reviews of National Pollutant Discharge Elimination System permits,

U.S. Army Corps of Engineers #404 permits, wastewater and surface water discharge permits, and other types of reviews.

Chart 1. Type and Number of Reviews, 2014-2024



- The Metropolitan Council authorized 166 of 168 expected comprehensive plans through December 2023. Staff are actively working with local governments to assist in completing their plans.
- Local Planning Assistance concluded development of draft regional land use policy for Imagine 2050, including new policies related to climate, natural systems, and updated minimum density requirements as well as public comment responses on the draft land use chapter for this regional development guide.
- Local Planning Assistance led the development of regional goal language in Imagine 2050 related to equity, climate change, and natural systems. The equity goal includes a regional equity framework, environmental justice framework, an anti-displacement framework, and a community-centered engagement framework.
- Supported the establishment of the American Indian Advisory Council which developed recommendations for Met Council commitments to the American Indian communities in the region as part of Imagine 2050. Following the recommendations, supported development of a regional land acknowledgement in Imagine 2050.
- Concluded community engagement projects for Imagine 2050 including a collaboration with community organizations which complemented ongoing engagement with traditional stakeholders like local governments on land use policies and actions.
- Facilitated and supported ongoing implementation of the Climate Action Work Plan, which provides direction for Met Council operations to be more resilient and responsive to climate impacts.
- Planned and coordinated bi-monthly meetings of the Regional Planning Advisory Group, in partnership with Metro Cities. This group provided opportunities for engagement and

feedback from local government staff (community development directors, city planners, city administrators) on the 2050 regional planning and policy development process including topics on lands use objectives and forecasts.

- Planned and coordinated bimonthly meetings of the Land Use Advisory Committee, which provided recommendations to the Community Development Committee on land use scenarios, planning analysis, and findings; development of land use objectives, policies, and actions; and recommended updates to minimum density requirements. The committee also reviewed topics on regional forecasts, scenarios for water, transportation, parks, and housing policy planning.
- Prepared an annual report on comprehensive plan amendments to 2040 local comprehensive plans.
- Prepared an annual Plat Monitoring Report for 45 developing communities.
- Prepared a report on the Metropolitan Agricultural Preserves program monitoring enrollments in the region.

Livable Communities and Housing Policy

- Completed the development of the draft of the Housing Policy Plan that is a critical chapter in the region's Imagine 2050 Regional Development Guide (Imagine 2050 was approved in early 2025).
- Incorporated findings from direct engagement with hundreds of community members throughout the region and a technical advisory group of partners, policy experts, and affordable housing practitioners, to inform Housing Policy Plan development. Partnered with Art + Policy project to further expand engagement.
- Developed an anti-displacement policy framework as part of the equity chapter of the Imagine 2050 plan.
- Received a \$4 million award in the competitive federal Pathways to Removing Obstacles to Housing (PRO) program from the U.S. Department of Housing and Urban Development, to support technical assistance and subgrants to cities and counties across the 7-county region to break down policy and program barriers to affordable housing development.
- Continued to implement the 2040 Housing Policy Plan as part of Thrive MSP 2040.
- Distributed, collected, and analyzed the findings of the annual Housing Policy and Production Survey.
- Provided analysis of the fiscal disparities program, including tax-base values and impacts of the tax-base sharing program, for the public and policymakers.
- Reviewed housing bond applications to all municipalities in the 7-county metro region.

Livable Communities Act grants: In 2024, 77 metropolitan area communities voluntarily participated in the Livable Communities program to help expand and preserve affordable housing opportunities, recycle polluted sites, revitalize cities, and create new neighborhoods in growing communities. We offer nine different Livable Communities Act grant program categories for eligible communities throughout the seven-county metropolitan area. Livable Communities grants help communities clean up polluted sites and achieve development goals that create more housing choices, support living wage job creation, and connect jobs, housing, regional amenities, and more for a more equitable region.

2024 program developments:

- Awarded nine tax-base revitalization grants totaling over \$3.7 million to help investigate sites and clean up polluted land in five communities: Minneapolis, Saint Paul, South St. Paul, St. Louis Park, and White Bear Lake.
- Awarded 42 Livable Communities Demonstration Account grants totaling over \$20.5 million, including \$9.8 million for development, \$5.5 million for transit-oriented development, \$3 million for affordable homeownership, \$2.05 million for pre-development support, and \$150,000 for policy development, to projects in 20 communities: Blaine, Bloomington, Brooklyn Center, Eden Prairie, Falcon Heights, Hugo, Little Canada, Maplewood, Minneapolis, Minnetonka, Newport, Richfield, St. Paul, Vadnais Heights, Woodbury, Roseville, Shakopee, St. Louis Park, and Watertown.
- Awarded four Local Housing Incentive Account grants totaling \$2.5 million to help preserve or build affordable housing in four cities: Bloomington, Medina, Minneapolis, and Richfield.

Collectively, the 2024 Livable Communities grants are expected to create or retain more than 600 jobs; add or preserve over 2,000 housing units, including nearly 1,300 at or below 60% of area median income for rental units and 80% of area median income for owned units; and clean up more than 12 acres of polluted property to prepare it for redevelopment.

Research. Data is essential for understanding and supporting the Twin Cities region. The Community Development division collects, analyzes, and provides demographic data about the region, forecasts growth trends and development patterns, and analyzes other regional trends. We also release data related to the U.S. Census and American Community Survey; conduct annual surveys on building permits, affordable housing production, group quarters and manufactured home parks; maintain data on the Met Council's website; and provide technical assistance to local governments as they update their comprehensive plans.

2024 developments:

- Led the youth collaborative qualitative research support to bring youth voices into planning.
- Released the priority climate action plan and made significant progress on the comprehensive climate action plan.
- Annual population estimates were conducted and released on time.
- Parks use estimates were conducted and released on time.
- Updated the rent trends application and presented an overview of the rental housing market in the region.
- Completed all annual surveys such as building permits, affordable housing, etc.
- Released regional and local planning forecasts of population and employment for Imagine 2050.
- Completed a survey of Metro HRA voucher holders to understand resident perspectives on their preferences in housing and neighborhood attributes.

- Developed and coordinated Imagine 2050 content related to the landscape of the region and several goals.
- Developed outcomes measurement framework and led numerous workshops to begin building measurement slates for policy areas.

Metropolitan Housing and Redevelopment Authority (Metro HRA). Metro HRA is the largest administrator of the Section 8 Housing Choice Voucher Program in Minnesota – providing housing for more than 7,300 households in nearly 100 communities throughout the metro area. The program partners with private property owners to provide affordable housing opportunities for qualifying households. Participants pay a minimum of 30% of their income toward rent and Metro HRA pays the rest to the property owner. We also partner with non-profits and service providers to help voucher holders achieve success in independent living.

2024 developments:

- Provided Housing Choice Vouchers to 7,300 very low-income seniors, families with children, individuals, households with disabilities and veterans, enabling families to afford rent in private rental units.
- Issued more than \$90 million in direct rent payments to approximately 1,400 private property owners.
- Maximized use of Housing Choice Voucher funds by ensuring nearly 100% of the available funding was utilized.
- Maintained the U.S. Housing and Urban Development (HUD) ranking of high performer in the Section Eight Management Assessment Program for 20 straight years.
- Owned and managed 154 scattered-site Project-Based Voucher units (Family Affordable Housing Program), comprising single-family houses, duplexes, and town homes located in 11 suburban communities.
- Continue to operate the HUD-funded Community Choice Demonstration program in partnership with the Minneapolis Public Housing Authority as one of seven national sites. The program assists voucher holders in moving to low-poverty neighborhoods.
- Added 20 Foster Youth to Independence program vouchers to the portfolio. The Metro HRA has a memorandum of understanding with Hennepin County, Anoka County, and Carver County to partner in the initiative, a HUD-funded program which provides housing assistance on behalf of youth no more than 24 years old who have left or will leave foster care.
- Fully utilized the Emergency Housing Voucher program to serve 218 families experiencing homelessness; at risk of experiencing homelessness; fleeing, or attempting to flee domestic violence, dating violence, sexual assault, stalking or human trafficking; or were recently homeless and for whom providing rental assistance will prevent the family's homelessness or having high risk of housing instability.
- Updated small-area fair-market rents and zip code-based rent limits, to ensure voucher holders have access to high-rent areas of the region.

Environmental Services

The Metropolitan Council Environmental Services division provides around-the-clock wastewater collection and treatment services for municipal and industrial customers, with outstanding compliance with federal and state water standards. We operate and maintain over 600 miles of regional sanitary sewers and treat an average of 250 million gallons of wastewater daily at nine regional treatment plants for 111 cities and townships with 2.8 million people. The division also conducts integrated planning to ensure sustainable water quality and water supply for the region. More than 600 employees protect public health and the environment and support economic growth for the Twin Cities metropolitan region.

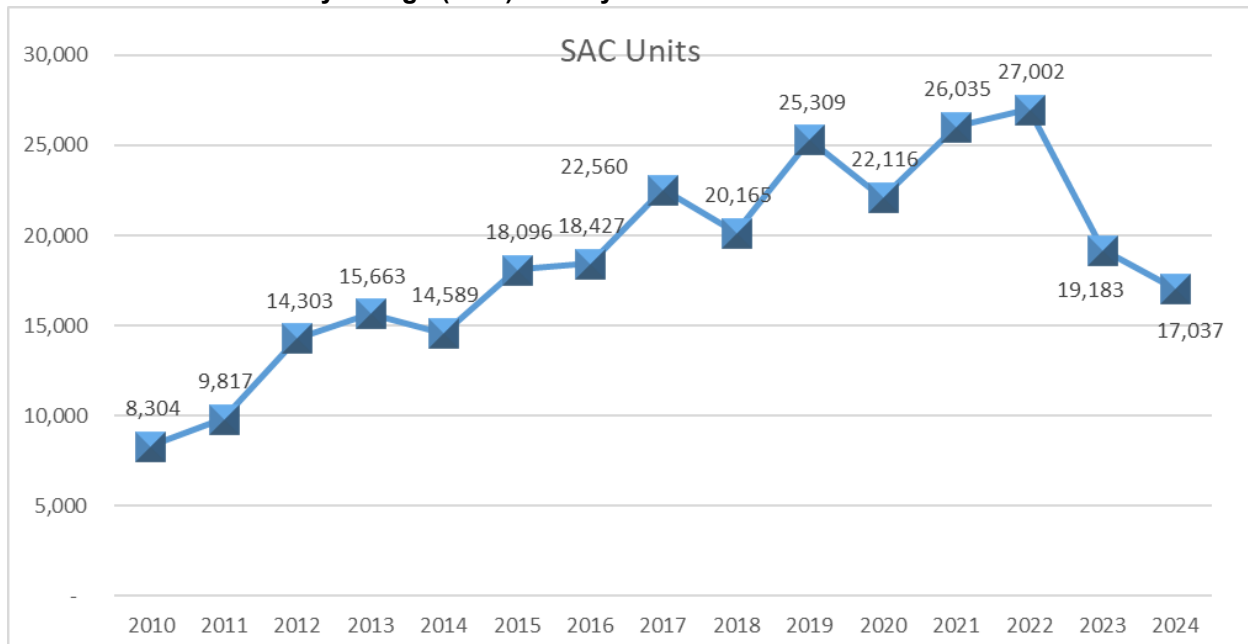
The Environmental Services division aligns its business plans with the strategies of the 2040 Water Resources Policy Plan and the region's long-range plan, Thrive MSP 2040, to support economic growth and development in ways that protect our valued water and land resources.

Our 2024 accomplishments include:

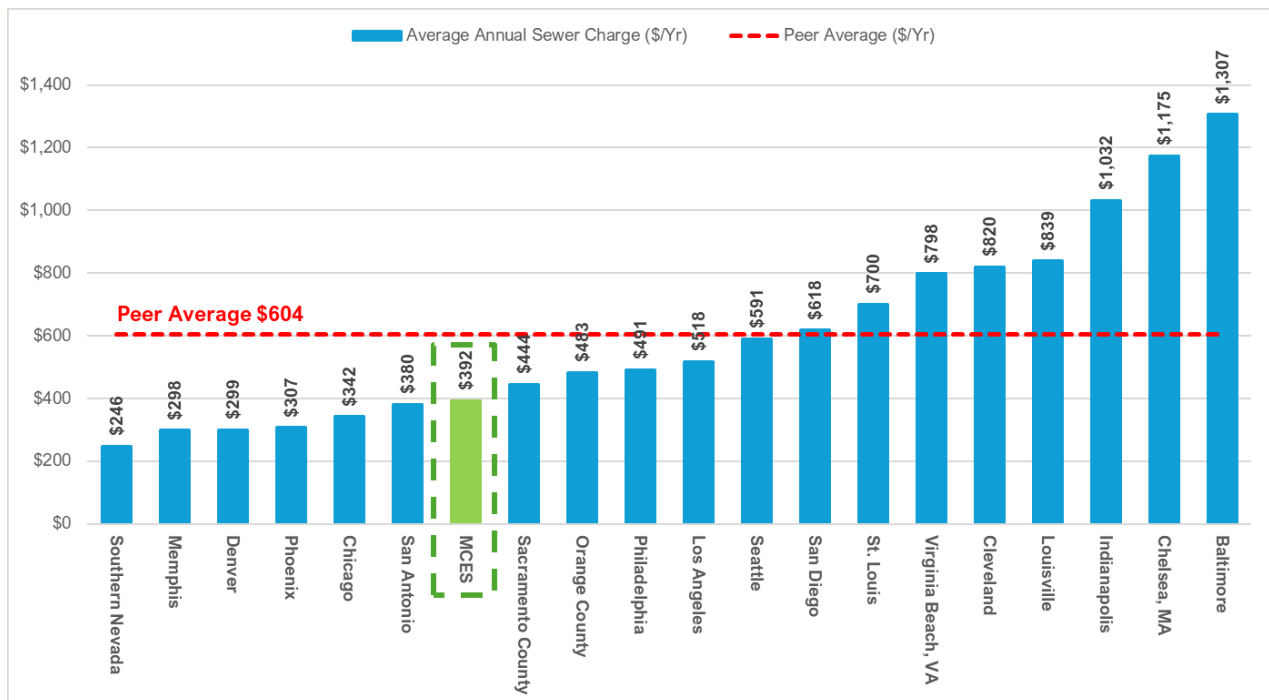
- **High honors for achieving environmental standards:** The Met Council's nine water resource recovery facilities received national recognition for outstanding compliance with federal clean water discharge permits. The Met Council has some of the best National Pollutant Discharge Elimination System permit compliance in the country. The National Association of Clean Water Agencies reports that only 50% of all its public utility members had facilities earn peak performance recognition in 2023. Our Hastings and St. Croix Valley facilities rank among the nation's top five for longest held compliance records.
- **National award for water conservation collaborations:** In 2024, the Met Council was recognized by the U.S. Environmental Protection Agency's WaterSense program with an Excellence in Promoting WaterSense Labeled Products Award. This award covered the Met Council's activities in 2023. The Met Council awarded water efficiency grants to cities, that in turn offered rebates to residents for replacing older water-using devices with high-efficiency WaterSense-labeled or Energy Star-certified alternatives. In 2024, a total of 1,128 toilets, 549 irrigation controllers, 800 clothes washers, 499 dishwashers, 172 spray sprinkler bodies, and 14 showerheads were replaced in homes around the region. Additionally, 10 irrigation system audits were conducted by WaterSense-approved professionals.
- **Keeping our sanitary sewer system safe:** To address the growing concern of fats, oils, grease, and rags causing backups in the sanitary sewer system, the Met Council invited stakeholders from communities, food-service establishments, and local industry to participate in a task force to identify ways to tackle the problem together. As a result of the 2023 taskforce which explored industry, community, and residential needs for fats, oils, grease, and rags, our Industrial Waste and Pollution Prevention team launched a website with educational and outreach materials that provide guidance for keeping fats, oils, grease, and rags out of the sanitary sewers.
- **Planning for climate resiliency, responding to extreme conditions:** Our staff spent extra time in the field monitoring the health of our region's rivers, lakes, and streams responding to historic flooding particularly in the Minnesota River basin. In some cases, access to flood plain lakes along the Minnesota River were inaccessible due to the flooding. Through our turfgrass irrigation efficiency project, we provided community-based education about proper lawn irrigation and how to reduce water

use in response to drought conditions later in 2024.

