2025 METROPOLITAN COUNCIL PERFORMANCE EVALUATION REPORT

REPORT TO THE MINNESOTA LEGISLATURE

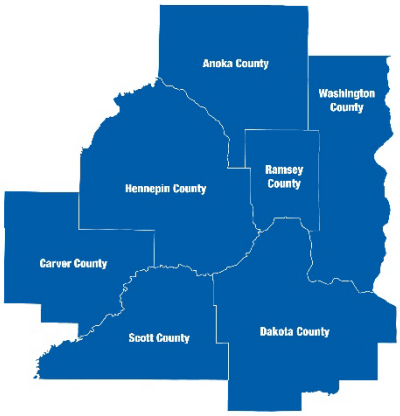
METROPOLITAN COUNCIL

November 2026

The Metropolitan 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 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 in 2025.

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 Metropolitan Council members representing geographic districts throughout the region. The organization includes transportation, environment, and community development work areas and employs nearly 4,700 people. The Met Council's annual operating expenditures were approximately $1.4 billion, used mostly for regional transit service and wastewater collection and treatment.

Services

- We operate fixed route bus, light rail, commuter rail, Metro Mobility, Metro Move, Metro micro, Transit Link and Metro Vanpool, which provided nearly 60 million rides in 2025.
- We collect and treat wastewater for 90% of the region's population at rates 36% 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 65 million visitors annually, preserving natural resources, and providing recreational opportunities.
- We serve more than 7,300 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 Work Areas, 2025

Work Areas	Employees	Expenditures
Transportation	76%	71%
Environmental Services	13%	16%
Community Development and Regional Administration	11%	13%
Total	**100%**	**100%**

Metropolitan Council Overview

The Met Council consists of three work areas, plus supporting central administrative units within Regional Administration, all reporting to the Regional Administrator, who reports to the 17-member Met Council board.

Community Development 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 and trails.

Environmental Services provides around-the-clock wastewater collection and treatment services for municipal and industrial customers, with near perfect compliance with federal and state water standards. We operate and maintain 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. We also conduct integrated planning to ensure sustainable water quality and water supply for the region.

Transportation, consisting of Metropolitan Transportation Services (reorganized as Contracted Transit in 2026) and Metro Transit, 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.

Overview of the Metropolitan Council's performance

Implementing the 2050 Regional Development Guide

In February 2025, the Metropolitan Council approved the 2050 Regional Development Guide, Imagine 2050. It includes policies for how we will plan for and interact with land, transportation, water, housing, and regional parks and trails. The guide is based on shared regional values and goals. It is used by local governments to plan for their growth, and it informs their local policies and actions about shared infrastructure like sewers, roads, and parks.

Imagine 2050 values

This development guide is informed by values and outcomes communicated to us through the comprehensive plans of the 181 cities and seven counties in the region. There are four core values in Imagine 2050:

- **Equity**: we value the people and communities of our region.
- **Leadership**: we value those in our region who inspire and motivate others for positive change.
- **Accountability**: we value being effective in our work and achieving measurable outcomes.
- **Stewardship**: we value our region's resources.

Imagine 2050 goals

The regional vision articulated in Imagine 2050 includes five aspirational goals to guide and inform regional policy decisions.

- **Our region is equitable and inclusion.** Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.
- **Our communities are healthy and safe.** All our region's residents live healthy and rewarding lives with a sense of dignity and wellbeing.
- **Our region is dynamic and resilient.** Our region meets the opportunities and challenges faced by our communities and economy, including issues of choice, access, and affordability.
- **We lead on addressing climate change.** We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.
- **We protect and restore natural systems.** We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.

Following approval, Metropolitan Council staff began establishing programs and resources for implementing Imagine 2050 and supporting local governments in creating their own local comprehensive plans. Resources include direct planning assistance for smaller communities in the region and additional funding for local government policy and program development.

These, and other process improvements, are the direct result of feedback from our local government partners. We will continue supporting initiatives that provide more direct, responsive

programs to help our local partners establish what their communities will need in the future.

We're also creating a suite of tools to help local governments understand the trends and realities we're experiencing in our region. In addition to compiling regional data and assessing impacts of development trends, we're developing greenhouse gas and climate tools to assess potential long-term climate impacts in our region and the influence planning decisions can have on those realities.

Implementation of our Climate Action Work Plan

The Minnesota Legislature approved funding for the community tree planting grants program that began in 2025. The program is initially expected to fund 5,100 trees in the region and the removal of 2,200 hazardous trees (including ash trees and other species).

Our regional tree canopy supports thriving communities by providing shade to cool us and habitat for wildlife, improved air quality and mental health, and helping create healthy and resilient places.

Supporting communities to build and preserve affordable housing, create jobs, and redevelop important areas

The Livable Communities program supports cities and townships in advancing the goals of the regional development guide (see Implementing the 2050 Regional Development Guide) to ensure a thriving, vibrant region. The Minnesota Legislature created the program within the Met Council's mandate in 1995. In the last 30 years, the Met Council has awarded more than $580 million in funding to participating communities. In 2025, the Met Council awarded nearly $29.4 million in grants to 24 cities to set the conditions for efficient growth that meet the needs of residents and to complete much needed development that cleans up contaminated land and returns it to active uses, increases housing choices (rental and ownership), and connects housing, jobs, and transit.

Tribal Liaison and Native Relations

In 2024, the Metropolitan Council created the American Indian Advisory Council to center the American Indian experience in decision-making and implement the actions included in the Met Council's land, water, and people commitments adopted as part of Imagine 2050. The committee continues to meet to help guide Met Council work in meeting the Imagine 2050 commitments.

Operationally, in ensuring clean water, the work of Environmental Services intersects frequently with the interests of Tribal nations. We developed a Tribal Relations Program to promote effective working relationships between staff, consultants, and Tribal Nation staff, as well as with Indigenous communities. The program includes Met Council's first Senior Cultural Resources Specialist to ensure the Met Council meets archeological and historical site requirements for construction and maintenance projects.

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 shares 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 Metropolitan Council services (nearly 60 million rides in 2025). 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 pre-pandemic service levels on bus rapid transit and local bus routes across the system.

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.

Each of the actions are focused on three areas of work (also part of the Metro Transit Forward strategic framework).

• **Employees:** We value employees and continuously improve how we attract, retain, develop, and support our workforce.

• **Experience:** We provide a consistently safe, clean, and welcoming experience on our system.

• **Service:** We offer service that is convenient, reliable, and environmentally sustainable.

Metro Transit launched the Transit Rider Investment Program (TRIP) in late 2023. The program increases non-police personnel to assist customers, check fares, and issue administrative citations for fare non-compliance. In 2025, we increased supplemental security throughout the transit system, expanded use of real-time cameras, and continued recruiting and retaining frontline transit workers – including police officers, Community Service Officers, and TRIP agents – to expand presence on the transit system.

Community Development

Community Development 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 planning support, 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.

2025 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 2027 parks equity grant program with the 10 regional park implementing agencies for projects and programs 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.
- 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.
- Initiated Imagine 2050 priority implementation of numerous work groups with the 10 regional park implementing agencies to further our shared goals including a place names series with the American Indian communities, regional trail system coordination, climate and natural system work, and more.

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 plan updates, amendments to those updates, environmental reviews, and other review types prepared by local governments and others, which deal with water resources, transportation, land use, housing, parks, and more. Additionally, this unit provides technical assistance to local governments as they update their local comprehensive plans.

