

# LEGISLATIVE REPORT ON FEDERAL PANDEMIC RELIEF FUNDS

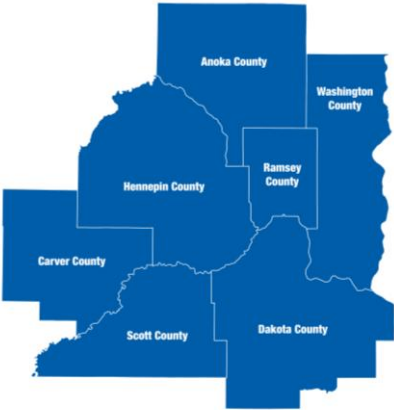
February 2026



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

Metropolitan Council Members

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The 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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## Purpose

This is a report to the chairs and ranking minority members of the legislative committees with jurisdiction over transportation finance and policy, on the expenditures made under federal law, rule, grant, or loan relating to the infectious disease known as COVID-19, as required by the Laws of Minnesota 2020, chapter 100, article 1, section 25(d).

## Introduction

The Metropolitan Council's 2020, 2021, 2022, 2023, 2024, and 2025 budgets have been balanced by extensive programming of federal pandemic relief funding.

In 2025, the Met Council spent the last of the federal pandemic relief funds supporting Metro Mobility. This will be the last report the Met Council is required to submit to the Minnesota State Legislature on the spending of federal pandemic relief funds.

## Coronavirus Aid, Relief, and Economic Security (CARES) Act

The Coronavirus Aid, Relief, and Economic Security (CARES) Act was signed into federal law on March 27, 2020.

Under the CARES Act, the State of Minnesota was allocated over \$308 million in transit infrastructure grants with \$226,499,058 being allocated to the Metropolitan Council for regular route bus, light rail, commuter rail, Metro Mobility, contracted services, and suburban transit providers. The transit infrastructure grants are administered under the rules of the Federal Transit Administration (FTA). All federal grantees must follow FTA federal grant rules and guidelines for qualified expenses including subrecipient monitoring of the Replacement Service Program providers as defined in Minnesota Statutes, section 473.388. The CARES Act funds are for expenses incurred beginning on or after January 20, 2020, with no local match requirement. The Metropolitan Council submitted its grant application on April 30, 2020, with a final FTA approved grant on May 29, 2020.

The CARES Act allocation methodology was based upon inputs from the National Transit Database (NTD) and FTA federal formulas. This allocation methodology resulted in a \$214,367,788 allocation to the Metropolitan Council and a \$12,131,270 allocation to Replacement Service Program Providers.

## Details

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# Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

The Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) was signed into federal law on March 27, 2020.

Under the CRRSAA, \$13.262 billion was allocated nationally for transit infrastructure grants with \$185,891,087 being allocated to the Metropolitan Council for regular route bus, light rail, commuter rail, Metro Mobility, contracted services, and suburban transit providers. The transit infrastructure grants are administered under the rules of the Federal Transit Administration (FTA). All federal grantees must follow FTA federal grant rules and guidelines for qualified expenses including subrecipient monitoring of the opt out providers. The CRRSAA funds are for expenses incurred beginning on or after January 20, 2020, with no local match requirement. The Metropolitan Council submitted its grant application on March 15, 2021, with a final FTA approved grant on May 3, 2021.

The CRRSAA allocation methodology was based upon inputs from the National Transit Database (NTD) and FTA federal formulas. This allocation methodology resulted in a \$175,934,777 allocation to the Metropolitan Council and a \$9,956,310 allocation to Replacement Service Program providers.

Through December 31, 2025, \$9.9 million had been provided to the Replacement Service Program providers in a grant award, and \$175.9 million has been spent on Metro Mobility, bus operations, light rail, and commuter rail expenses. The last remaining CRRSAA funds of \$22.5 million were spent in 2025 on Metro Mobility.

## Details

		Replacement Service Program Providers	Special Transportation Services/Metro Mobility	Fixed route	Transit Link		MT Bus	MT LRT	Northstar		Total
Grant award		9,956,310	54,500,000				4,846,227	113,712,868	2,875,682		185,891,087
Uses:											
	Salaries & Benefits		3,007,648				4,029,796	13,703,174	1,846,424		22,587,043
	Fuel		5,480,478				816,431	9,694	1,029,258		7,335,860
	Materials and Supplies										-
	Capital budget							100,000,000			100,000,000
	Transit provider exp		50,709,319								50,709,319
	Pass through grants	9,956,310									9,956,310
	Less: Fare Revenue		(4,697,445)								(4,697,445)
Total draws thru 12/31/2025		9,956,310	54,500,000	-	-	-	4,846,227	113,712,868	2,875,682	-	185,891,087
Balance available		-	-	-	-	-	-	-	-	-	-

Numbers are preliminary as of 2/2/26 and have not yet been audited

## American Rescue Plan (ARP) Act

The American Rescue Plan (ARP) Act was signed into federal law on March 11, 2021.

Under the ARP, over \$26.5 billion was allocated nationally in transit infrastructure grants with \$313,416,510 being allocated to the Metropolitan Council for regular route bus, light rail, commuter rail, Metro Mobility, contracted services, and suburban transit providers. The transit infrastructure grants are administered under the rules of the Federal Transit Administration (FTA). All federal grantees must follow FTA federal grant rules and guidelines for qualified expenses including subrecipient monitoring of the opt out providers. The ARP funds are for expenses incurred beginning on or after January 20, 2020, with no local match requirement. Funds are available through September 30, 2024. The Metropolitan Council submitted its grant application on May 5, 2021, with a final FTA approved grant on May 29, 2021.

The ARP Act allocation methodology was based upon inputs from the National Transit Database (NTD) and FTA federal formulas. This allocation methodology resulted in a \$296,629,948 allocation to the Metropolitan Council and a \$16,786,562 allocation to the Replacement Service Program providers. The Council made these grants for their share of the ARP funds in 2022.

### Details

ARP		Replacement Service Program Providers	Met Mo	Fixed route	Transit Link		MT Bus	MT LRT	Northstar		Total
		16,786,562	68,000,000	9,000,000	3,400,000		164,704,466	48,043,582	3,481,899	-	313,416,509
Uses:											
	Salaries & Benefits		3,948,947	775,403	440,323		146,634,181	46,363,224	3,481,899		201,643,976
	Fuel		8,641,683				19,695,283	55,360			28,392,326
	Materials and Supplies										-
	Transit provider exp		63,102,632	8,717,405	3,359,352						75,179,389
	Pass through grants	16,786,562									16,786,562
	Less: Fare Revenue		(7,693,261)	(492,808)	(399,675)						
Total draws thru 12/31/2024		16,786,562	68,000,000	9,000,000	3,400,000	-	166,329,464	46,418,584	3,481,899	-	313,416,509
Balance available		-	-	-	-	-	(1,624,998)	1,624,998	-	-	-



390 Robert Street North  
St Paul, MN 55101-1805

651-602-1000  
TTY 651-291-0904  
[public.info@metc.state.mn.us](mailto:public.info@metc.state.mn.us)  
[metro council.org](http://metro council.org)

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