- **Shaping the new Water Policy Plan:** In 2024, we finalized the Water Policy Plan update and released it for the formal public review process. The plan is part of the regional development guide, Imagine 2050. We updated the plan based on public comments received and prepared it for final Met Council adoption in early 2025. The Water Policy Plan also includes the Wastewater System Plan and our Metro Area Water Supply Plan. The Water Policy Plan includes policies and strategies to achieve four objectives that support our regional goals:
 - **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, accessible, and justly shared by all residents and communities.
- **Building a more diverse workforce:** Our skilled, dedicated workforce is the foundation of our success. We sharpened our focus on workforce development activities in 2023 to invest in our people and our future. We are committed to creating a diverse, equitable, and inclusive workplace. To do that, we are prioritizing initiatives like our Construction Inspection Training Program, focused on recruiting diverse candidates, to develop a workplace that better reflects the communities we serve.
- **Improving water quality:** As part of its mission to improve water quality and ensure a sustainable water supply for the region, the Met Council is planting landscapes that need less water, reduce runoff, and provide habitat for birds, bees, and butterflies. Sustainable landscapes include drought-tolerant turf, bee lawn, and grasses, flowers, trees, and shrubs native to Minnesota.
- **Prioritizing public health:** Our water resource recovery facilities operate around the clock to meet and exceed regulatory standards, prevent pollution and support healthy waterways. We also partner with local communities and state agencies to respond quickly to risks and rising complexities in our environment such as maintaining continued operations during the eighth-highest flood event in Saint Paul since records began in 1892. The Met Council's response to continue operations included: the construction services team working with a contractor to build an elevated temporary road for employee access; safety and security personnel managing one-way traffic into and out of the facility; the warehouse team carefully scheduling deliveries to maintain operations; operations staff running pumps continuously, 24 hours a day, and water resources staff monitoring groundwater levels. The sewer availability charge for single family households remained steady and has not increased since 2014.

Chart 2. Sewer Availability Charge (SAC) Activity

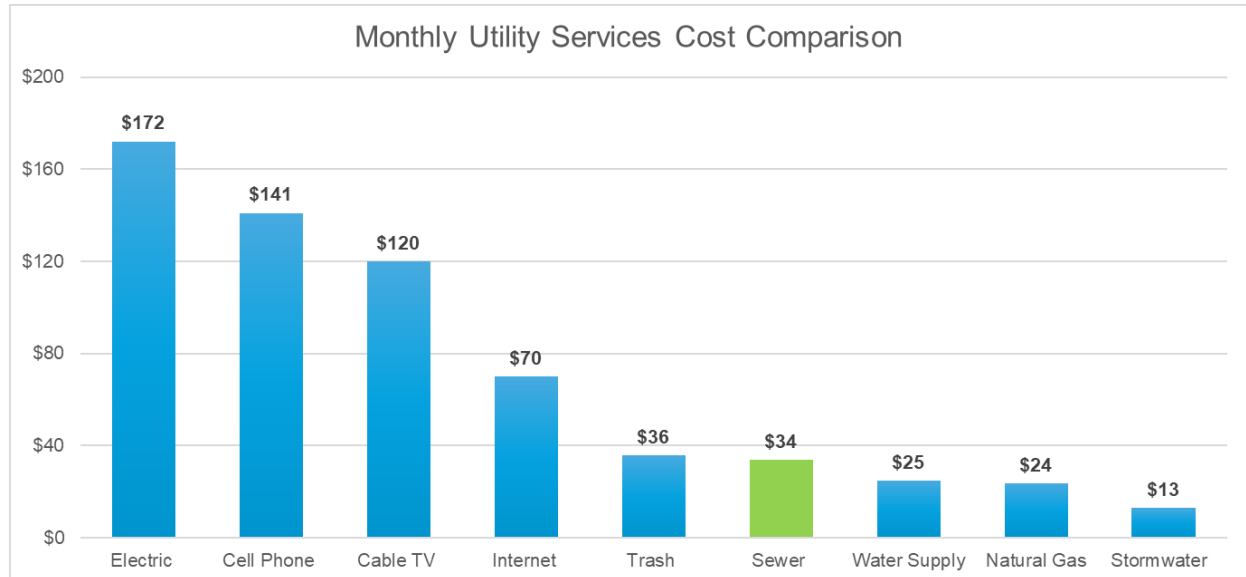
The Sewer Availability Charge is a one-time fee for new connections or increased capacity demanded of the wastewater system. Households in the region pay an average of \$392 per year to their municipalities for wastewater collection and treatment, 35% less than households in comparable regions throughout the country.

Chart 3. Retail Sewer Charges per Household Compared to Peer Agencies (2023 national data)

2024 National Association of Clean Water Agencies survey. Our portion is typically less than 65% of communities' retail rates.

Wastewater service charges in the Twin Cities metro area are lower than most household utility charges, such as electricity, trash service and wi-fi.

Chart 4. Monthly Household Utility Comparison (2024 Data)



Wastewater Services

Our Wastewater Services group provides high-quality, efficient, and cost-effective regional wastewater service for the metro region. Water cleaned at the wastewater treatment plants is discharged to the Crow, Minnesota, Mississippi, and St. Croix rivers. The water we return to the environment is cleaner than the rivers flowing past our treatment plants.

Wastewater collection and treatment highlights from 2024 include:

- Operated and maintained nine regional wastewater treatment plants: Blue Lake in Shakopee, Eagles Point in Cottage Grove, East Bethel Water Reclamation Facility in East Bethel, Empire in Empire Township, Hastings in Hastings, Metropolitan in Saint Paul, Rogers in Rogers, Seneca in Eagan, and St. Croix Valley in Oak Park Heights.
- Tracked 24,244 data points for the quality of water flowing from the plants, proving our environmental compliance throughout the year.
- Achieved full compliance with federal and state clean water discharge standards at all nine water resource recovery facilities. Our Hastings and St. Croix Valley facilities are among the top five facilities in the nation for longest held compliance records. Six facilities earned Platinum Awards for the National Association of Clean Water Agencies for five consecutive years or more of perfect discharge permit compliance through 2023. The awards were given in 2024 and include: Hastings (33 years), St. Croix Valley (32 years), Blue Lake (18 years), Empire (16 years), Metropolitan (12 years), and Seneca (7 years). These compliance records are among the highest in the nation.
- Set user fees that pay 100% of wastewater operations and debt service costs. When

combined with local collection fees, users in the Twin Cities pay rates that are 35% lower than the national average of other large metropolitan areas.

- Partnered with approximately 900 industrial permittees to monitor their wastewater discharges, preventing pollutants such as mercury from entering the wastewater collection system.

Chart 5. Total Expenditure per Million Gallons (adjusted to 2024 dollars)

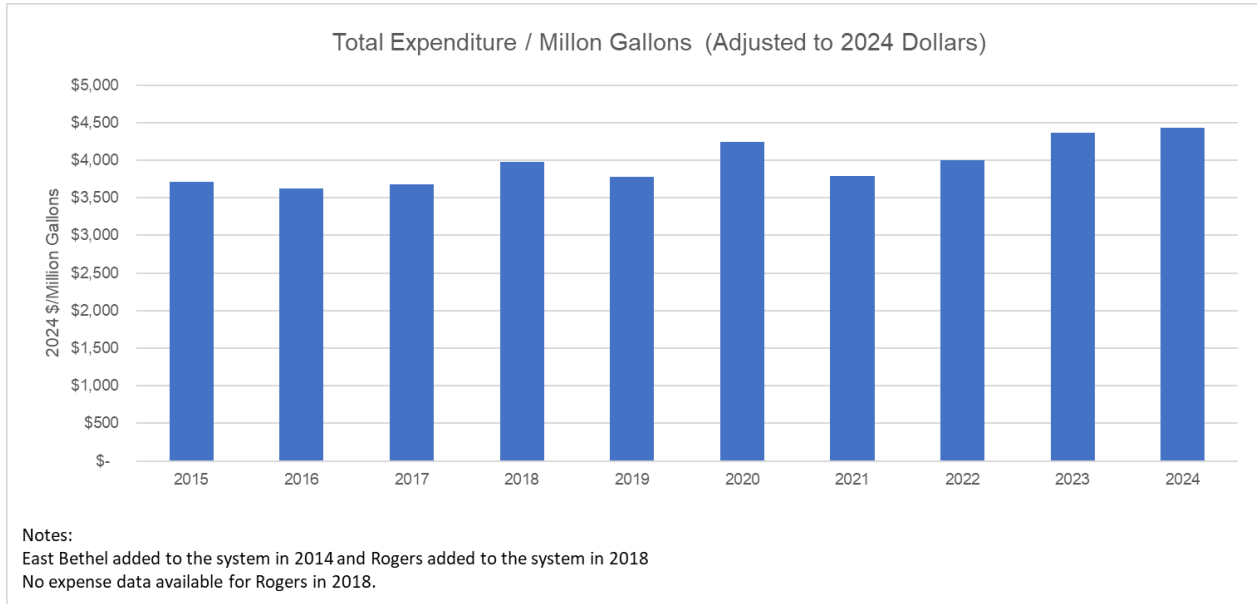


Chart 6. Total Expenditure Per Capita (adjusted to 2024 dollars)

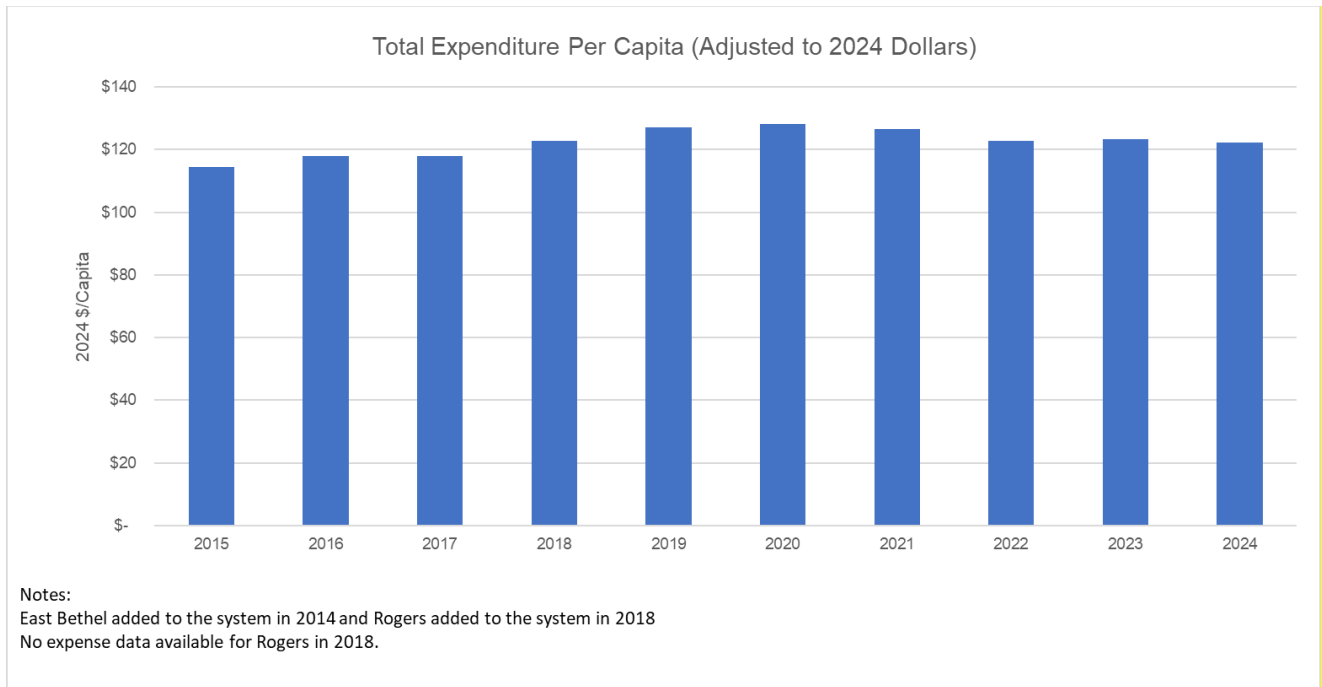
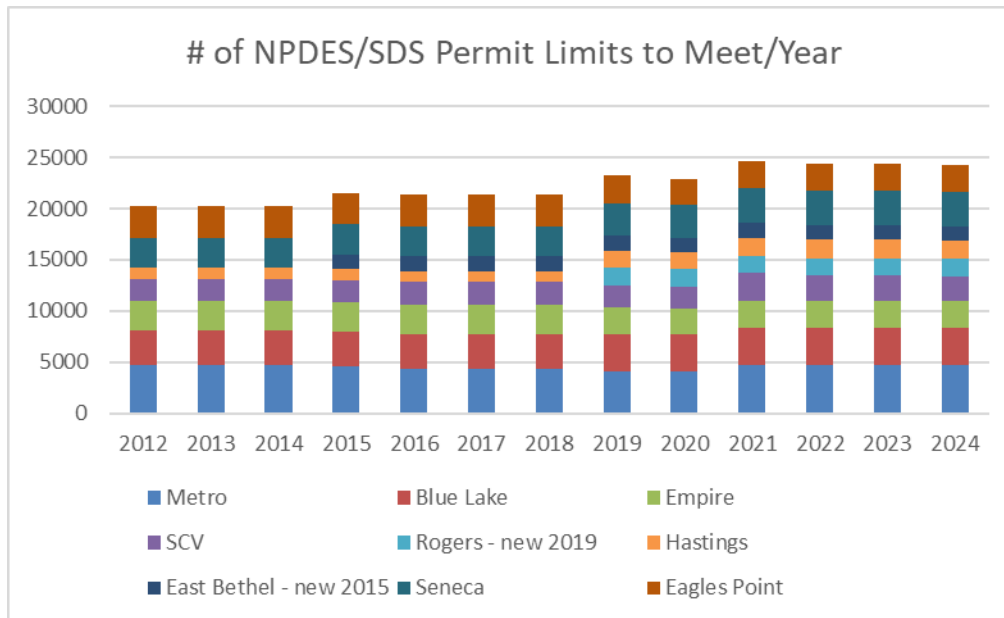


Chart 7. National and State Pollutant Discharge Limits to Meet Annually

Wastewater infrastructure

The Met Council Environmental Services capital program ensures reliable, affordable wastewater infrastructure that provides long-term value to the region. The capital improvement program is prepared, reviewed, and approved annually, and adjusted as needed.

Capital expenditures totaled about \$139 million in 2024. Capital project details:

- 59% for renewal of aging infrastructure
- 18% for upgrades needed to meet increasing permit regulations
- 23% for expanding system capacity through plant expansions and interceptor extensions

Eight of the regional treatment plants were part of our capital improvement program: Blue Lake, Eagles Point, East Bethel, Empire, Metro, Rogers, Seneca, and St. Croix Valley. In addition, construction projects made sewer improvements in 24 cities: Apple Valley, Bayport, Bloomington, Brooklyn Park, Chanhassen, Coon Rapids, Eagan, Eden Prairie, Independence, Loretto, Maple Plain, Medina, Minneapolis, Minnetrista, Mound, Oak Park Heights, Orono, Plymouth, Rosemount, Saint Paul, Savage, South St. Paul, Waconia, and Woodbury.