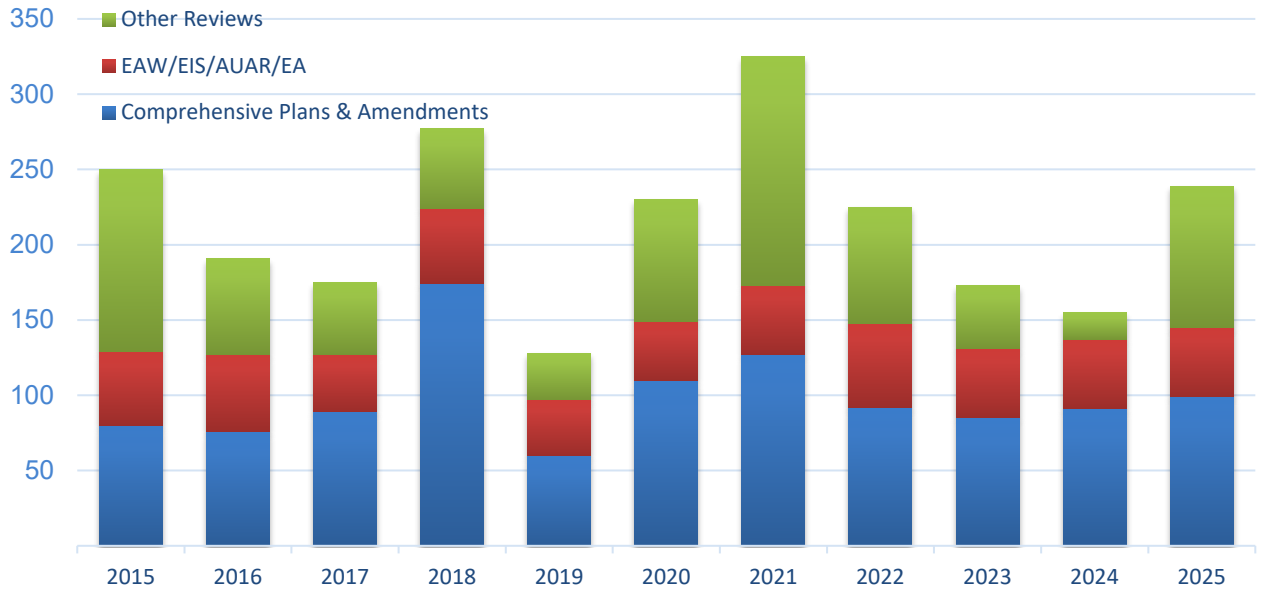
2025 developments:

- Conducted (as shown in the chart below) 239 reviews to determine conformance to the regional systems, consistency with regional policy, and compatibility with the plans of

adjacent communities, including:

- 99 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).
- 94 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, 2015-2025



- Issued the decennial system statements, following the adoption of Imagine 2050. These are individualized statements of the changes in regional policy and its impacts on each community. These statements mark the initiation of the local comprehensive planning process.
- Updated the Local Planning Handbook, the one-stop shop for technical guidance on minimum planning requirements, best practices, tools, and resources for local governments as they update their comprehensive plans.
- Led development on several interactive tools for local government comprehensive planning assistance to meet minimum planning requirements including the natural systems tool called Metro Mosaic. Supported tool development for climate planning requirements.
- Supported the American Indian Advisory Council and implementation of the Met Council commitments to the American Indian communities in the region adopted as part of Imagine 2050.
- 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 technical assistance, planning grants, and new programs, guidelines, and resources to support local planning.
- Planned and coordinated bimonthly meetings of the Land Use Advisory Committee, which provided recommendations to the Community Development Committee on analysis, award and funding distribution priorities, and eligibility criteria for the Planning Assistance Grant Program and the Small Communities Planning Program as well as updates to the Plat Monitoring Program and updated implementation guidelines for the designated Metropolitan Urban Services Area (MUSA). The committee also reviewed topics on technical assistance tools and resource development for local comprehensive plans, Livable Communities Act Program updates, Regional Economic Framework updates, and preparations for system statements.
- Prepared an annual report on comprehensive plan amendments to 2040 local comprehensive plans and environmental reviews.
- 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

- Received final approval for and began to disseminate the Imagine 2050 Housing Policy Plan, a critical chapter in the region's Imagine 2050 Regional Development Guide.
- Developed initial housing policy technical assistance content for cities as part of the Local Planning Handbook project.
- Began to lead implementation plans for the anti-displacement policy framework as part of the equity chapter of the Imagine 2050 plan.
- Received a second award in the competitive federal Pathways to Removing Obstacles to Housing (PRO Housing) program from the U.S. Department of Housing and Urban Development. This brings a total of $9 million across two awards 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. The Met Council is the only grantee nationally to receive awards from this program in both the 2023 and 2024 funding rounds.
- Began deploying the first PRO Housing award, making local implementation grants totaling $161,000 to support four cities (Blaine, Hopkins, New Brighton, and Richfield) in launching new housing policies and programs, and a $1.3 million subgrant to Ramsey County to support the development or preservation of home for families experiencing very low-incomes.
- 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 all municipal housing bond applications in the 7-county metro region.

Livable Communities Act grants: In 2025, 78 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 offered 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.

In the last 30 years, the Met Council has awarded more than $580 million in funding to participating communities. In 2025, the Met Council awarded nearly $29.4 million in grants to 24 cities to set the conditions for efficient growth that meets the needs of residents and to complete much needed development that cleans up contaminated land and returns it to active uses, increases housing choices (rental and ownership), and connects housing, jobs, and transit.

2025 program developments:

- Awarded 19 tax-base revitalization grants totaling more than $5.9 million to help investigate sites and clean up polluted land in nine communities: Hastings, Inver Grove Heights, Minneapolis, Plymouth, Richfield, Roseville, South St. Paul, Saint Paul, and St. Louis Park.
- Awarded 33 Livable Communities Demonstration Account grants totaling $20.9 million, including $15.7 million for development and transit-oriented development, $3 million for affordable homeownership, $2 million for pre-development support, and $150,000 for policy development, to projects in 18 communities: Apple Valley, Bloomington, Brooklyn Center, Columbia Heights, Cottage Grove, Eden Prairie, Edina, Falcon Heights, Golden Valley, Hopkins, Little Canada, Maplewood, Minneapolis, Minnetonka, Plymouth, Richfield, Roseville, and Saint Paul.
- Awarded four Local Housing Incentive Account grants totaling $2.5 million to help preserve or build affordable housing in three cities: Columbia Heights, Minneapolis, and Saint Paul.

Collectively, the 2025 Livable Communities grants are expected to create or retain more than 1,900 jobs, 1,500 of which will pay a living wage; add or preserve more than 2,700 affordable homes and create more than 800 market rate homes; increase the regional tax base by nearly $2.2 million annually; and clean up approximately 43 acres of polluted property to prepare it for redevelopment.

Research. Data is essential for understanding and supporting the Twin Cities region. The Met Council 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.

2025 developments:

- Delivered the comprehensive climate action plan.
- Delivered Metro Mosaic, a natural systems technical assistance tool for communities
- Conducted and released annual population estimates and regional parks use estimates.
- Hired consultant and planned for the 2026 Parks Visitor Survey
- 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, and others.
- Released regional and local planning forecasts of population and employment for Imagine 2050.
- Developed and coordinated Imagine 2050 content related to the landscape of the region and several goals.
- Delivered findings from research related to residential preferences of HRA voucher holders.
- 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.

2025 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 $100 million in direct rent payments to approximately 1,400 private property owners.
- Maximized use of Housing Choice Voucher funds by ensuring 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 21 straight years.
- Owned and managed 153 scattered-site Project-Based Voucher units (Family Affordable Housing Program), comprising single-family houses, duplexes, and town homes located in 11 suburban communities.
- Operated 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 25 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.

- 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

Environmental Services 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 3 million people. The Met Council 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.