The Met Council worked with a task force of staff from cities and townships in the metro area to develop a grant program that will provide funds to repair private sewer pipes that are a source of groundwater and surface water intrusion. The task force included representatives from Apple Valley, Bloomington, Chanhassen, Columbia Heights, Cottage Grove, Eagan, Edina, Golden Valley, Lauderdale, Minneapolis, Mound, Newport, Saint Paul, St. Anthony, West St. Paul,

White Bear Township, and MetroCities. The 2024 Private Property Inflow and Infiltration Grant Program provides \$1.5 million in wastewater revenue to provide grants to private property owners to help with repairs that will remove and prevent clear water from entering the wastewater treatment system.

Water resources planning and management

Our water resources team ensures quality, reliable sources of clean water for the future. They work with surface water planning and management to help improve and maintain the quality of our lakes, rivers, streams, and wetlands, and coordinate water supply planning to ensure reliable sources of clean water for the future. This team manages data collection and partners with other state and local agencies to identify pollution problems, supports regional planning efforts, and meets federal and state regulations.

Water resources 2024 highlights include:

- Monitored the water quality at 21 metro-area tributary rivers and streams sites.
- Monitored 14 sites on the three large rivers flowing through the region: Minnesota, Mississippi, and St. Croix Rivers.
- Monitored the water quality of 164 lakes in the metro area. In 2024, 40% of the lake sites received a grade of “A” or “B”, meaning that they had relatively good water quality. Another 31% of lake sites received a water quality grade of “C”. The remaining 29% of lake sites received a water quality grade of “D” or “F”, meaning that they had relatively poor water quality. Similar to that of past years, there was no distinct pattern within the metro region as to where lakes with specific water quality are located.
- Rolled out an outreach effort to communicate results of our 2023 stream water quality trend update with local partner watershed districts with specific partner memos and meetings.
- Met Council scientists worked closely with Minnesota Pollution Control Agency teams to update analysis of large river water quality trends to support the Nutrient Reduction Strategy project.
- Analyzed sulfate water quality dynamics and trends in support of regional understanding of sulfate which is important due to its impact on wild rice development. This work was coordinated with regional tribal partners as well as an Minnesota Pollution Control Agency-led effort downstream in Pool 4 of the Mississippi River to understand sulfate and wild rice connections.
- Prepared and finalized the 2050 Water Policy Plan which includes the Metro Area Water Supply Plan and the Wastewater System Plan. The Water Policy Plan strives to generate innovative actions including water reuse, resource recovery, and nature-based approaches, that have multiple benefits at both the local and regional scales. Additionally, the plan includes policies and strategies to address the impacts of climate change, equitable access to water benefits, and water sector workforce concerns. Overall, the plan’s goals are centered around ensuring clean and abundant water for current and future generations in the Twin Cities metro area.
- Administered a water efficiency grant program funded through the Minnesota Clean Water, Land, and Legacy Amendment funding for municipalities to reduce water demand. There are 41 communities participating in the 2024-2026 program. The Water Efficiency Grant Program provides grants to cities, who in turn offer rebates to

residents for replacing older water-using devices with high-efficiency alternatives. The rebates are an incentive to replace older, less-efficient clothes washing machines, toilets, dishwashers, irrigation controllers, and spray sprinkler bodies with Energy Star and U.S. EPA Water Sense-labeled devices. The program also funds irrigation system audits, of which 10 were performed in 2024. In 2024, the grants funded replacement of more than 3,162 devices that will save an estimated 26.7 million gallons of water per year. The four-year program will provide \$1.5 million in total (\$400,000 for an equity-focused pilot program). More than \$340,000 in rebates were awarded in 2024.

Transportation division

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

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

Metropolitan Transportation Services

Responsible for regional transportation planning and contracted transit service delivery, Metropolitan Transportation Services also coordinates financial assistance to suburban transit providers.

Transportation planning: As the designated Metropolitan Planning Organization for the seven-county metro area, the Met Council is required to provide a continuing, coordinated, and comprehensive transportation planning process. In return, the region qualifies to receive federal transportation funding. Metropolitan Transportation Services planning initiatives include:

- **Transportation Policy Plan:** Every five years, the Met Council is required to update its long-range transportation plan for the region. The next major update was adopted in early 2025.
- **Transportation Improvement Program:** Through its Transportation Advisory Board and Technical Advisory Committee, the Met Council prepares a short-range Transportation Improvement Program and approves projects for federal funding. All efforts include broad public outreach.
- **Transit, highway, and air quality planning:** The Met Council collaborates with MnDOT, cities, and counties to follow the policies established in Thrive MSP 2040 and the 2040 Transportation Policy Plan.
- **Travel forecasting:** Federal regulations require the Met Council to provide projections of traffic demand and related air quality emissions. We maintain socioeconomic data and obtain traffic data from MnDOT to monitor, revise, and update travel forecasts. Our projections are used to evaluate regional transportation investments proposed in the short-range Transportation Improvement Program and the long-range Transportation Policy Plan.
- **Aviation planning:** The Met Council coordinates aviation planning and community development with local, state, and federal governmental units, airport users, and community members to provide state-of-the-art, secure, and affordable services for business and leisure travelers, freight transport, and general aviation activities.

Transportation services:

- **Metro Mobility:** The region's ADA, paratransit service. This program provides group transit service as a legally mandated complement to the regular-route system for people with disabilities who are unable to use regular-route transit service.
- **Transit Link:** a dial-a-ride, shared-ride, curb-to-curb public transit service provided for customers in areas not served by regular transit route service.

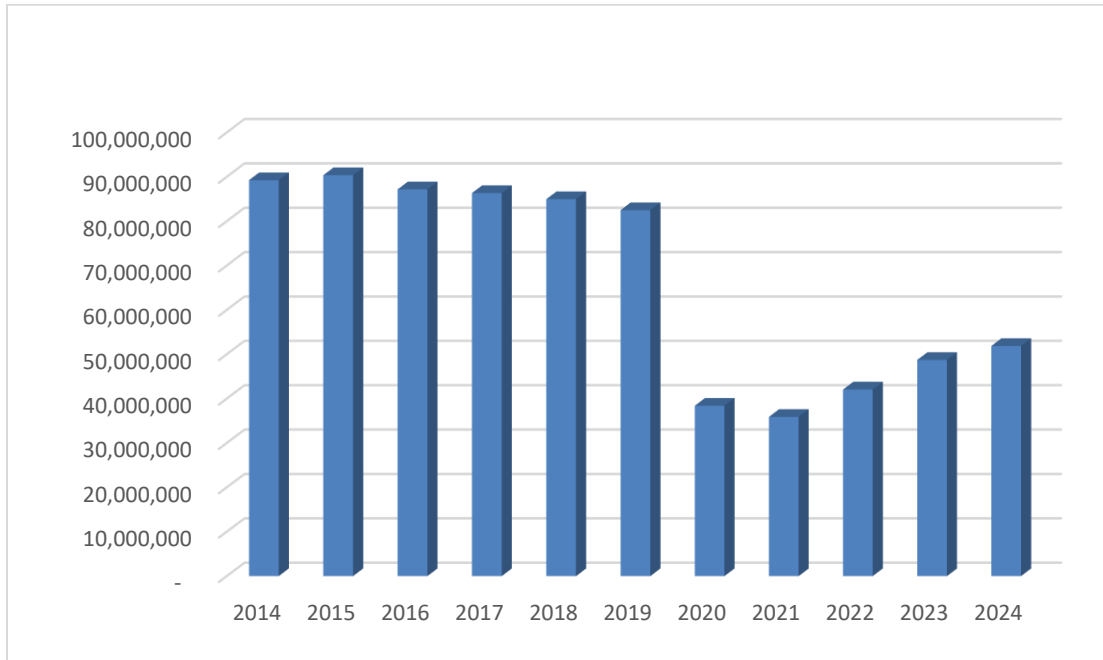
- Contracted regular-route service: A network of routes operated by private contractors. These routes comprise approximately 10% of regular-route bus transit in the Twin Cities.
- Metro Vanpool: Started in 2001, Metro Vanpool subsidizes commuter vanpools that serve work locations.
- Metro micro: Tech enabled on-demand shared-ride service that provides short point to point local trips within pre-defined geographic zones using small vehicles.
- Metro Move: Shared-ride transit service for people who have a disability and are served by certain Medicaid waivers – offering an option to connect to day support services, jobs, and community resources.
- Suburban transit providers: 12 communities, also known as “opt-out” transit communities, have chosen to provide their own transit service. They provide service through contracts primarily with private companies, although they also contract with other governmental entities. Operating funds flow from the state to the suburban transit providers through the Metropolitan Council. The Met Council coordinates regional support for fares, capital programs, and other activities with opt-out communities.
- The region also has transit programs not affiliated with the Metropolitan Council. The University of Minnesota operates all-day intercampus transit service for students, faculty, employees, and the public. The system is integrated with the regional regular-route network and interchanges passengers with other transit programs.

Overview of regional transit ridership

Total 2024 transit ridership in the region was 56.8 million rides, up about 7% from 2023. Overall regional services experienced increases from 2023 – regular-route bus service improved 7%, special transportation services (Metro Mobility and Metro Move) increased 3%, METRO light rail ridership increased 5%, Northstar increased 31% and Transit Link dial-a-ride service increased by 7%, Metro micro increased 6%. Vanpool ridership remained flat.

A variety of factors will affect future ridership growth including funding levels, fuel prices, the economy, employment levels, workplace trends, development patterns, income levels, service improvements, highway congestion levels, and growth of ride-hailing companies.

Chart 8. Regional Transit Ridership, 2014-2024



Metro Mobility program evaluation

This section responds to [Minnesota Statutes, Section 473.13](#), which requires the Met Council's program evaluation report to include "an assessment of progress towards meeting transit goals for people with disabilities... with required elements including, but not limited to: (1) a description of proposed program enhancements; (2) an assessment of progress; (3) identification of the estimated total number of potential and actual riders who are disabled; (4) an assessment of the level and type of service required to meet unmet ridership needs; and (5) an analysis of costs and revenue options, including a calculation of the amounts of surplus or insufficient funds available for achieving paratransit needs."

Metro Mobility service

Under the Americans with Disabilities Act (ADA), every public entity operating a regular-route system that includes local service must provide complementary paratransit service to individuals with disabilities who are unable to use the regular-route system. Federal law requires this paratransit service be delivered at levels comparable to the regular-route system.

This service must be provided within 3/4 of a mile of any all-day, local regular route in the Twin Cities. In addition, [Minnesota Statutes, Section 473.386](#) requires the Metropolitan Council to provide "greater access" and "door-through-door transportation" for the "elderly, people with disabilities, and others with special transportation needs" within the Transit Taxing District as it existed on March 1, 2006. Legislation was signed in 2019 expanding the Metro Mobility service area to include the City of Lakeville.

Under the ADA there are several key provisions governing service delivery in the federally mandated service area. Some of these provisions include:

- There can be no trip limits, restrictions, or capacity constraints.
- There can be no denials of service.
- Service must be guaranteed at the time of the call.
- Service must be provided during all hours when regular-route service is available.
- Trips must be scheduled within one hour of the requested time.
- There may not be a pattern or practice of limiting availability. This includes long telephone hold times, a substantial number of late pickups, missed trips, or excessively long on-board times.
- The fare cannot exceed twice the non-discounted fare for a trip of similar length, at a similar time on the regular-route system.
- Eligibility determinations must be made within 21 days of receiving a complete application for service.

The Metro Mobility Service Center certifies riders, establishes policy in conformance with state and federal regulations, investigates customer concerns and manages the service contracts with private providers.

Program enhancements

Driver hiring and retention

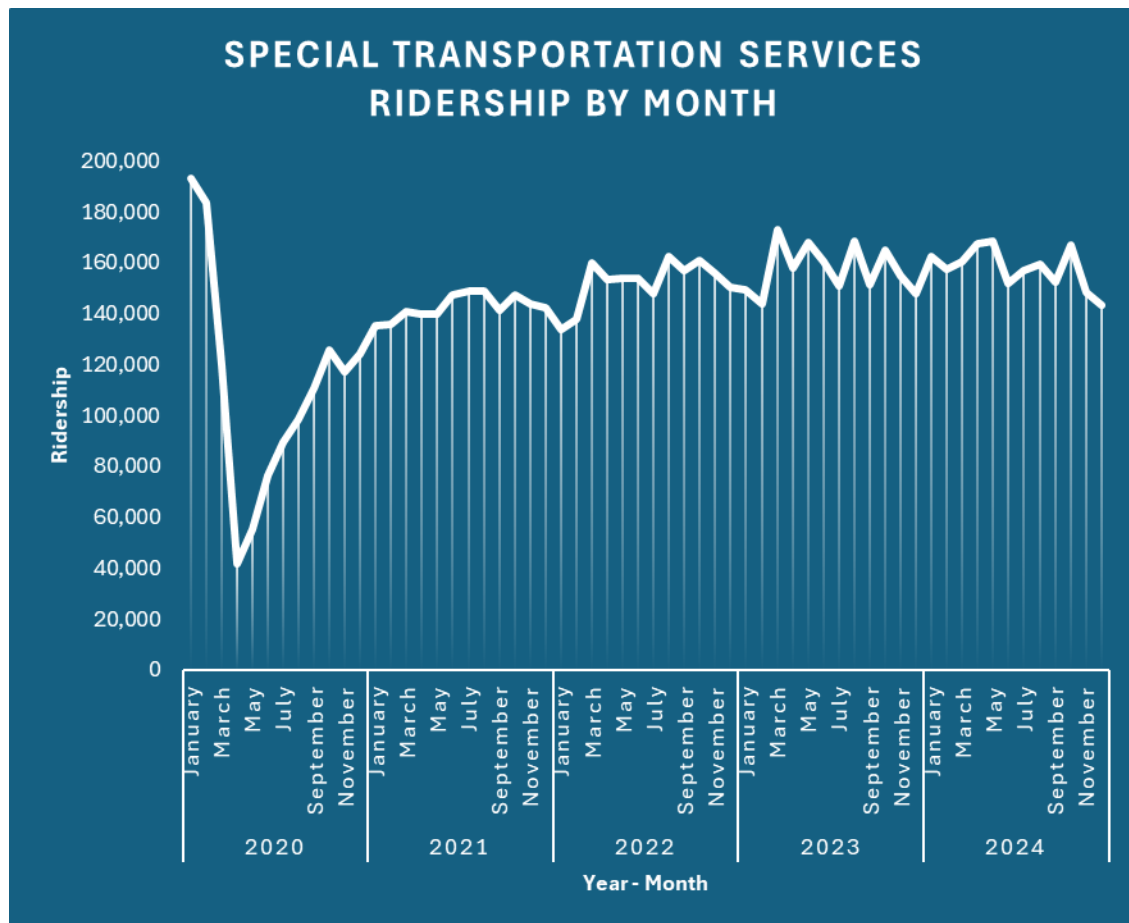
Driver hiring and retention improved after the first quarter of 2024. Contractors report greater success in attracting new drivers to the workforce.

Assessment of progress

Special transportation ridership

Metro Mobility weekly ridership dropped 1% from 2023. However, the new Metro Move program, an alternative transportation option for many Metro Mobility customers, started in May 2024 and some Metro Mobility customers shifted to the new program. When both special transportation services are combined the total system ridership in 2024 was 2.17 million rides up 3.3% from 2023.

Chart 9. Change in Special Transportation Services



2024 saw a 7% increase in new applicants over 2023. Metro Mobility received 5,838 new certification applications in 2024.