Environmental Services aligns its business plans with the strategies of the 2050 Water Policy Plan and the region's long-range plan, Imagine 2050, to support economic growth and development in ways that protect our valued water and land resources.

Our 2025 accomplishments include:

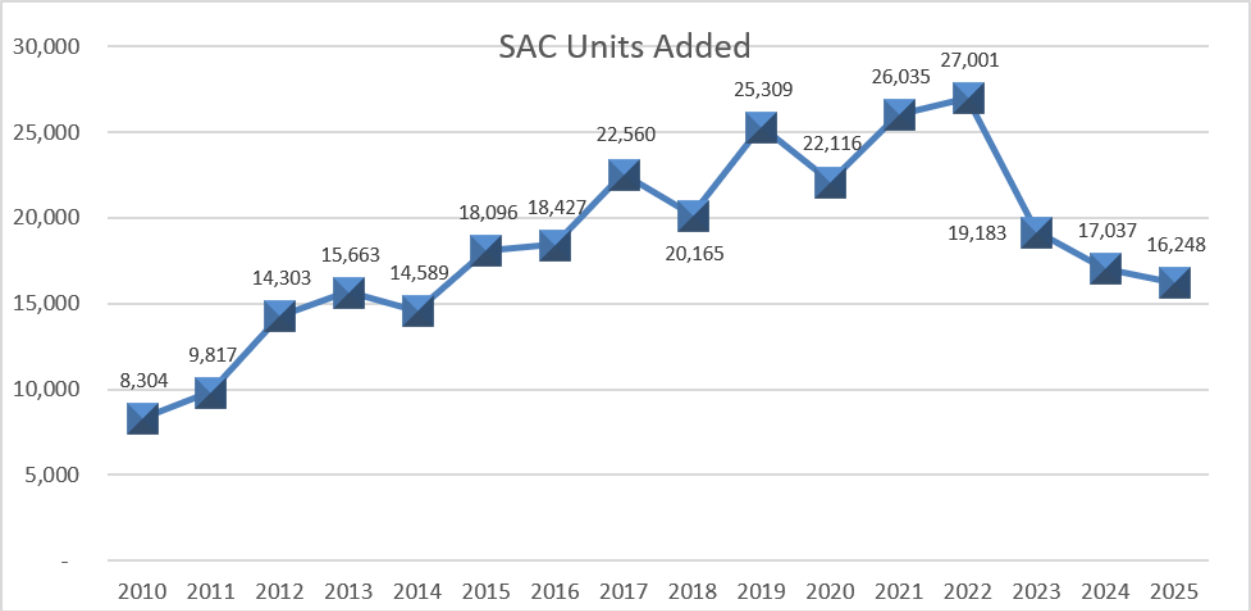
- **High honors for achieving environmental standards**: The Met Council's nine water resource recovery facilities received national recognition for outstanding compliance with federal clean water discharge permits. In 2025, the Met Council successfully met 100% of all National Pollutant Discharge Elimination System (NPDES) and State Disposal System (SDS) permit limits, as measured by 24,244 effluent water quality data points. Six of the Met Council's nine water resource recovery facilities received Platinum Awards for maintaining long-running continuous years of compliance excellence. Three facilities earned Gold Awards for achieving no permit limit violations for the entire calendar year.
- **Treatment facility upgrade delivers energy savings:** The Met Council expects to cut an estimated $400,000 annually from its electricity bill for the Metropolitan Water Resource Recovery Facility. The new upgrades implemented at the facility in 2025 will replace a 25-year-old system of pipes, increasing efficiency and reducing energy consumption.
- **Equity focused pilot program helps communities conserve water:** The Met Council awarded seven cities with grants totaling nearly $210,000 that will expand access to water conservation opportunities to underserved communities in the metro region. The equity-focused water efficiency grant pilot program will allow residents to swap existing toilets with more efficient WaterSense-labeled toilets approved by the U.S. Environmental Protection Agency (EPA). The water efficiency grants have helped fund the replacement of more than 15,000 devices with more efficient WaterSense- and Energy Star-labeled devices – cumulatively, these devices are estimated to save more than 200 million gallons annually. More than 40 municipalities served by a municipal public water supply system are currently participating in the existing Water Efficiency Grant Program. Each of the seven municipalities that applied for the new equity-focused program received their full funding request.
- **Oh Poop! Minnesota State Fair Exhibit drew thousands of visitors:** For the second year, Met Council hosted the "Oh poop!" exhibit in the Eco Experience Building. The interactive exhibit teaches people how dirty water from their house becomes clean enough for fish and other aquatic life, what water careers they could pursue, and what they should put in a toilet (nothing but poop, pee, and toilet paper – definitely not flushable wipes). Visitors sniffed to identify different odors, challenged themselves with a

wastewater trivia quiz, and posed with the big pile of fabricated poop.

- **Planning for climate resiliency, responding to extreme conditions:** Through our turfgrass irrigation efficiency project, we provided community-based education about proper lawn irrigation and how to reduce water use in order to protect our valued water resources from overuse.
- **Shaping the new Water Policy Plan:** In 2025, we adopted the 2050 Water Policy Plan. The plan is part of the regional development guide, Imagine 2050. 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.

The Sewer Availability Charge (SAC) for single family households remained steady and has not increased since 2014.

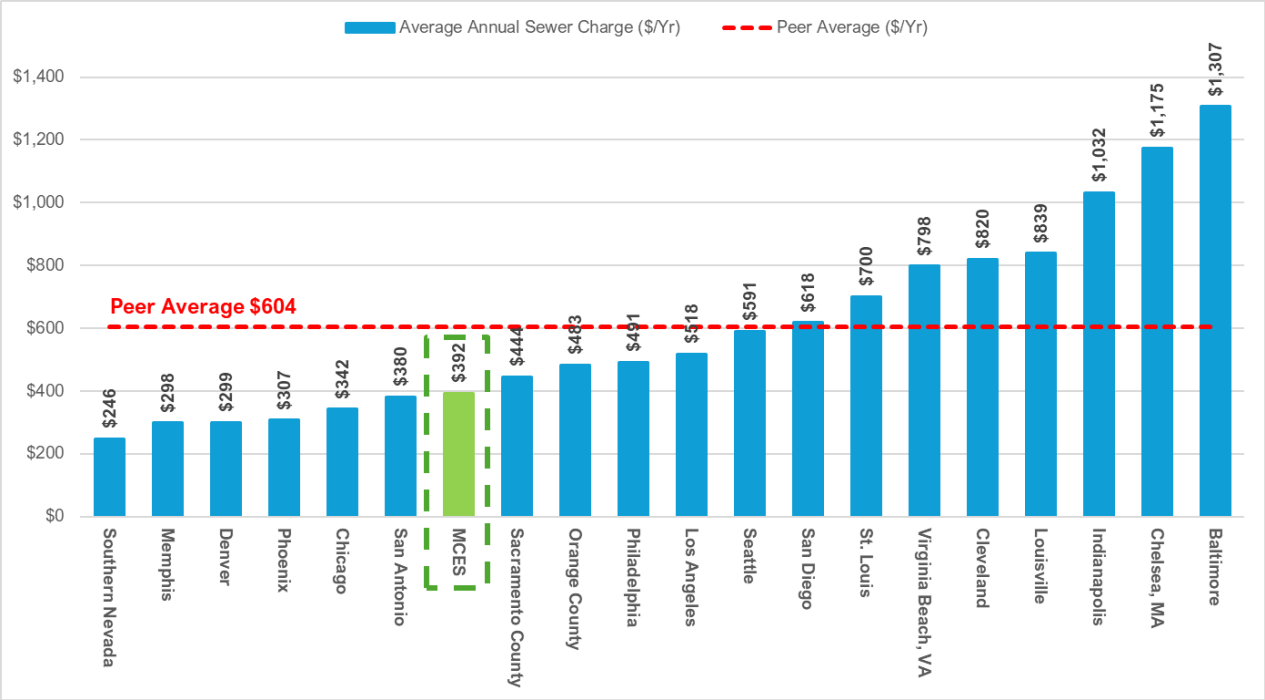
Chart 2. Sewer Availability Charge (SAC) Activity



SAC 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, 36% less than households in comparable regions throughout the country.