Table 2. Active Metro Mobility Riders by Year

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Active riders	19,983	20,794	20,626	21,475	21,982	19,090	17,550	18,636	18,780	19,457

Options for managing costs and increasing revenue

As ridership and service demand increases so do operational and capital costs. Over the past several years the Metropolitan Council has improved operating cost-effectiveness by increasing investments in workforce and technology to improve service delivery and service quality, restructuring to achieve economies of scale, purchasing fuel in bulk below pump rates, and identifying innovative ways to reduce the cost of the service being provided without changing the operating parameters of the service.

Table 3. Special Transportation Services Operations (in millions)

	CY24	CY25	CY26
Fare revenues	\$5.76	\$7.55	\$6.50
Expenses	\$115.34	\$133.02	\$139.33
Operations reserves	\$13.50	\$6.64	\$6.97
Federal revenue	\$32.00	\$22.50	\$0.00
Other Revenue (DHS)	\$2.89	\$12.68	\$5.84
Base appropriations	\$55.98	\$82.35	\$126.82
Shortfall	\$(18.81)	\$(7.94)	\$(0.17)
Funding requested	-	-	-

Key Assumptions: CY24 reflects actuals. CY25 and CY26 are budget estimates. Special Transportation Service are funded through the forecasted budget beginning with state fiscal year 2026 (July 1, 2025). Revenue provided by Minnesota Department of Human Services for Metro Move.

Transportation planning activities

As the designated Metropolitan Planning Organization for the Twin Cities metropolitan area, the Met Council is federally required to provide a continuing, coordinated, comprehensive transportation planning process that includes state agencies and local units of government. In return, the metropolitan region is eligible for federal transportation funds.

Transportation Policy Plan

In 2024, the 2050 Transportation Policy Plan was drafted and released for stakeholder and public comment in two phases: one focused on regional transportation implementing partners and the second focused on public comment. The Met Council conducted engagement efforts to gather feedback on the plan in preparation for final adoption in early 2025. A public comment report was produced documenting plan comments, responses, and revisions.

Staff began preparing the public website and final documents for production and publication in early 2025. Work also began on implementing the plan through coordination work on regional system statements, comprehensive plan requirements, and Regional Solicitation.

Transportation Improvement Program

The Met Council is responsible for preparing a short-range Transportation Improvement Program and approving projects for federal funding. This work is conducted through the Transportation Advisory Board and its Technical Advisory Committee and includes broad public outreach.

In 2024, the 2025-2028 Transportation Improvement Program was prepared and adopted by Transportation Advisory Board and the Met Council. As required by federal law, the Transportation Improvement Program includes all federally funded surface transportation projects.

Highway planning

The Met Council participates with MnDOT, cities, and counties in highway planning activities to ensure implementation of the policy direction established by the Met Council in the Transportation Policy Plan.

During 2024, the Met Council coordinated with MnDOT's Metro District on several highway planning studies, including several ongoing interagency corridor studies, the Rethinking I-94 Environmental Impact Statement, Highway 252 and I-94 Environmental Impact Statement. In cooperation with MnDOT, the Met Council also worked on the Regional Safety Action Plan.

The Met Council administers the Right-of-Way Acquisition Loan Fund, which gives communities no-interest loans to purchase right-of-way for principal arterials and other trunk highways in advance of the time that MnDOT would be in a position to make the purchase.

Transit planning

The Met Council performs long-range transit planning activities to implement the policy direction established in the Transportation Policy Plan.

In 2024, highlights include the following:

- The Met Council continued to participate in regional studies and policy developments that will inform the Transportation Policy Plan, including projects led by Metro Transit and other transit providers. Met Council transportation planning staff worked on policy development directly related to the 2050 Transportation Policy Plan development.
- In 2024, Met Council participated in project-level discussions for the following:
 - Highway 55 Transit Study
 - Rethinking I-94 Transit Study
 - Blue Line Extension
 - Gold Line and Gold Line Extension
 - Purple Line (formerly Rush Line corridor)
 - Riverview Modern Streetcar
 - Arterial bus rapid transit corridors and system planning
- The Met Council also continued holding meetings of the Transit Planning Technical Working Group to discuss transit elements of the transportation planning process with regional technical experts.

Bicycle and pedestrian planning

The Met Council conducts bicycle and pedestrian planning activities in support of regional comprehensive planning and federal requirements to plan for all modes to implement the policy

direction established in the Transportation Policy Plan.

In 2024, highlights include the following:

- The Met Council worked on updating the policy direction for the 2050 Transportation Policy Plan, including the Regional Bicycle Transportation Network.
- The Met Council also led planning work related to the safety of pedestrians and bicyclists in the system.
- The Met Council began work on the Midtown Greenway Extension Plan, as required by state law.

Air quality planning

The Met Council conducts long-term planning required by federal law to ensure that planning for congestion management, transportation, land use, and air quality conforms to the requirements of the 1990 Clean Air Act Amendment. The Met Council also works to mitigate the climate impact of the transportation system in the metropolitan area.

The Met Council continued work on a project that reviews and improves how greenhouse gases are estimated on proposed projects in the regional solicitation and the Transportation Policy Plan so that climate mitigation can be better considered along with other competing needs.

Travel forecasting

As the regional planning agency, the Met Council maintains and applies travel forecast models to support planning for the orderly development and operation of transportation facilities. We maintain socioeconomic data and obtain traffic data from MnDOT to monitor, revise, and update travel forecasts. Federal regulations require the Met Council to provide projections of traffic demand and related air quality emissions. We use these projections to evaluate regional transportation investments proposed in the short-range Transportation Improvement Program and the long-range Transportation Policy Plan.

2024 highlights include the following activities:

- Work continued responding to requests for forecast travel-demand data and providing assistance and model review to consultants, agencies, and local governments. Met Council staff also worked with consultants on several regional-scale highway and transit projects that required forecasts.
- We continued refining a next-generation, activity-based travel demand model, released in late 2015, and provided technical assistance in its application. We continued our active participation in the national ActivitySim consortium for collaborative development of an activity-based travel demand model. Phase II of work on a local implementation of the region's next forecast model was completed in 2024.
- Work continued on the Travel Behavior Inventory. A 10-year program has been developed that will involve more frequent and regular data collection and model improvements. Data collection for the 2023 Household Travel Survey concluded in December 2023. Data release occurred in mid-2024.

Aviation planning activities

The Met Council prepares and maintains a plan for the regional aviation system under state law. The Met Council works closely with MnDOT Aeronautics, the Metropolitan Airports Commission, and other airport owners to ensure that the region's airports provide state-of-the-art, secure, and affordable services for business and leisure travelers, freight transport, and general aviation activities. The Met Council coordinates aviation planning and community development with local, state, and federal governmental units, airport users, and community members.

In 2024, the Met Council worked on the following aviation activities:

- Began working on an Aviation System Plan update for the 2050 Transportation Policy Plan, including technical issue papers related to aviation trends.
- Reviewed and approved the Minneapolis-St. Paul International Airport Long-Term Comprehensive Plan and began working with Metropolitan Airports Commission on the Flying Cloud Airport Long-Term Comprehensive Plan.
- Participated in various aviation related task forces and studies including MnDOT State Aviation System Plan, Joint Airport Zoning Board, and the Noise Oversight Committee.
- Reviewed and approved the 2025-2031 Capital Improvement Program for Minneapolis-Saint Paul International Airport and the region's reliever airports.

Metro Transit

Metro Transit, an operating division of the Metropolitan Council, administers and operates transit services in the Twin Cities through directly provided services and contracted transit providers.

Based on ridership, Metro Transit is the largest transit agency in Minnesota and provides about 84% of regular-route service in the Minneapolis/Saint Paul region. About 67% of rides are taken on the agency's buses and 33% on trains. We continue to monitor and evaluate ridership impacts from the pandemic on a daily and weekly basis to evaluate services and the need for service adjustments. This also includes taking a longer view of service demand and ridership forecasts.

The Met Council's 3,251 employees transport customers nearly 144,000 times each weekday with service on 125 local, express and contract bus routes, as well as the METRO Blue Line, METRO Green Line, and the Northstar Commuter Rail line. In total, Metro Transit provided 47.4 million rides in 2024.

Metro Transit's fleet includes 787 buses, 91 light-rail rail cars, 18 commuter rail cars and six locomotives. Metro Transit expects to achieve the goals set in the Met Council's 2040 Transportation Policy Plan by tailoring cost-effective service to diverse markets with an integrated system of core routes focusing on transit centers, an array of express bus services using park-and-ride facilities, and transit advantages on freeways and highways.

Transit safety and security

As we're continuing to support major transit investments across the region, we're also investing in the safety and security of our transit system. Our Metro Transit Police Department patrol officers and community service officers ride transit and visit transit facilities. We're working to enhance this official presence on our system and optimize our use of real-time cameras and technology to allow staff to remotely monitor conditions across the system. We also partner with local law enforcement as we respond to incidents. Following the death of George Floyd, we engaged communities, customers, employees, and policymakers in a conversation about safety in our communities and on our transit system.

The Metro Transit Police Department continues to have a shortage of sworn officers and other police department personnel like many police departments. Metro Transit has made increasing a visible presence on the system a priority in the Safety and Security Action Plan, and the Metropolitan Council raised police wages to help recruit and retain more police personnel to fill its budgeted complement. Between 2019 to 2024, Metro Transit has increased the budget for full-time sworn officers and the budget for community service officers to help increase official presence.

Metro Transit has also added community service officers as a new civilian presence that is welcoming and helpful to our transit customers while deterring crime and code-of-conduct violations. This program is based on much of what has been learned from similar programs at other large transit providers.

In 2024, Metro Transit implemented the Transit Rider Investment Program. Civilian personnel for this program inspect fares and issue administrative citations. Staff also educate riders about the code of conduct, connect passengers to social services as appropriate, and provide aid to passengers with disabilities or elderly or who request assistance.

METRO Green Line Extension construction continues

Construction on the METRO Green Line Extension continued in 2024. When completed, the extension will provide an additional 14.5 miles of service on the Green Line, with new stops in Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.

METRO Blue Line Extension route modification, anti-displacement work

Following extensive community engagement and collaboration with local governments along the line, the METRO Blue Line Extension project released a report detailing potential route modification options for public comment in December 2021. In addition, the project began to address potential risks for displacement in partnership with the University of Minnesota's Center for Urban and Rural Affairs. The project created an anti-displacement work group to help guide anti-displacement strategies and policy development by providing personal insight, local expertise and direct connections to communities impacted by the project. The group was comprised of community leaders, residents, and business owners potentially at risk of displacement, as well as other experts and staff from key nonprofit, philanthropic and agency partners, including Hennepin County, Metropolitan Council and corridor cities. A report was produced in April 2023 and informed the 2023 legislation that created the Anti-Displacement Community Prosperity Program Board to administer \$10 million in grants. To date, this anti-displacement program has awarded \$2 million in grants through an initial pilot project.

Greater equity in fares

The Transit Assistance Program (TAP), which allows qualified individuals to ride for \$1, provided about one million rides in 2019 and the number of people enrolled reached 12,000. Metro Transit introduced the program in 2017.

Employee hiring and retention

The Metro Transit Technician Training Program puts job seekers on a path to a good-paying job with a paid internship, job and skills training, and support for an educational degree.

Ongoing commitment to sustainability

The Transportation Capital Improvement Program, approved by the Metropolitan Council includes the Zero-Emission Fleet Plan to make progress on mitigating climate impacts. The capital program begins a shift to zero-emission buses in the Metro Transit fleet with 100 electric vehicles funded through 2027.

Bus rapid transit projects advancing

The METRO Gold Line proceeded into construction in 2022. Plans for the METRO Gold Line bus rapid transit line in the Interstate 94 corridor east of Saint Paul continued advancing throughout the year with plans to open into revenue service in early 2025. Metro Transit will also open the B Line and E Line into service in 2025.

With the opening of the METRO Orange Line in December 2021, the region currently has five operating bus rapid transit lines, including the METRO Red Line, METRO Orange Line, the METRO A Line, the METRO C Line and the METRO D Line.

Metro Transit by the numbers

The following charts provide a profile of Metro Transit over the previous decade. They show bus and rail fleet size; total miles operated; bus and rail ridership; fare history for bus, light rail, and commuter rail; number of miles between mechanical failure; and of accidents per 100,000 miles driven.

Chart 10. Metro Transit Fleet Size, Peak Bus and Rail, 2014-2024

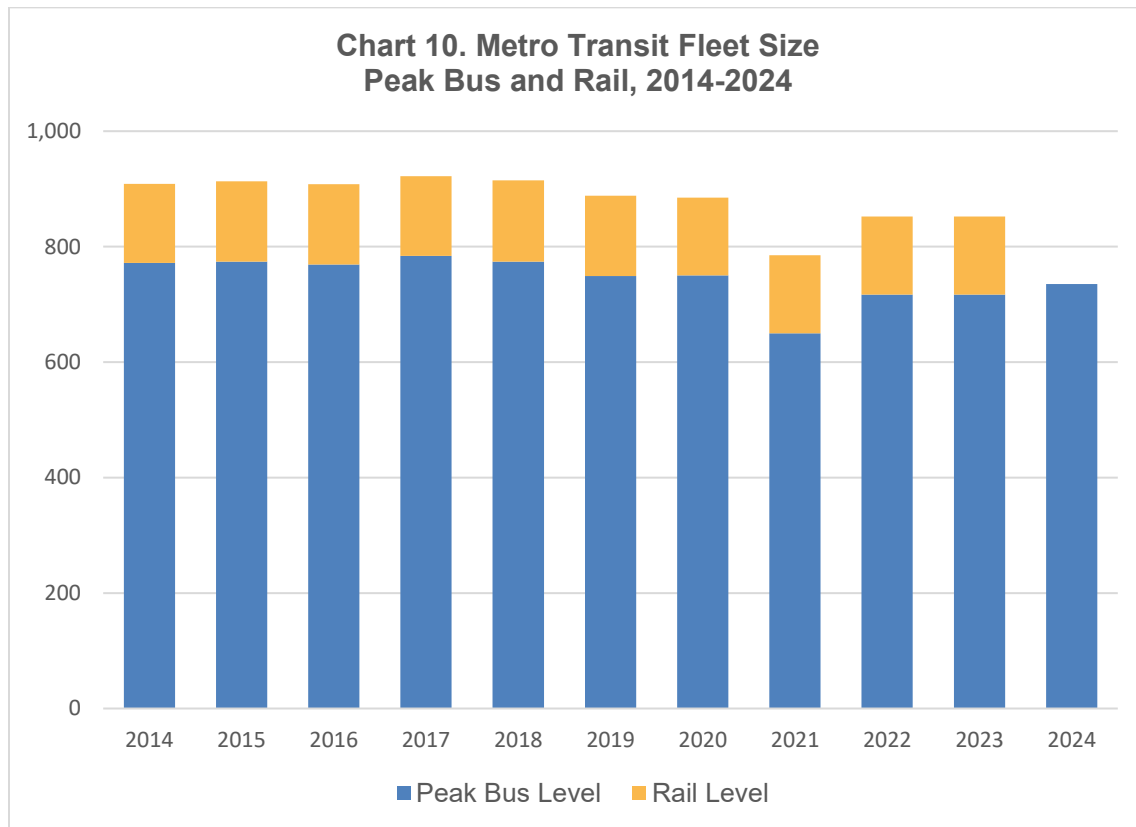


Chart 11. Metro Transit Total Miles Operated, 2014-2024 (in millions)