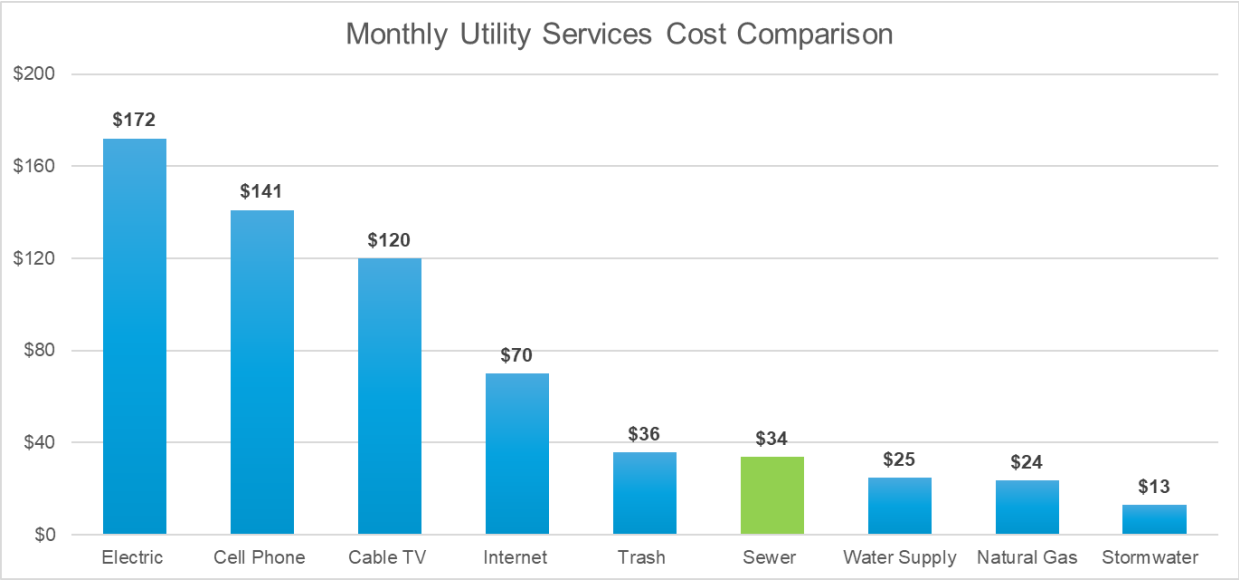
Chart 3. Retail Sewer Charges per Household Compared to Peer Agencies (2023 national data)



2024 National Association of Clean Water Agencies triennial survey. Our portion is typically less than 65% of communities' retail rates. 2026 National Association of Clean Water Agencies survey will be released in fall of 2027.

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

Chart 4. Monthly Household Utility Comparison (2024 Data)



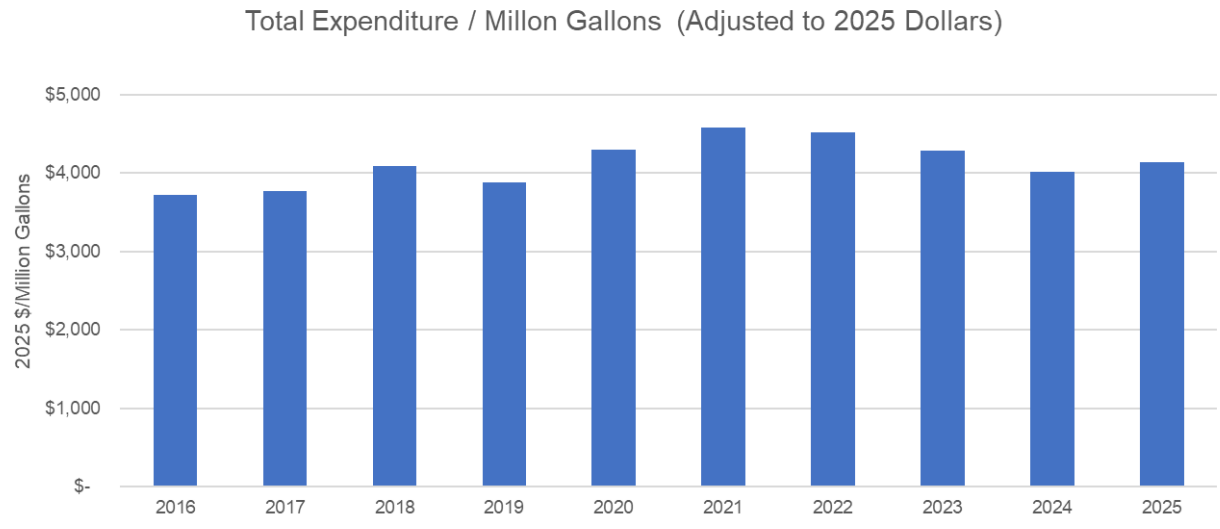
Wastewater Services

Our Wastewater Services group provides high-quality, efficient, and cost-effective regional wastewater service for the metro region. Water cleaned at Met Council's facilities 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 recourse recovery facilities.

Environmental Services does more than treat wastewater; our services also recover water, energy, and nutrient resources. Our efforts and operations have shifted from one-time use of water to pursuing and promoting resource recovery and reuse to support our growing and changing region. Our wastewater treatment plants have been renamed water resource recovery facilities to showcase these efforts. Water resource recovery highlights from 2025 include:

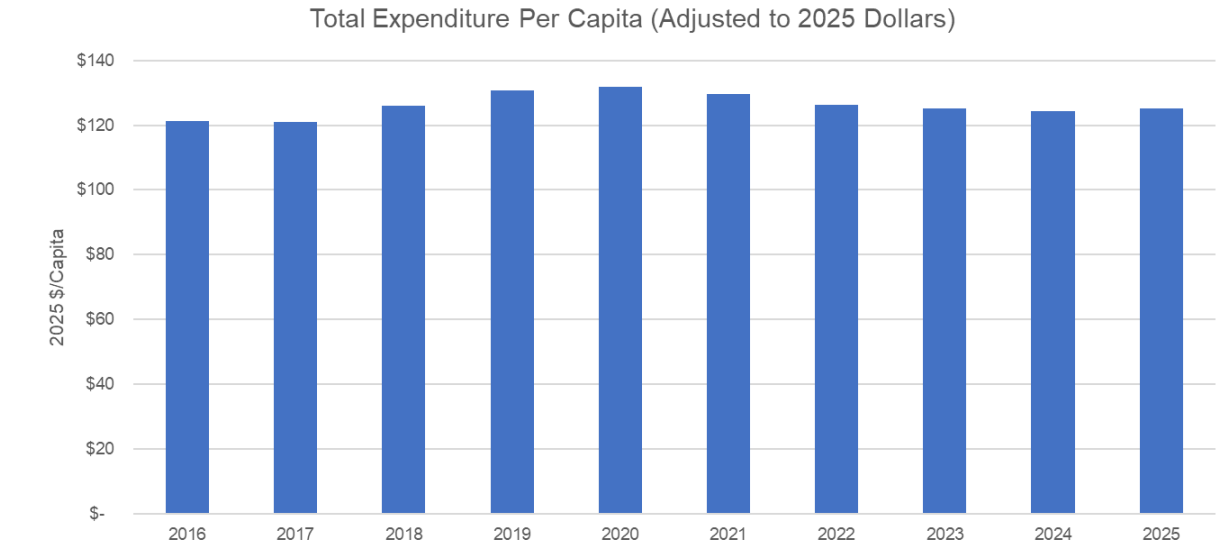
- Operated and maintained nine regional water resource recovery facilities: Blue Lake in Shakopee, Eagles Point in Cottage Grove, East Bethel Water Reclamation Facility in East Bethel, Empire in Empire, Hastings in Hastings, Metropolitan in Saint Paul, Rogers in Rogers, Seneca in Eagan, and St. Croix Valley in Oak Park Heights.
- Tracked 24,336 data points for the quality of water flowing from the plants, proving our environmental compliance throughout the year.
- Complied 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 2024. The awards were given in 2025 and include: Hastings (34 years), St. Croix Valley (33 years), Blue Lake (19 years), Empire (17 years), Metropolitan (13 years), and Seneca (8 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 36% 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 2025 dollars)



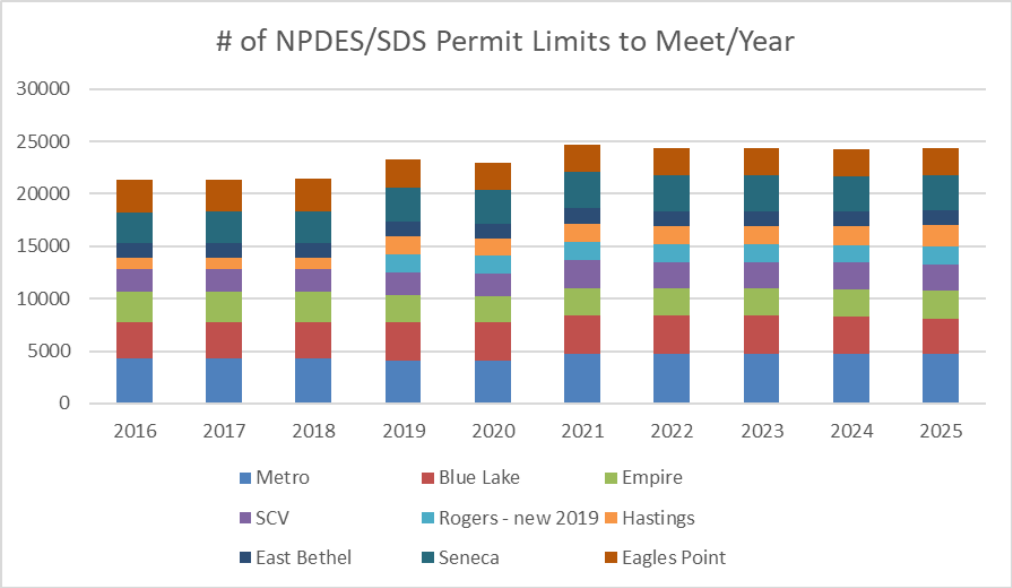
Notes:
Rogers added to the system in 2018 No expense data available for Rogers in 2018.

Chart 6. Total Expenditure Per Capita (adjusted to 2025 dollars)



Notes:
Rogers added to the system in 2018. No expense data available for Rogers in 2018.

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 $124 million in 2025. 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 (underground pipe) 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 provides 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. In 2025, Met Council planned to make $14 million in state funding available to 81 eligible cities in 2026-2027 for projects that reduce the amount of clear water getting into publicly owned sewer pipes.

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 2025 highlights include:

- Monitored the water quality at 18 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 171 lakes in the metro area with 190 monitoring sites. A majority of lakes monitored were done in close partnership with local sponsors who also work with a volunteer at the lake collecting samples that are then submitted to the Met Council for laboratory analysis. In 2025 there were 24 sponsoring organizations that enrolled in the Community-Assisted Monitoring Program that partnered with 94 unique volunteers to collect data on regional lake water quality. Met Council scientists worked closely with Minnesota Pollution Control Agency teams to update the State's Nutrient Reduction Strategy which was adopted in 2025.
- 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 a Minnesota Pollution Control Agency-led effort downstream in Pool 4 of the Mississippi River to understand sulfate and wild rice connections. In addition to river sulfate work, in 2025 we monitored floodplain lakes in the Minnesota River Valley in coordination with United States Fish and Wildlife and Shakopee Mdewakanton Sioux Community staff with an onsite visit to tour the lake and share monitoring results.
- Adopted 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. In 2025, the Met Council also launched the Equity-Focused Water Efficiency Grant Pilot Program. This program incorporates equity criteria as a requirement for funding and is based on the traditional Water Efficiency Grant

Program. There are six communities participating in the 2025-2026 equity pilot program. This pilot program covers the cost and replacement of older toilets with WaterSense-labeled toilets with no cost to eligible residents. Grant activities across both programs in 2025 included the replacement of 3,814 devices and seven irrigation system audits, which is estimated to save more than 33 million gallons of water per year. More than $466,000 in rebates were funded in 2025.

Transportation

Transportation, consisting of Metropolitan Transportation Services (reorganized as Contracted Transit in 2026) and Metro Transit, operates, administers, and coordinates public transit services for the Twin Cities metropolitan area, and manages the allocation of federal transportation funds and plans for regional aviation, highway, transit, and bike and pedestrian transportation systems.

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 latest 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 Imagine 2050 and the 2050 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.

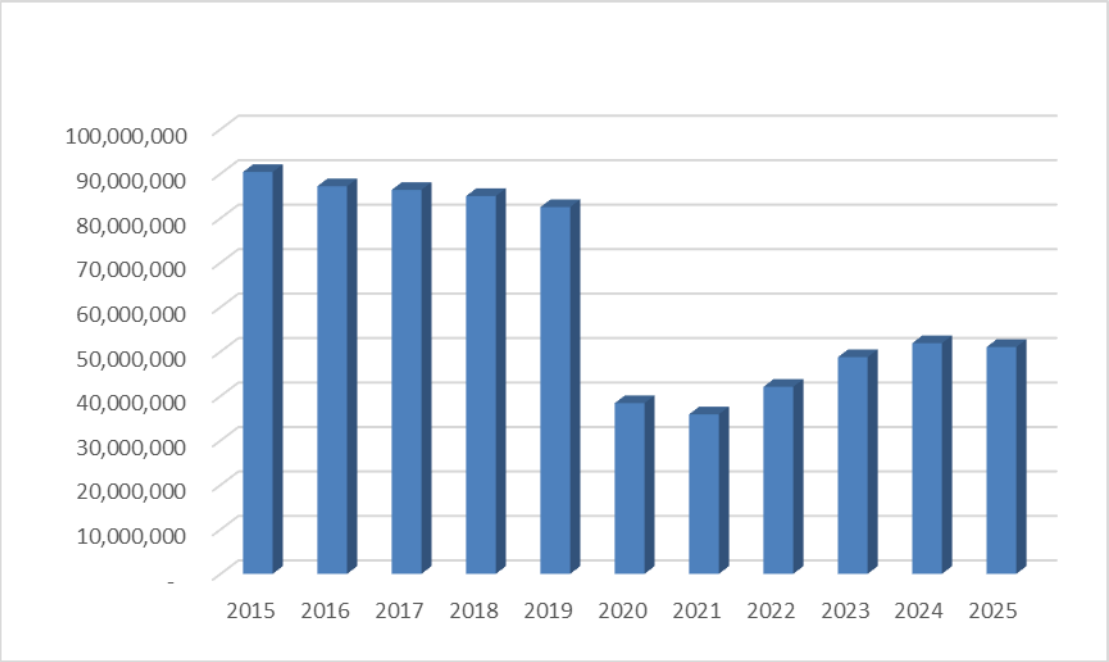
- **Metro Vanpool:** Started in 2001, Metro Vanpool subsidizes commuter vanpools that serve work locations.
- **Metro micro:** Tech-enabled, on-demand, shared-ride service that provides short point-to-point local trips within pre-defined geographic zones using small vehicles.
- **Metro Move:** Shared-ride 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.
- **Other programs:** 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 2025 transit ridership in the region was 58.4 million rides. Overall regional services experienced increases from 2024 – regular-route bus service was 37.3 million rides, special transportation services (Metro Mobility and Metro Move) decreased by 2%, METRO light rail ridership was 13.4 million, Northstar provided 122,000 rides, with service discontinuing in early 2026, Transit Link dial-a-ride provided 139,158, Metro micro provided 188,263 and Vanpool provided 78,100.