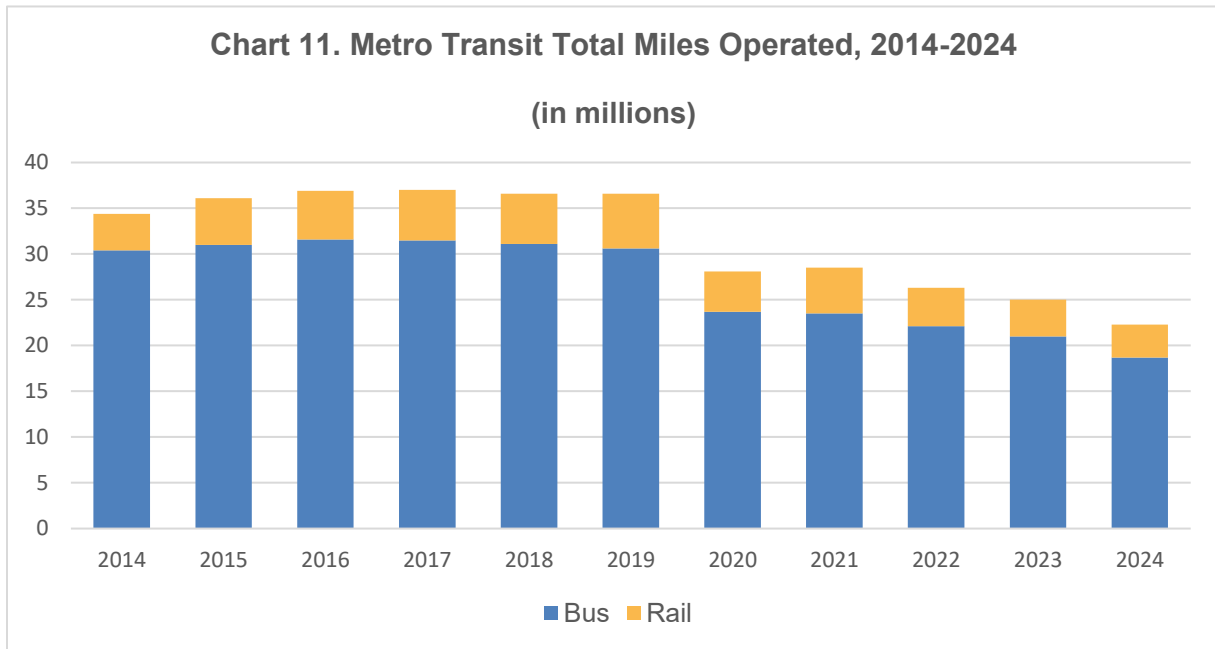


Chart 12. Metro Transit Bus Ridership, 2014-2024 (in millions)

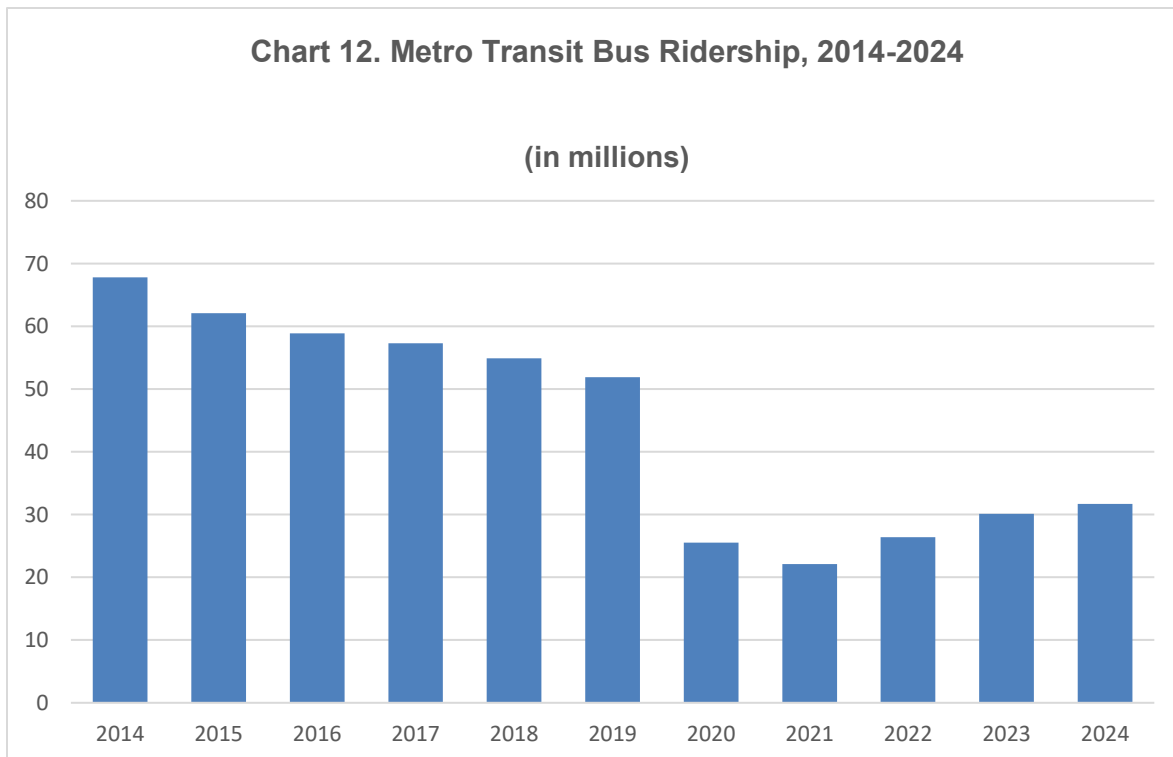


Chart 13. Metro Transit Rail Ridership, 2014-2024 (in millions)

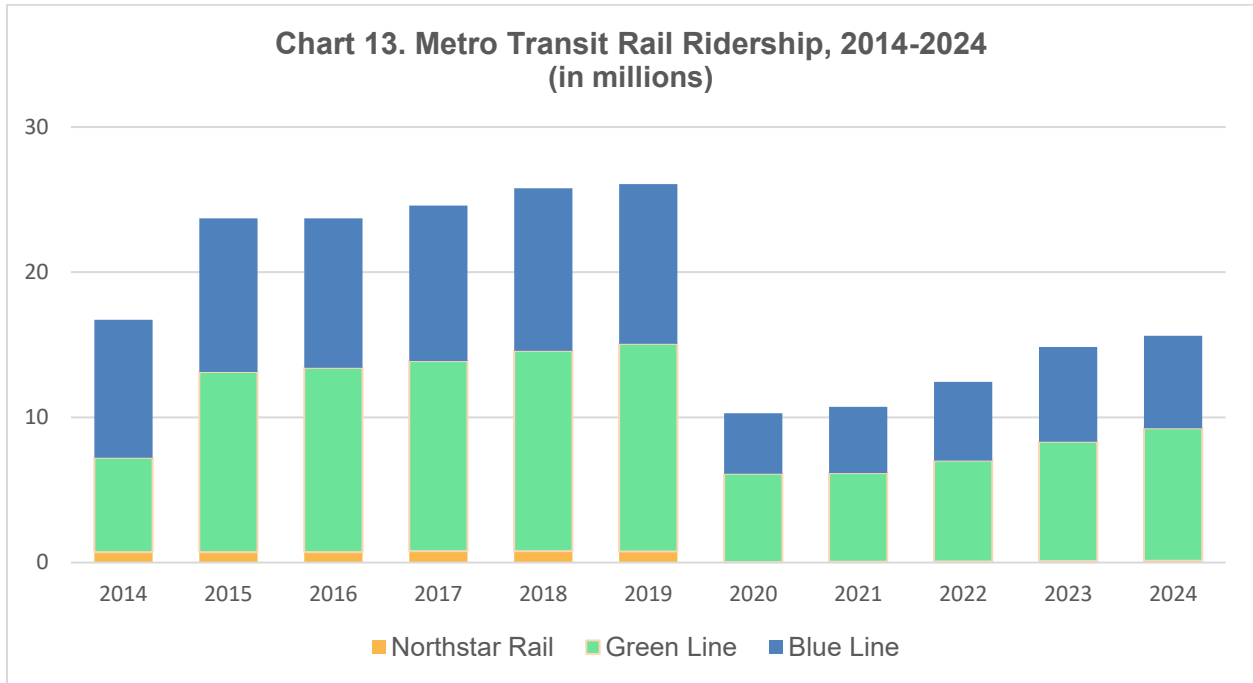


Chart 14. Metro Transit Fare History, Bus and Light Rail, 2014-2024

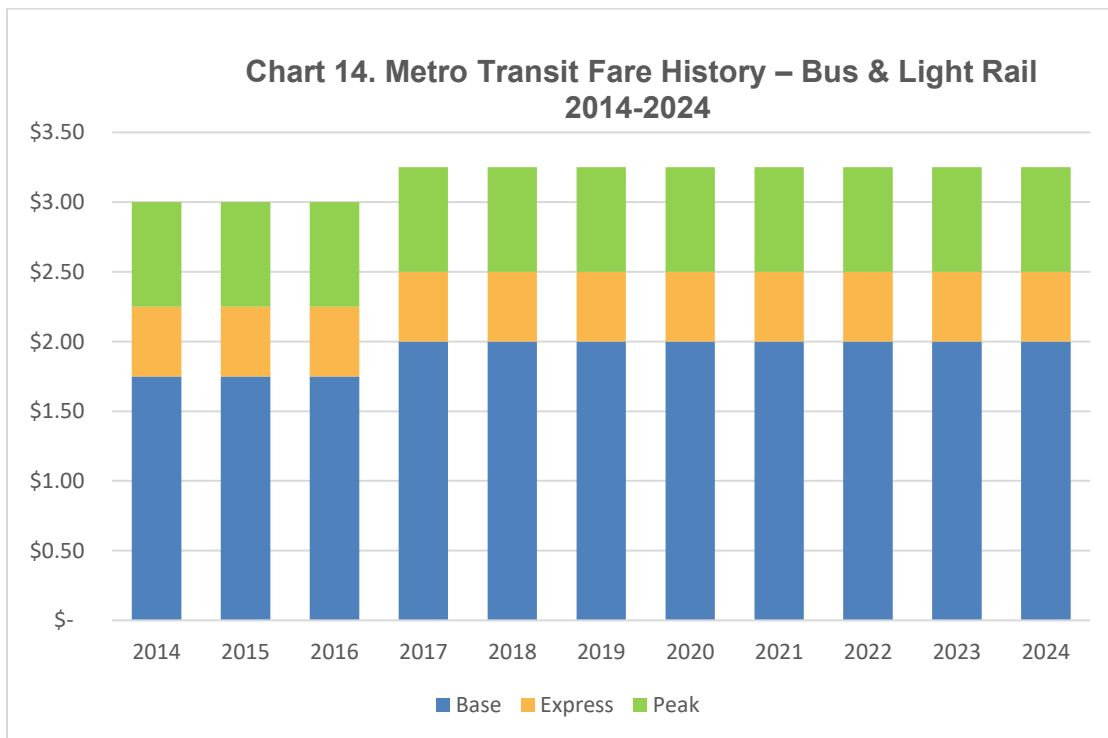
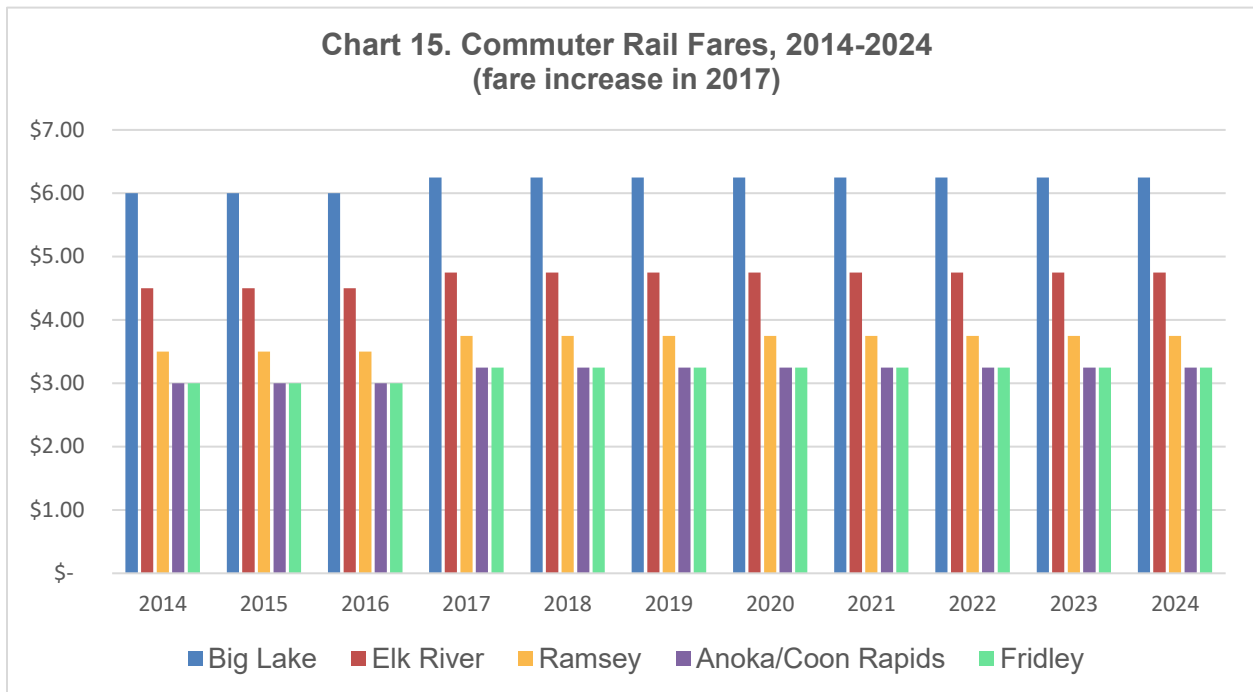
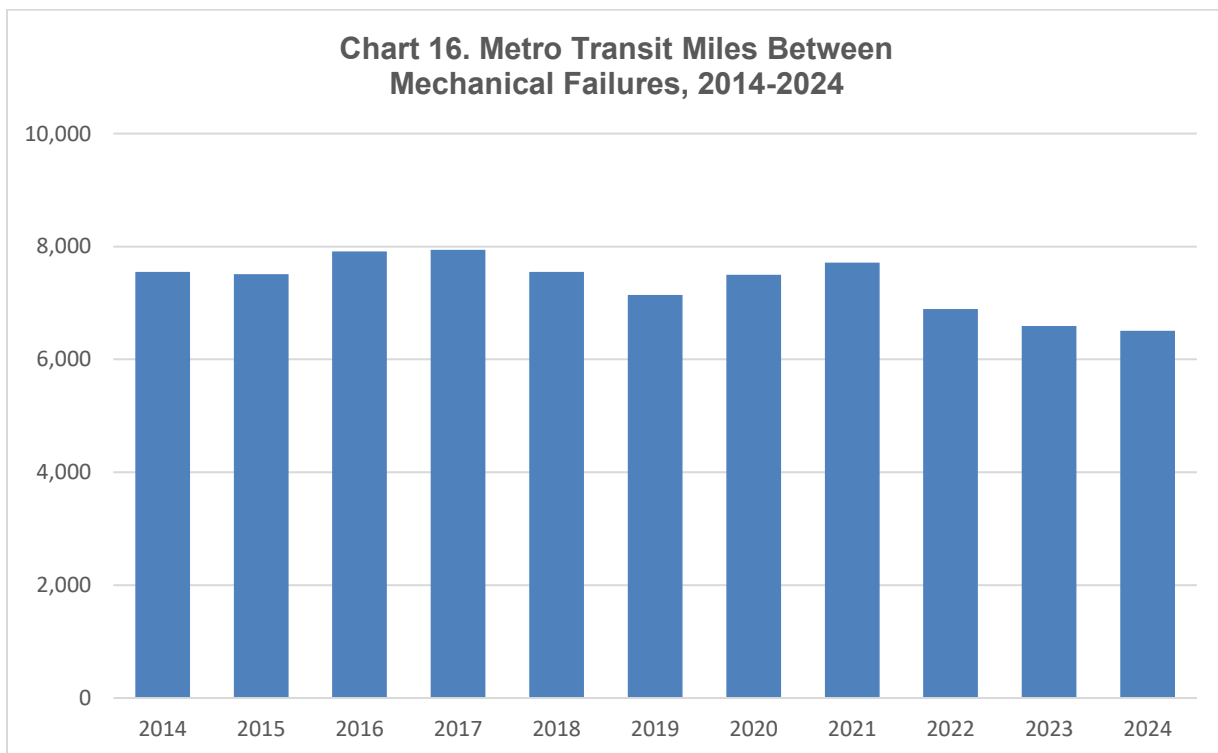


Chart 15. Commuter Rail Fares, 2014-2024 (fare increase in 2017)



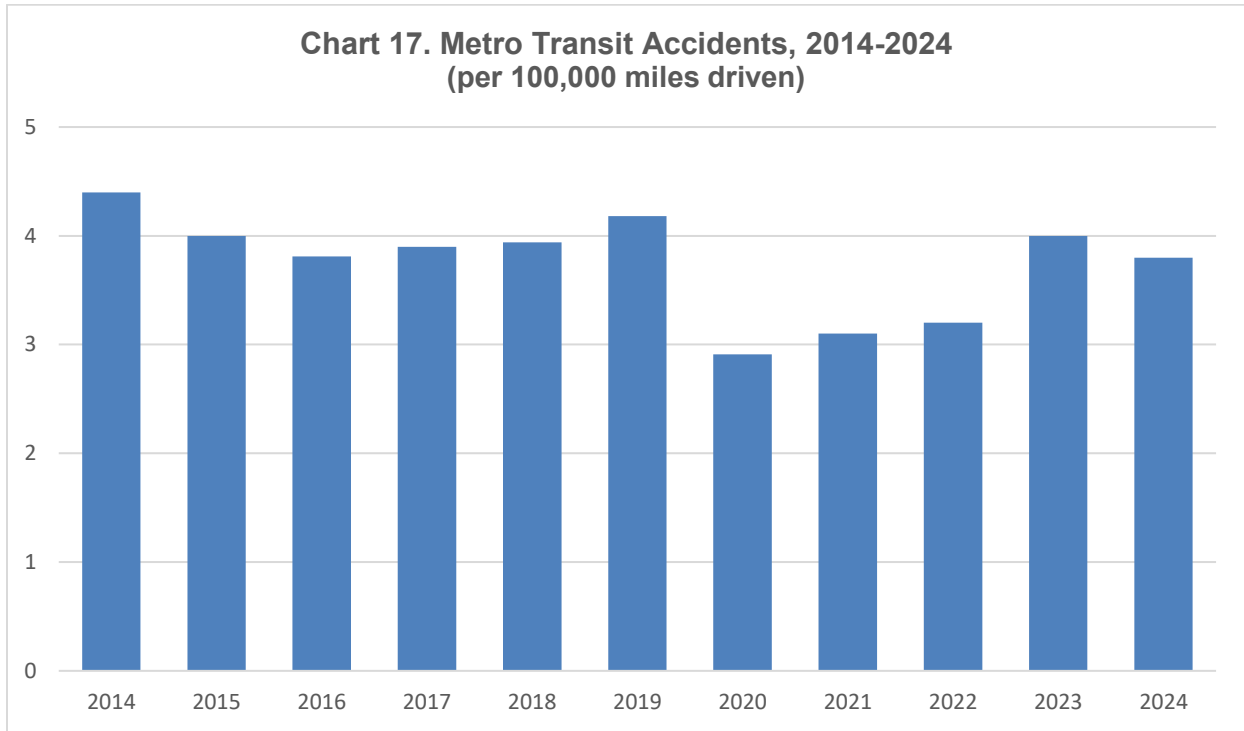
Note: Dollar figures reflect the fare increase on Oct. 1, 2017.

Chart 16. Metro Transit miles between mechanical failures, 2014-2024



Note: Mileage is the distance traveled in service between mechanical failures. Higher is better.

Chart 17. Metro Transit Crashes, 2014-2024 (per 100,000 miles driven)



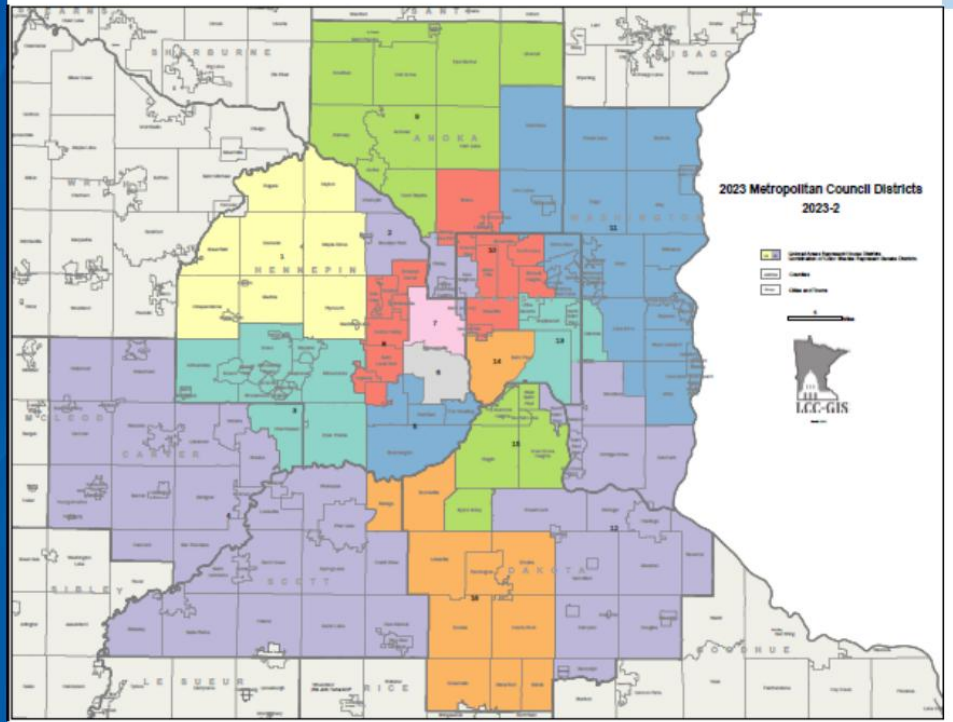
Note: Average number of traffic and passenger accidents per 100,000 miles of bus service.

Appendix: Maps and Budget Summary

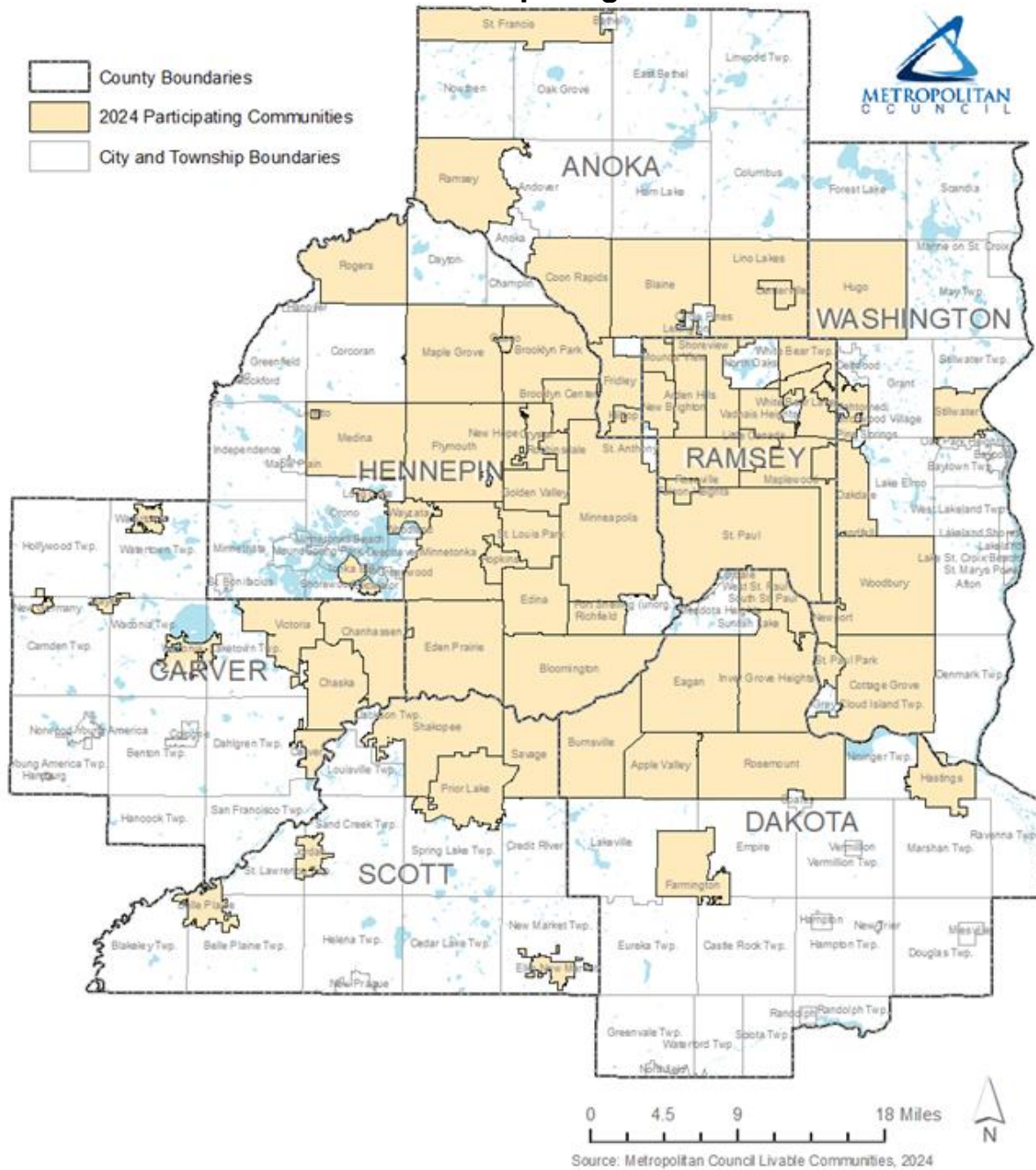
Met Council redistricting

MN Statute 473.123
Subd. 3a. Redistricting.

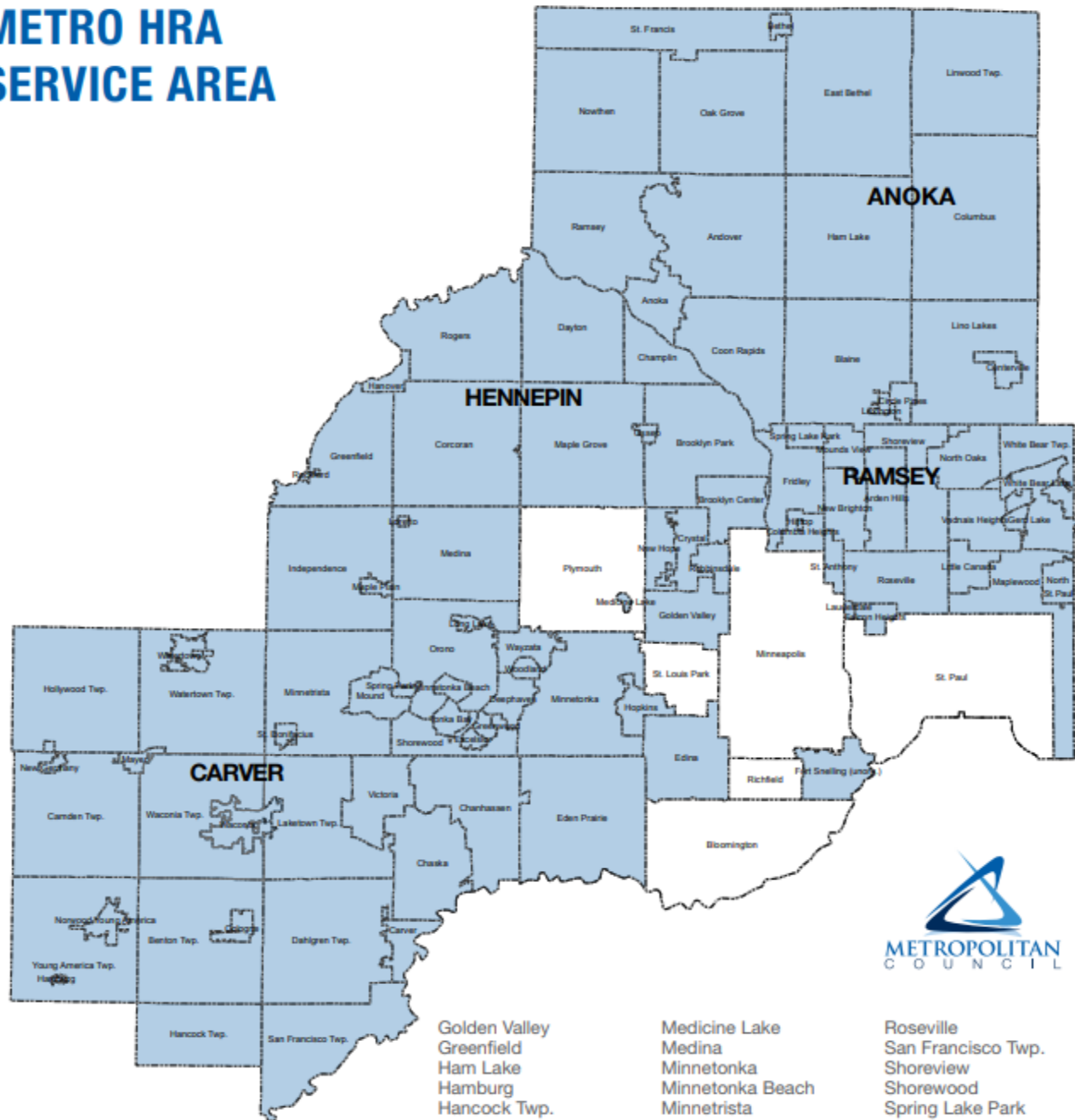
The legislature shall redraw the boundaries of the council districts after each decennial federal census so that each district has substantially equal population. Redistricting is effective in the year ending in the numeral "3." Within 60 days after a redistricting plan takes effect, the governor shall appoint members from the newly drawn districts to serve terms as provided under subdivision 2a.