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, 2015-2025



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

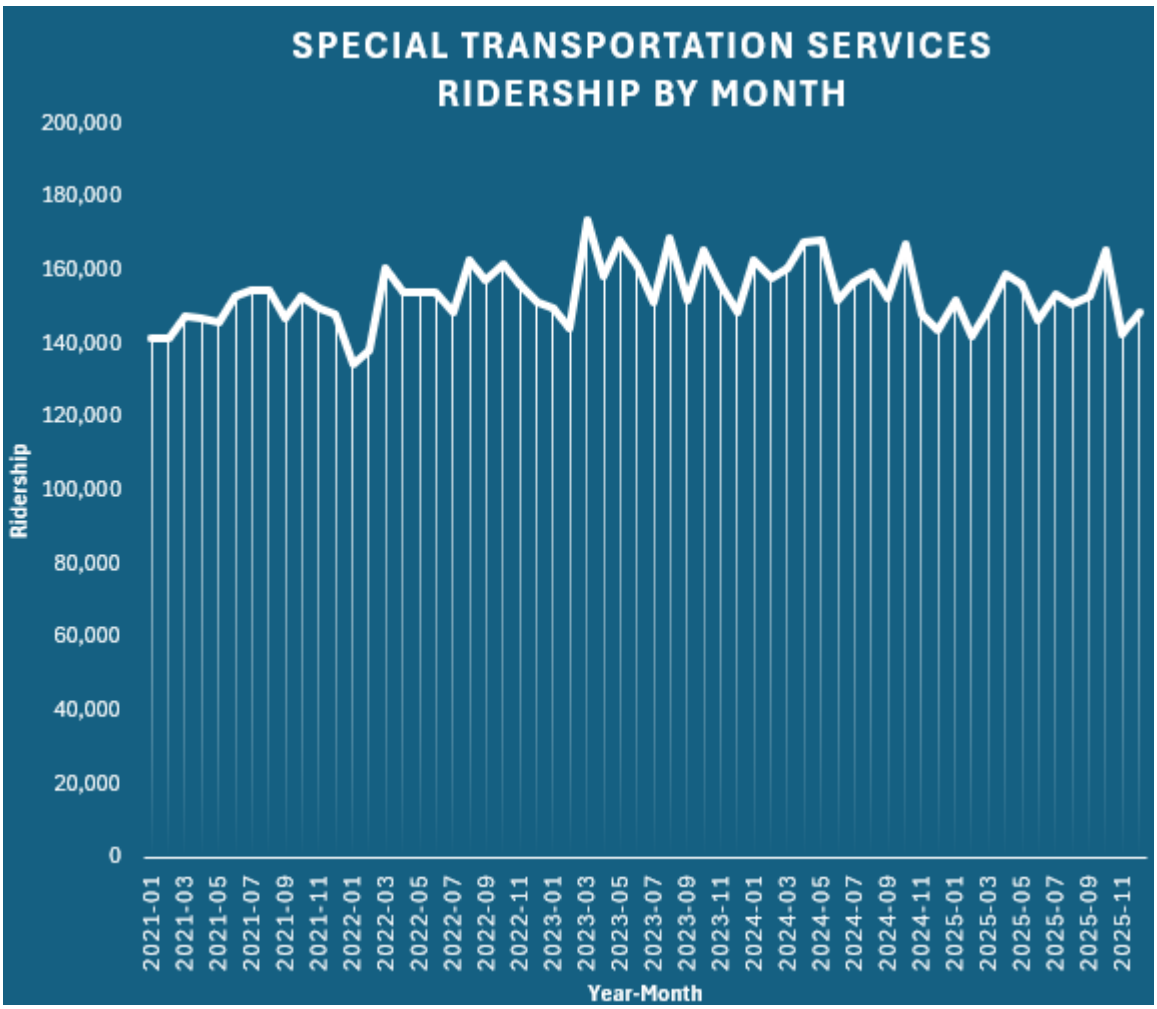
Driver hiring and retention has been stable throughout 2025. Contractors report greater success in attracting new drivers to the workforce.

Assessment of progress

Special transportation ridership

Special Transportation Services ridership dropped 2% from 2024. Ridership for Metro Mobility and Metro Move combined dropped by 2% for total 2025 ridership of 2,137,610.

Chart 9. Change in Special Transportation Services



In 2025, Special Transportation Services saw a 14% decrease in new applicants over 2024. Metro Mobility received 5,004 new certification applications in 2025.

Table 2. Active Metro Mobility Riders by Year

Year	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Active riders	19,983	20,794	20,626	21,475	21,982	19,090	17,550	18,636	18,780	19,457	19,215

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)

	2025
Fare revenues	**$4.57**
Federal revenue	**$22.50**
Other Revenue (DHS, interest, and/or transfers)	**$6.63**
State Appropriations	**$84.24**
TOTAL REVENUE	**$117.94**
TOTAL EXPENSES	**$123.51**
Change in Reserve Balance	**($5.57)**

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 2025, the 2050 Transportation Policy Plan was adopted as part of Imagine 2050. The plan

website was prepared and published with all of the final content, including final graphics and figures.

The first amendment to the 2050 Transportation Policy Plan was prepared, released for public comment, and adopted in 2025. The amendment addressed changes to the METRO Blue Line and added the METRO Gold Line Extension to the plan.

The second amendment to the 2050 Transportation Policy Plan was also prepared and released for public comment, with adoption anticipated in early 2026. The amendment would update the Aviation System Plan with new airport classifications, updated regulations and trends, updated policies and actions, and new aviation forecasts for 2050.

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 2025, the 2026-2029 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 2025, 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 and the Minnesota Highway 252 and I-94 Environmental Impact Statement.

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 state 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 2025, highlights include the following:

- The Met Council participated in regional studies and policy developments that 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 2025, the Met Council participated in project-level discussions for the following:
  - Minnesota Highway 55 Transit Study
  - Rethinking I-94 Transit Study
  - METRO Blue Line Extension
  - METRO Gold Line and Gold Line Extension
  - METRO Bronze Line (formerly METRO Purple Line corridor)
  - Riverview Modern Streetcar
  - Arterial bus rapid transit corridors and system planning
  - American Boulevard Transit Study
- 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.
- The Met Council also led a Microtransit Policy Framework in partnership with regional transit providers to develop guidance on microtransit service implementation and performance evaluation.

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 2025, highlights include the following:

- The Met Council updated the Regional Bicycle Transportation Network and Regional Bicycle Barrier Crossing Opportunities by soliciting changes from local government partners.
- The Met Council began scoping studies that will start in 2026 related to Complete Streets, bicycle and pedestrian demand estimation, and traffic safety near transit stops.
- The Met Council continued 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 has a role in the state-mandated greenhouse gas impact mitigation process for major highway projects, led by MnDOT.

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.

2025 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, 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. Staff expect release and acceptance of this new model in 2026.
- 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. The next household survey will occur in 2026, and the next transit on-board survey in 2028.

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 2025, the Met Council worked on the following aviation activities:

- Completed the Aviation System Plan update for the 2050 Transportation Policy Plan, including technical issue papers related to aviation trends.
- Reviewed and approved 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 2026-2032 Capital Improvement Program for Minneapolis-Saint Paul International Airport and the region's reliever airports.

Metro Transit

Metro Transit 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 85% of regular-route service in the Minneapolis/Saint Paul region. About 74% of rides are taken on the agency's buses and 26% on trains. We continue to monitor and evaluate ridership 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 3,551 employees transport customers nearly 161,000 times each weekday with service on 101 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 50.1 million rides in 2025.

In 2025, Metro Transit's fleet included 642 buses, 118 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've also been investing in the safety and security of our transit system. Our Metro Transit Police Department patrol officers, community service officers, TRIP agents (Transit Rider Investment Program), and supplemental security ride transit and visit transit facilities. We're continuing 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.

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. In 2023, Metro Transit increased the budget for full-time sworn officers from 141 to 171 to help increase official presence. Metro Transit Police have made significant gains of hiring police officers and community service officers and anticipates to be fully staffed in 2027.

The Metro Transit Police Department created a Community Service Officer (CSO) program to further expand layers of presence on the transit system. CSOs are students pursuing careers in law enforcement who help make the system welcoming by deterring crime and code of conduct violations while gaining valuable career experience. The CSO program is an invaluable recruiting pipeline, as many CSOs go on to become sworn officers with the agency. The CSO program has been extraordinarily successful, with a full staffing of 55 CSOs expected by mid-

2026. The CSO on staff are considered police cadets and as they complete school are anticipated to fill the open the full-time officer positions.

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. In 2025, we added additional budget for this program as we've seen improvements in code of conduct and positive customer feedback.

METRO Green Line Extension construction continues

Construction on the METRO Green Line Extension continued in 2025. 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. Revenue Service is planned for 2027.

METRO Blue Line Extension planning, anti-displacement work

Planning for the METRO Blue Line Extension continues, extending light rail 13.4 miles connecting downtown Minneapolis to the communities of North Minneapolis, Robbinsdale, Crystal and Brooklyn Park. The Anti-Displacement Community Prosperity Program Board, composed of community leaders, residents, business owners, as well as nonprofits, Hennepin County, Metropolitan Council, and corridor cities, is working to administer $10 million in grants. To date, the 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 1.1 million rides in 2025 and the number of people enrolled was 11,610. 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 opened for revenue service on March 22, 2025. Metro Transit also

opened the B Line (June 14) and E Line (December 6) for service in 2025.

With the opening of the METRO E Line in December 2025, the region currently has eight operating bus rapid transit lines, including the METRO Gold Line, METRO Red Line, METRO Orange Line, the METRO A Line, METRO B Line, METRO C Line, METRO D Line, and the METRO E Line.

Planning continued for the METRO Bronze Line and the F, G and H lines.

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, 2015-2025

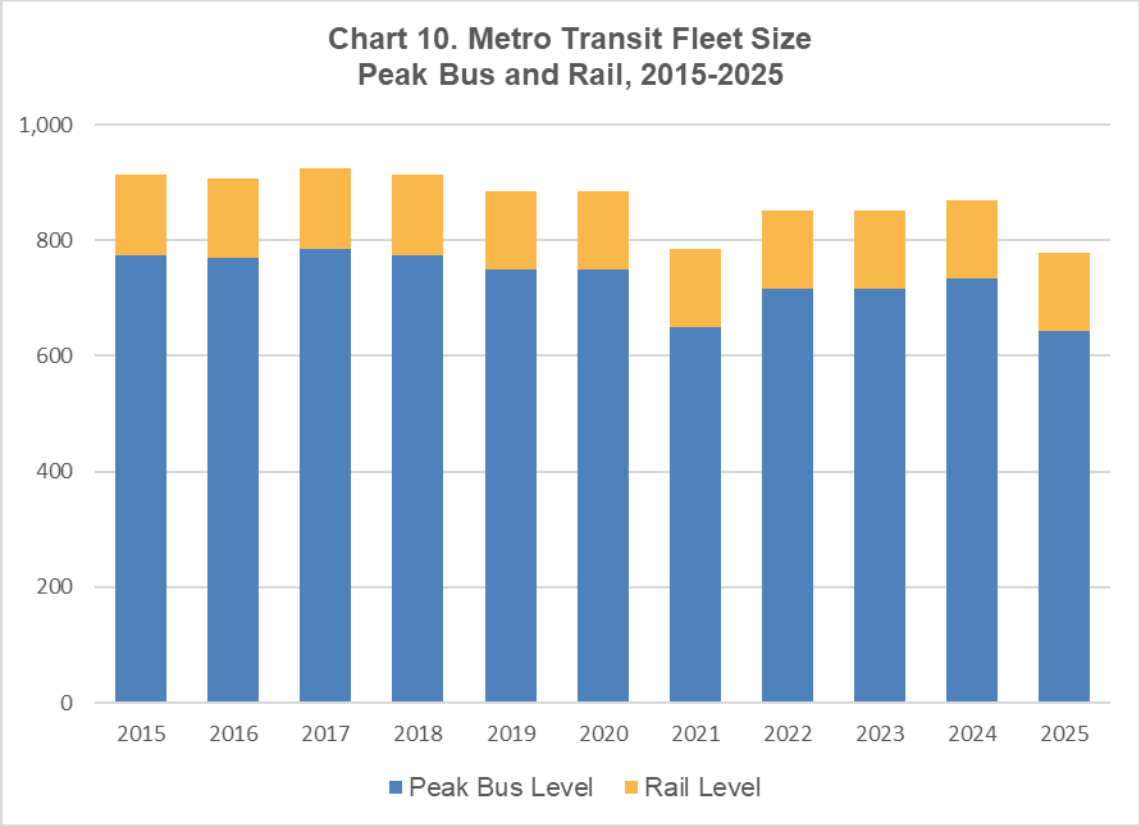


Chart 11. Metro Transit Total Miles Operated, 2015-2025 (in millions)