Livable Communities Act Participating Communities 2024



METRO HRA SERVICE AREA



Andover
Anoka
Arden Hills
Benton Twp.
Bethel
Blaine
Brooklyn Center
Brooklyn Park
Camden Twp.
Carver
Centerville
Champlin
Chanhassen
Chaska
Circle Pines
Cologne

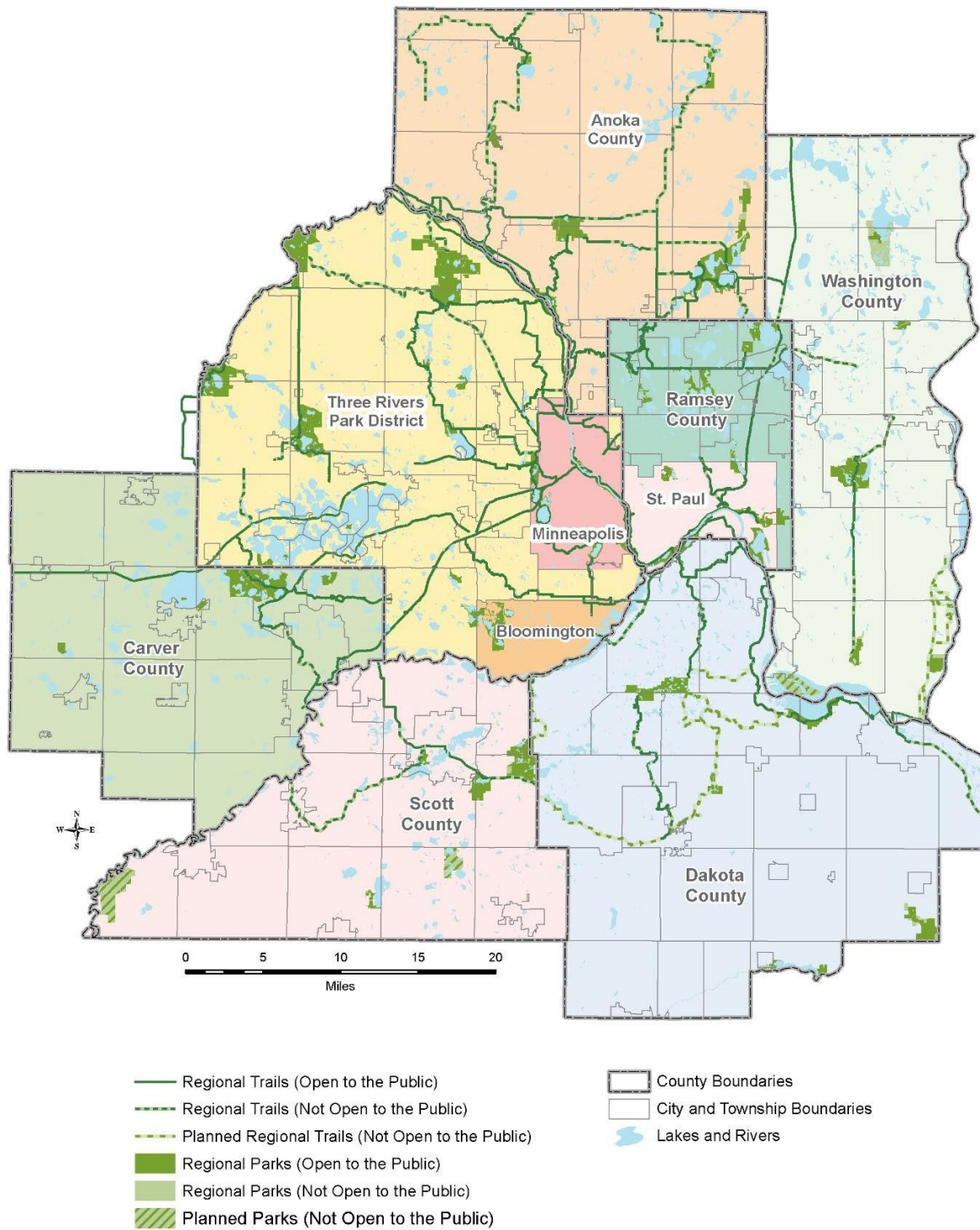
Columbia Heights
Columbus
Coon Rapids
Corcoran
Crystal
Dahlgren Twp.
Dayton
Deephaven
East Bethel
Eden Prairie
Edina
Excelsior
Falcon Heights
Fort Snelling
Fridley
Gem Lake

Golden Valley
Greenfield
Ham Lake
Hamburg
Hancock Twp.
Hanover
Hilltop
Hollywood Twp.
Hopkins
Independence
Laketown Twp.
Lauderdale
Lexington
Lino Lakes
Linwood Twp.
Little Canada
Long Lake
Loretto
Maple Grove
Maple Plain
Maplewood
Mayer

Medicine Lake
Medina
Minnetonka
Minnetonka Beach
Minnetrista
Mound
Mounds View
New Brighton
New Germany
New Hope
North Oaks
North St. Paul
Norwood Young
America
Nowthen
Oak Grove
Orono
Osseo
Ramsey
Robbinsdale
Rockford
Rogers

Roseville
San Francisco Twp.
Shoreview
Shorewood
Spring Lake Park
Spring Park
St. Anthony
St. Bonifacius
St. Francis
Tonka Bay
Vadnais Heights
Victoria
Waconia
Waconia Twp.
Watertown
Watertown Twp.
Wayzata
White Bear Lake
White Bear Twp.
Woodland
Young America Twp.

Regional Parks Implementing Agencies



Metro Mobility ADA Service Areas

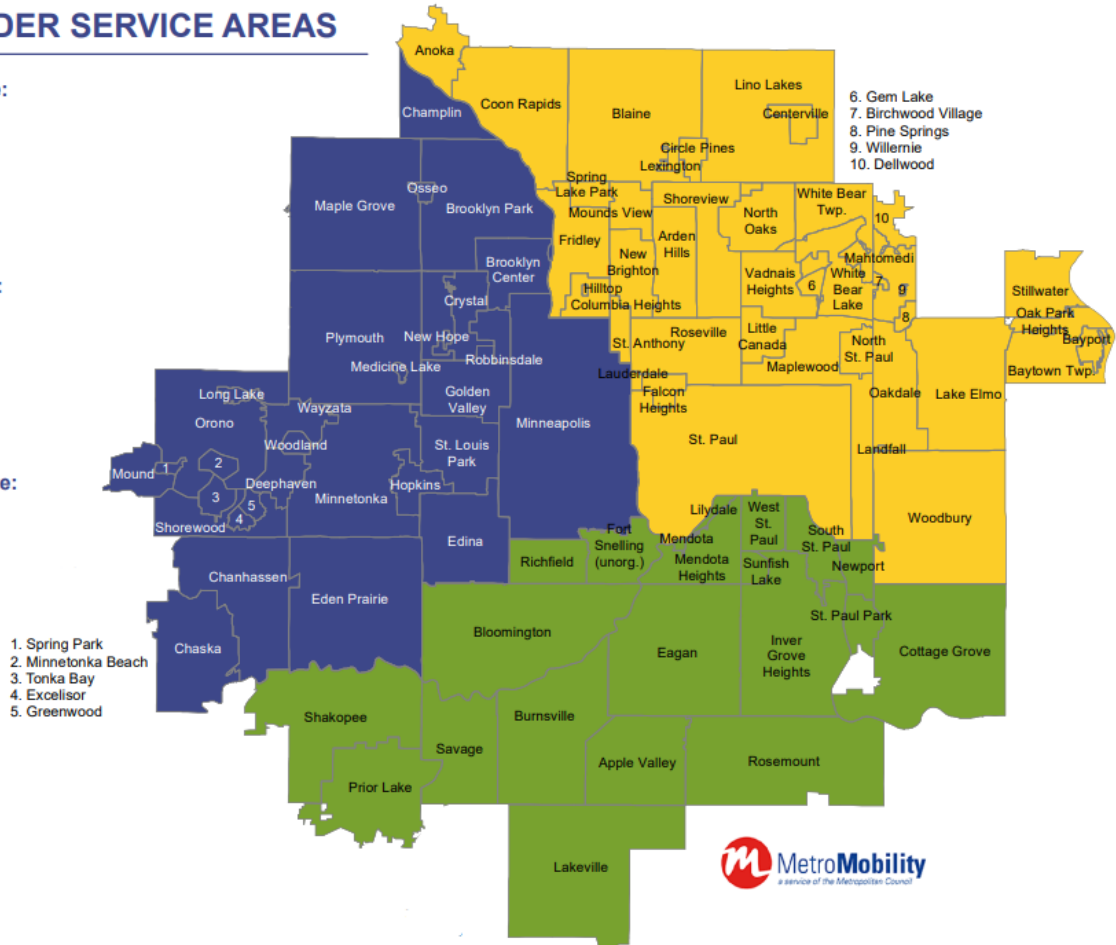
METRO MOBILITY SERVICE ZONES

TRIP PROVIDER SERVICE AREAS

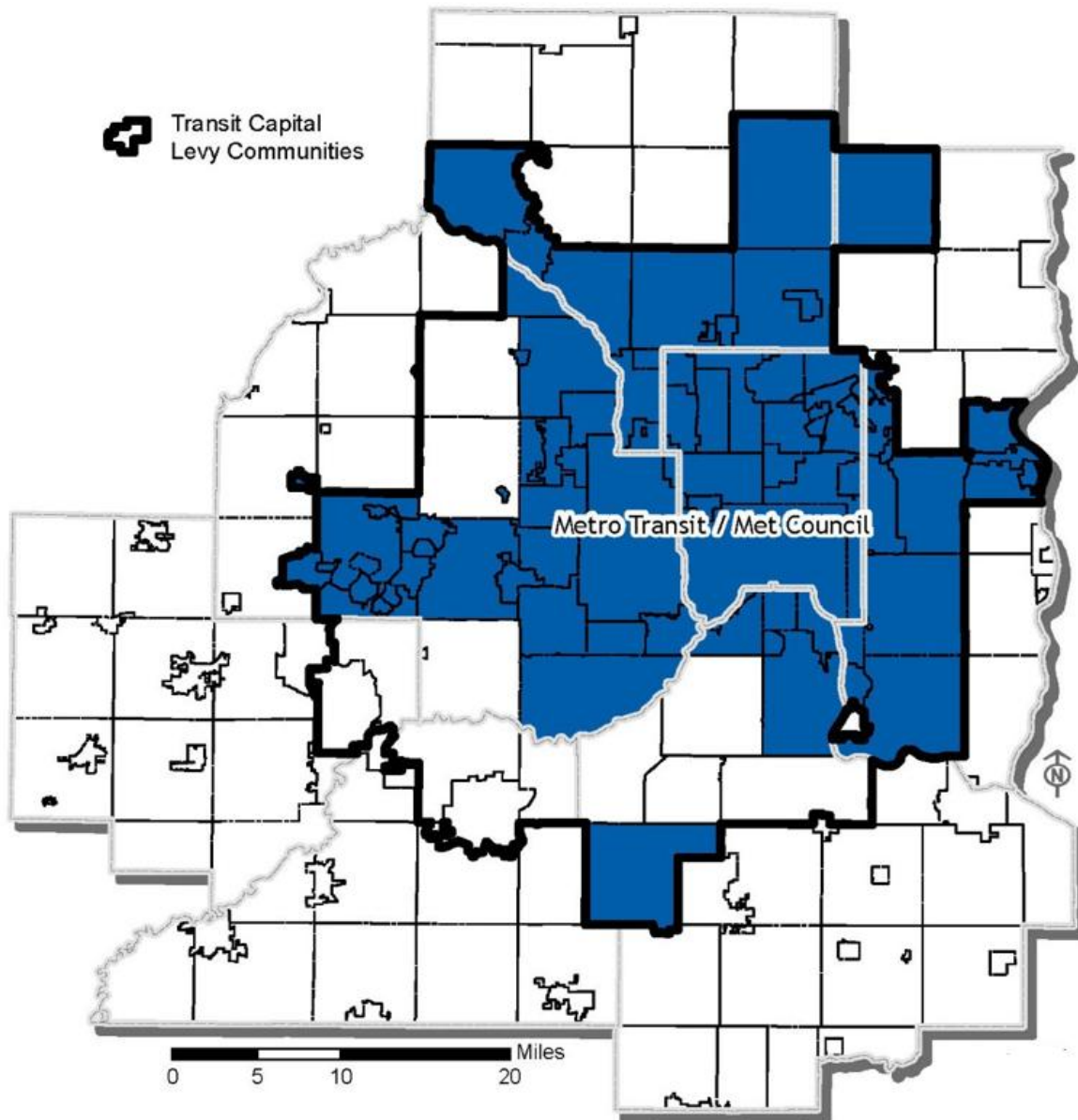
Metro West Zone:

Metro East Zone:

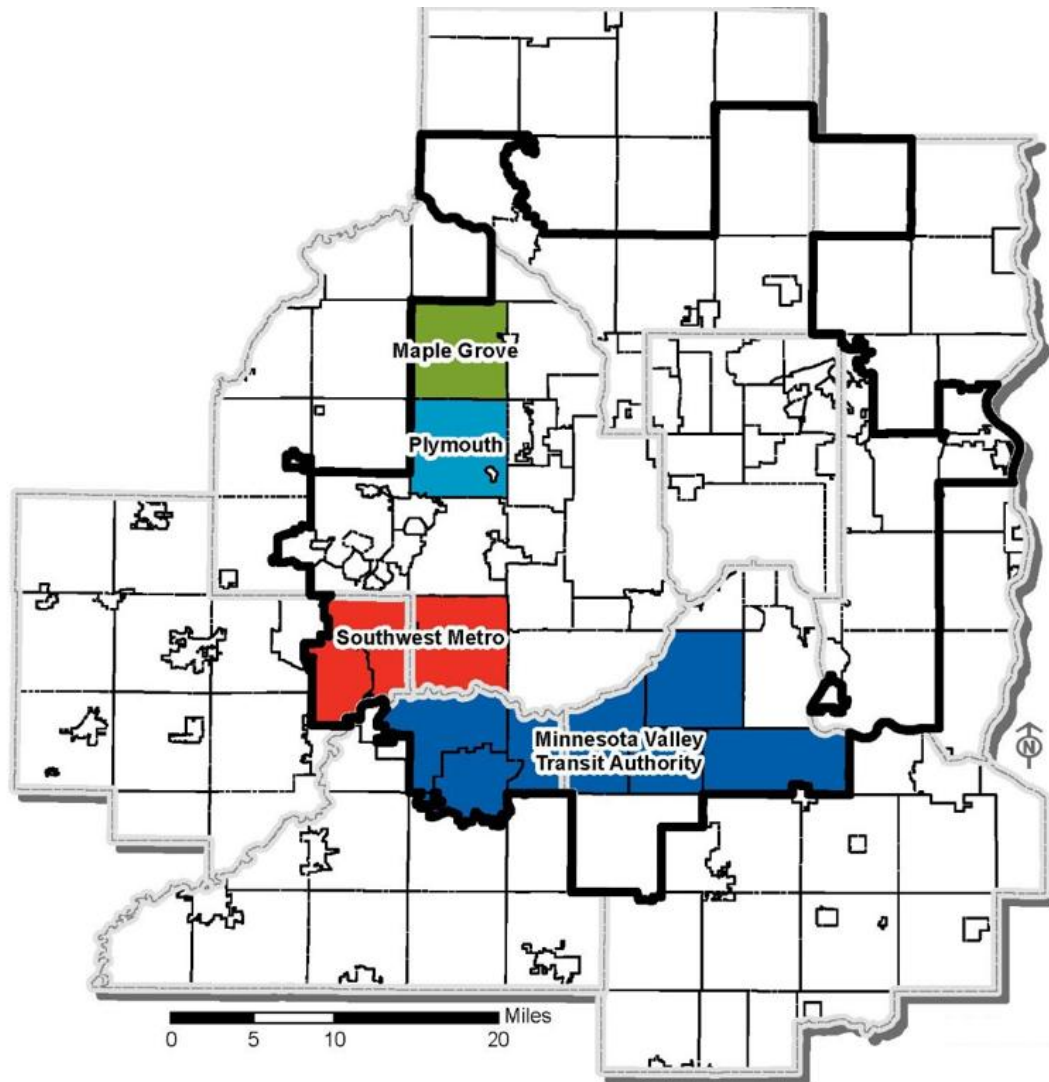
Metro South Zone:



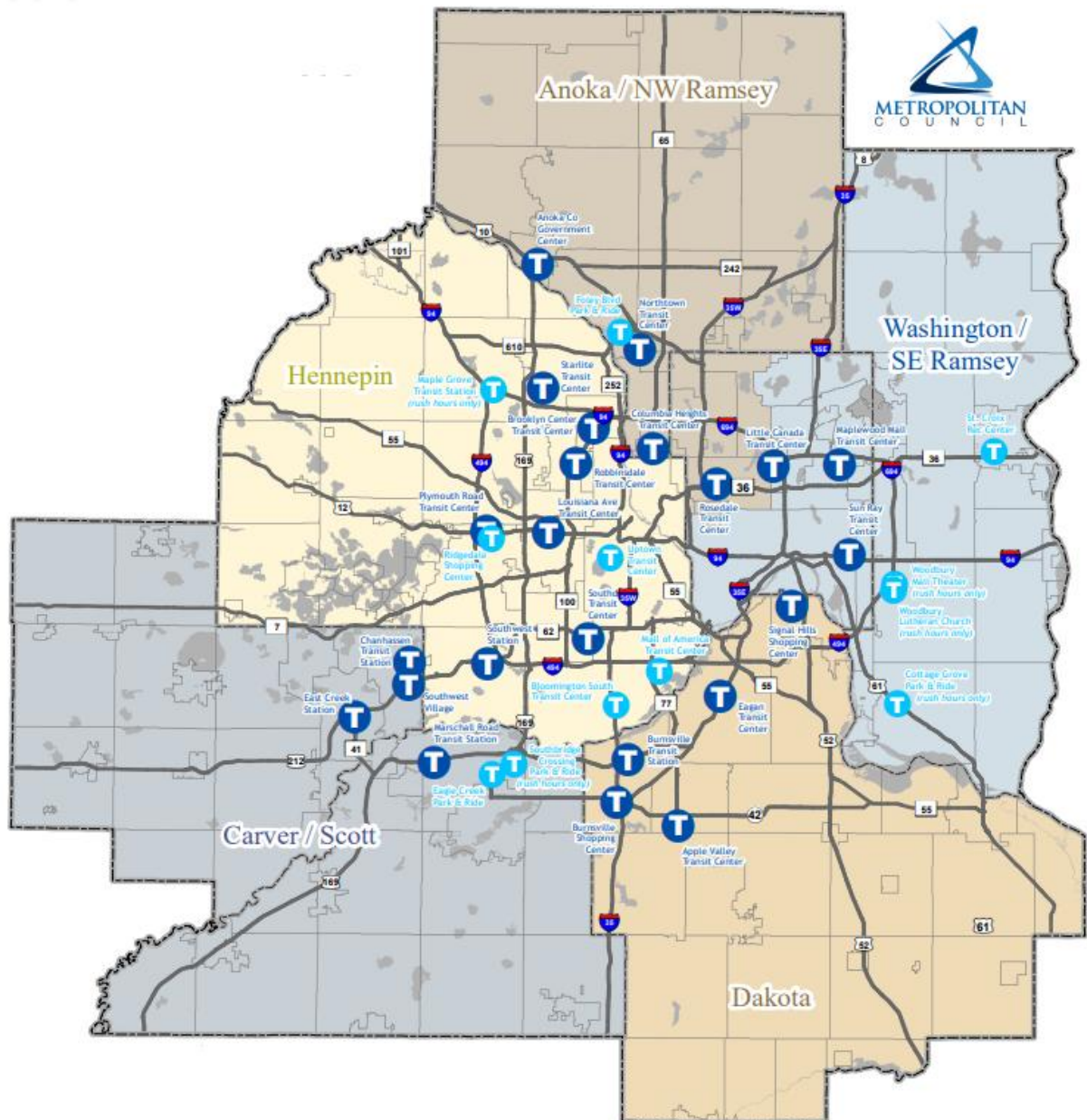
Metro Transit / Metro Council Service Area



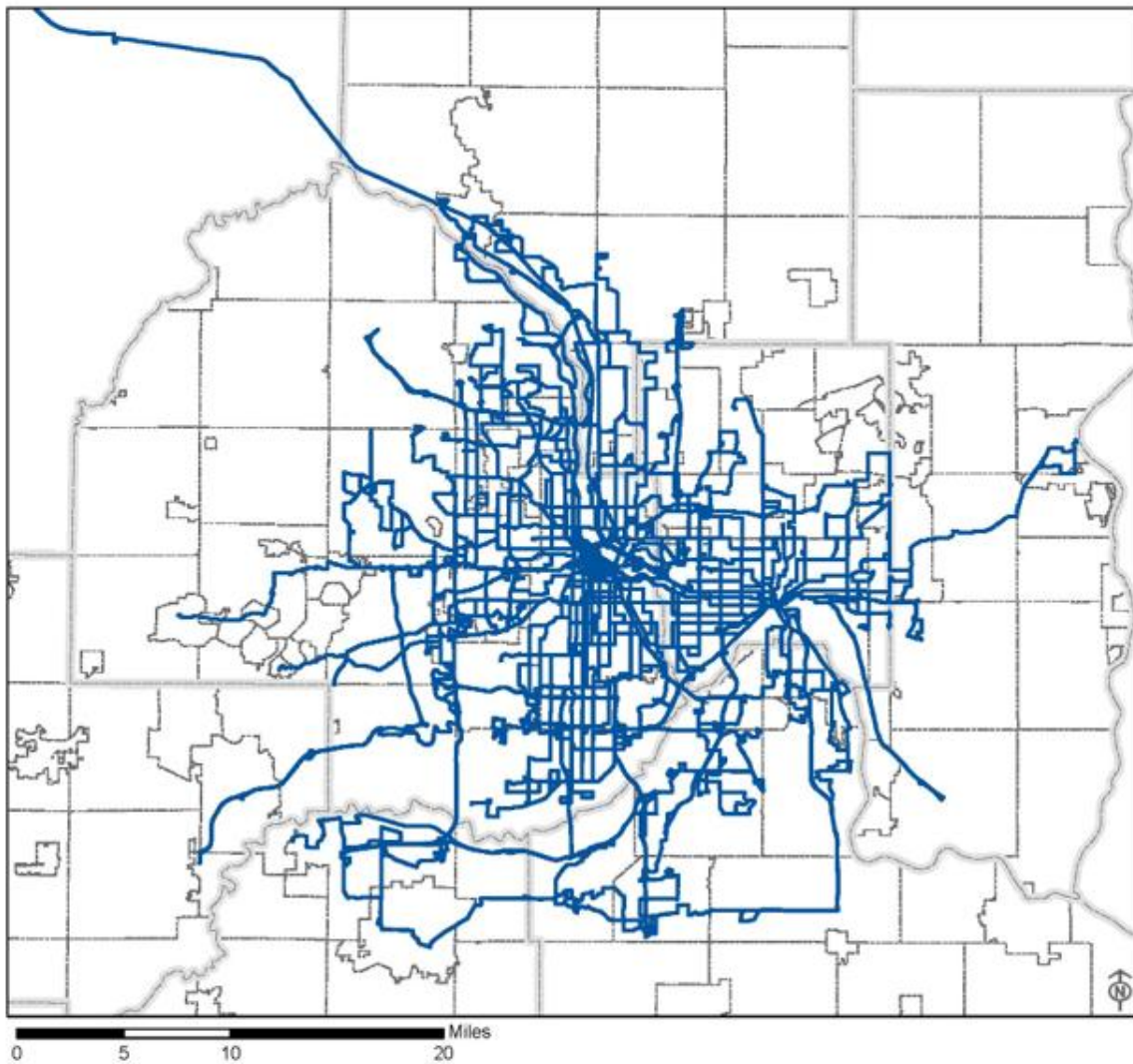
Suburban Transit Providers



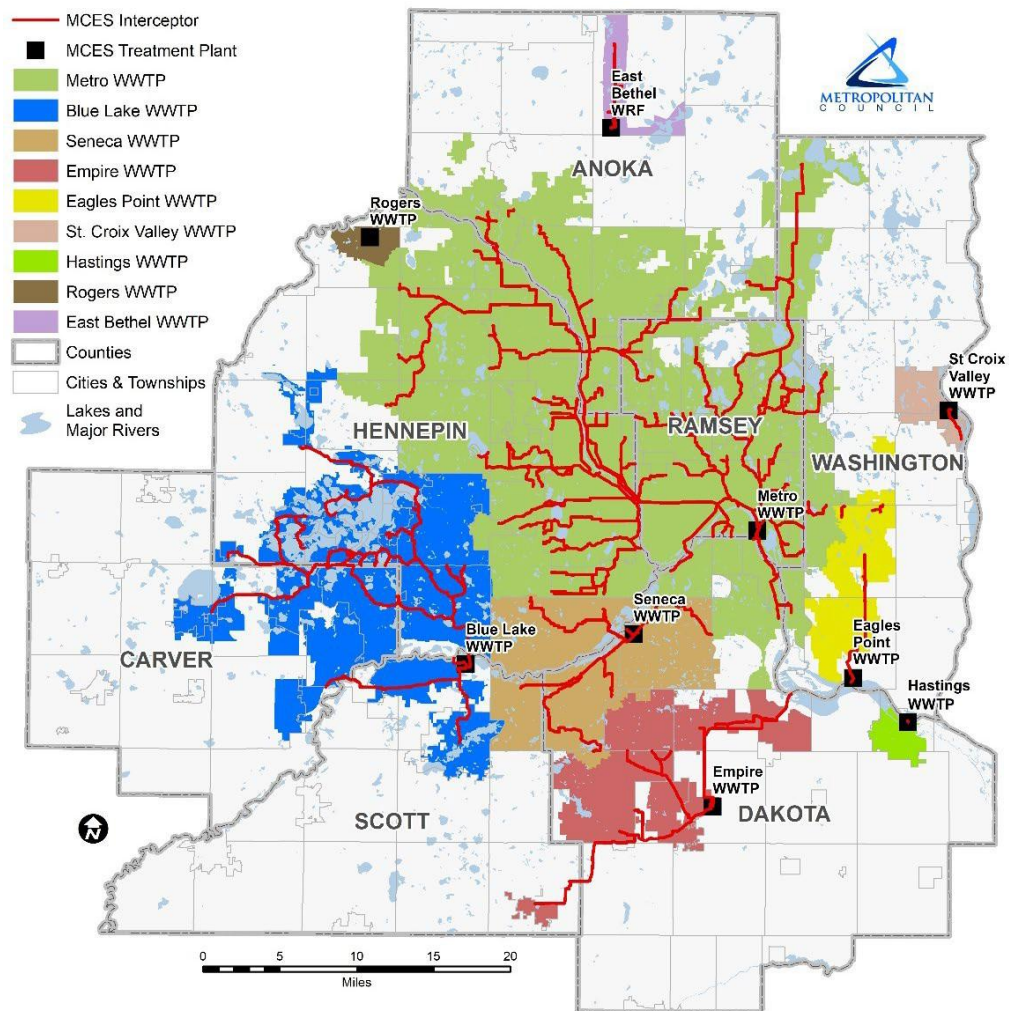
Transit Link Dial-a-Ride Service Area and Transit Hubs



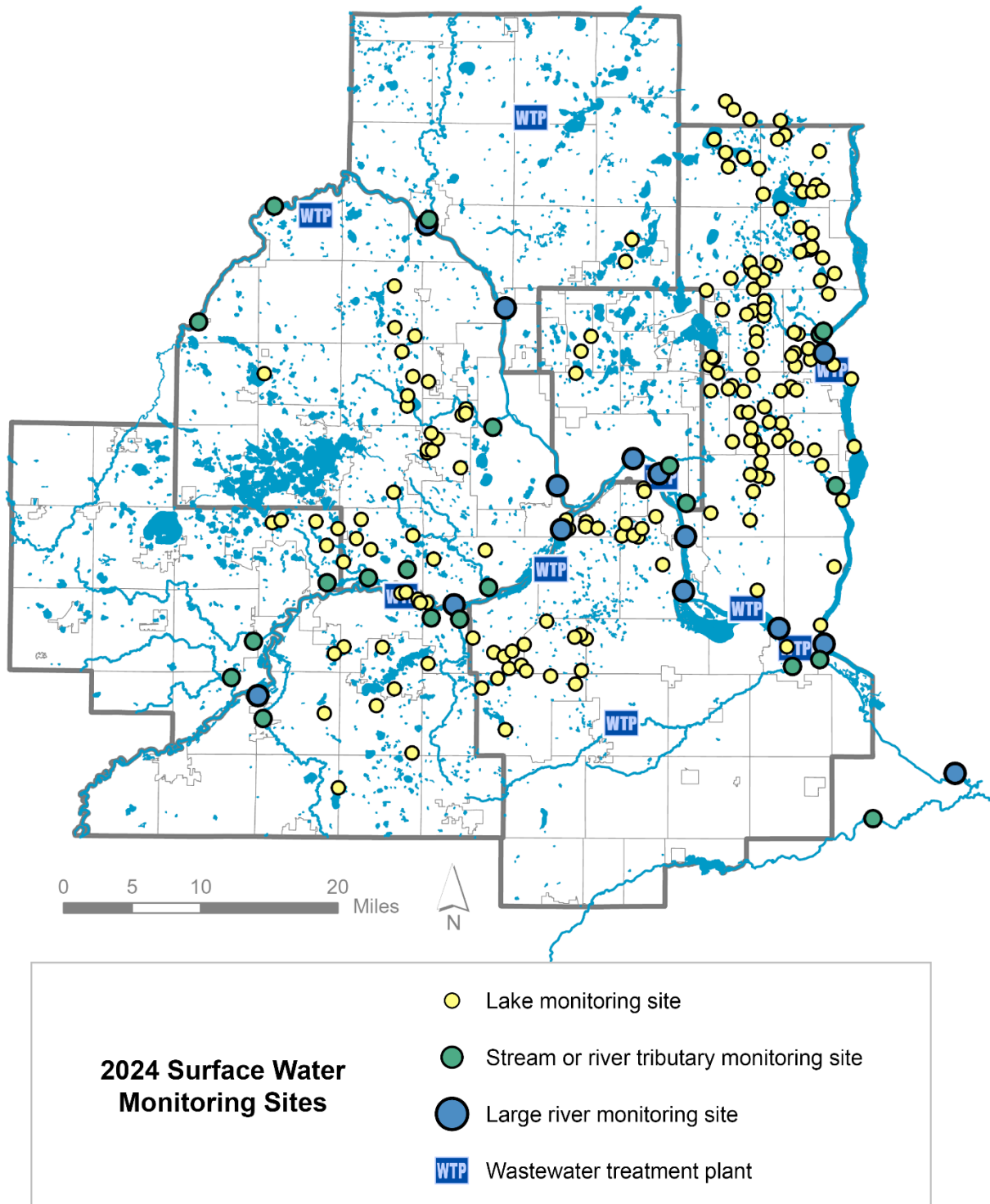
Metropolitan Area Regular-Route Transit Service



Wastewater Treatment Plants and Interceptors



Surface Water Monitoring Sites (2024)



Metropolitan Council 2024 Adopted Budget

Revenues

Sources	Dollars (in millions)
Net property tax	94,170
Federal revenues	213,755
State revenues	547,127
Local revenues	1,362
Municipal Wastewater Charges	281,587
Industrial Wastewater Charges	18,500
Passenger fares, contracts and special events	60,870
Investment earnings	2,005
Other Post-Employment Benefit investment earnings	5,000
Other revenues	8,328
Total revenues	\$1,232,899
Other sources	
Motor Vehicle Sales Tax transfers in	15,845
Sewer Availability Charge transfers in	57,768
Total other sources	73,613
Total revenues and other sources	\$1,306,512

Expenses

Categories	Dollars, in millions
Salaries and benefits	589,360
Other Post-Employment Benefit payments	14,768
Consulting and contractual services	89,734
Materials and supplies	52,855
Fuel	31,578
Chemicals	17,663
Rent and utilities	44,955
Printing	733
Travel	3,003
Insurance	10,528
Transit programs	117,442
Operating capital	3,141
Government grants	2,430
Other expenses	26,511
Pass-through grants and loans	205,956
Debt service obligations	192,552
Total expenses	\$1,403,209
Other sources and (uses)	
Transfers out and other uses	(14,156)
Total other sources and (uses)	(14,156)
Total expenses and other sources and (uses)	\$1,417,365
Change in fund balance	(\$110,853)



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