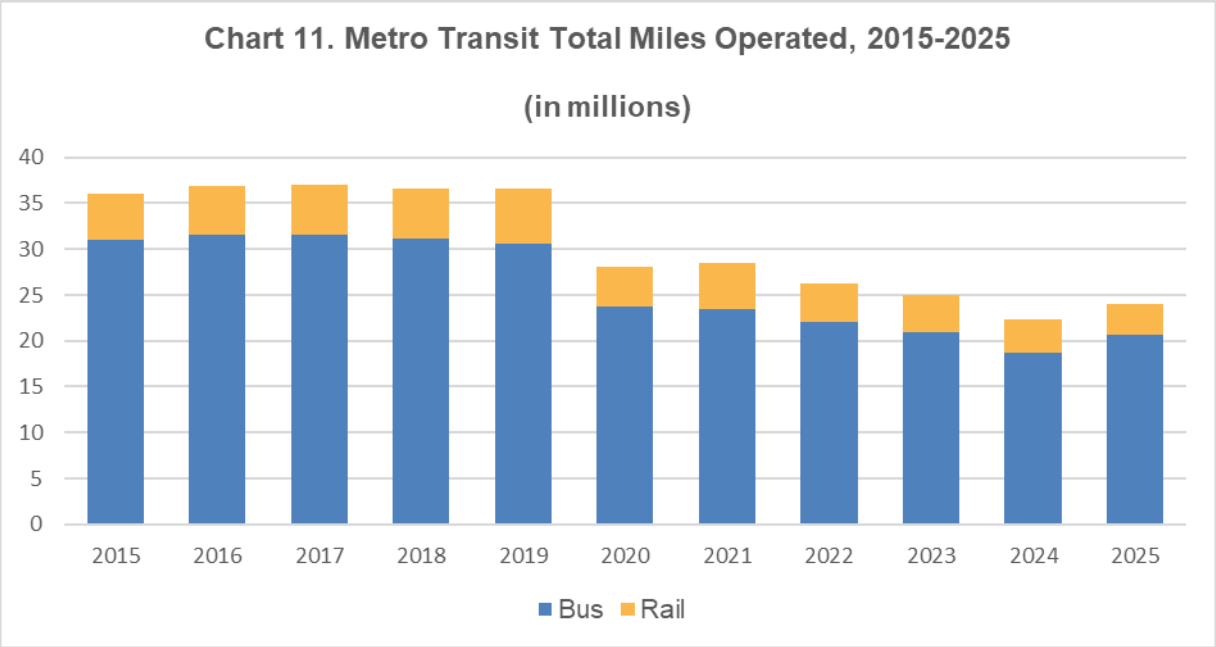


Chart 12. Metro Transit Bus Ridership, 2015-2025 (in miilions)

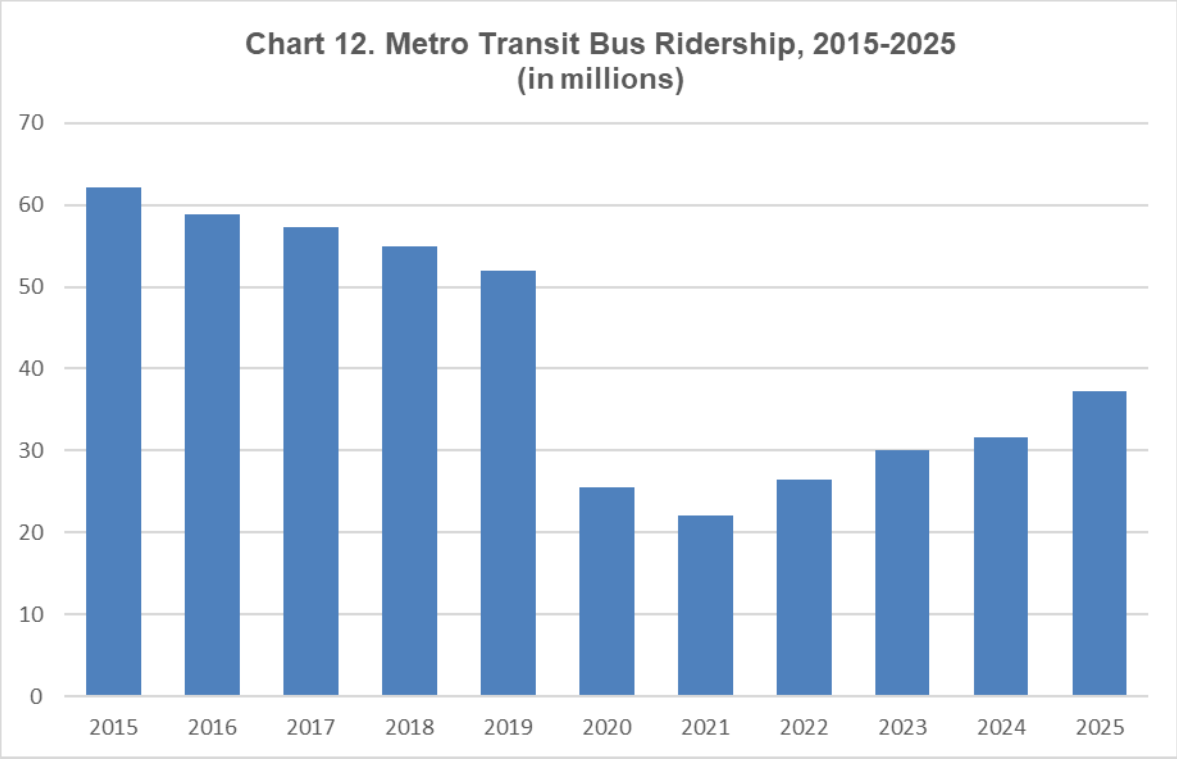


Chart 13. Metro Transit Rail Ridership, 2015-2025 (in millions)

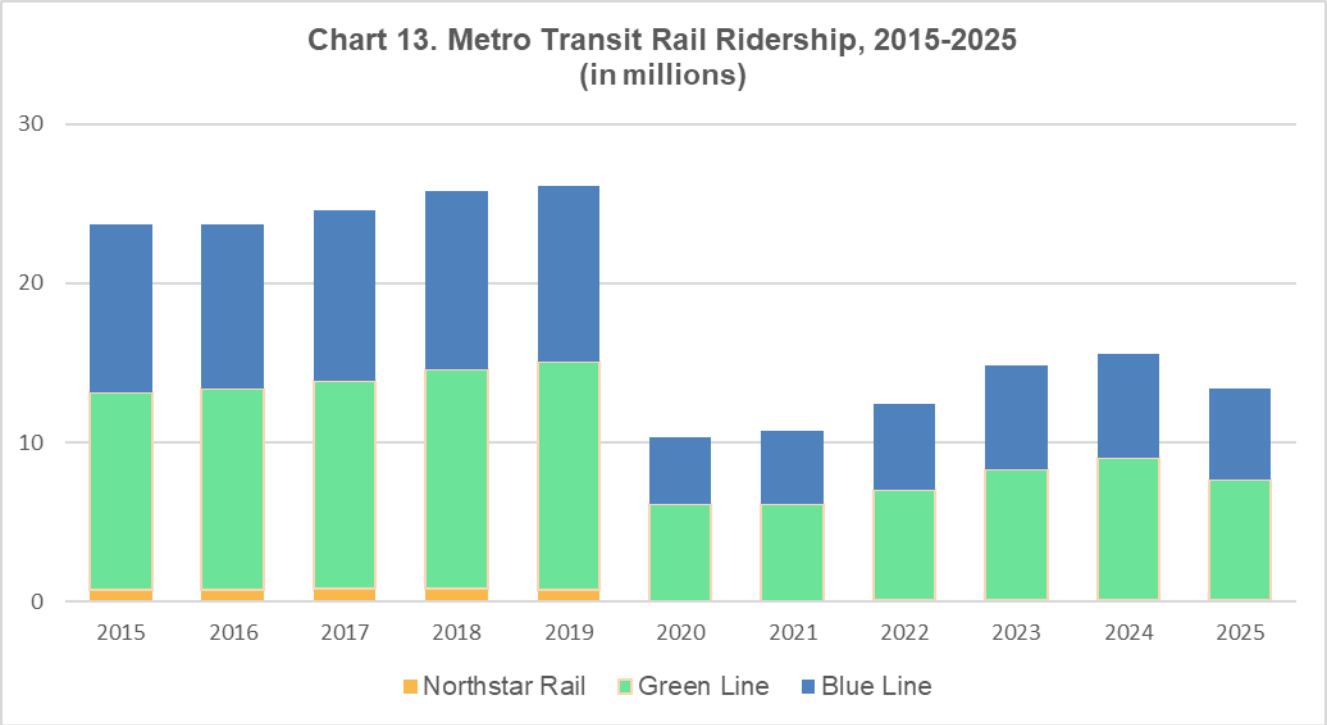


Chart 14. Metro Transit Fare History, Bus and Light Rail, 2015-2025

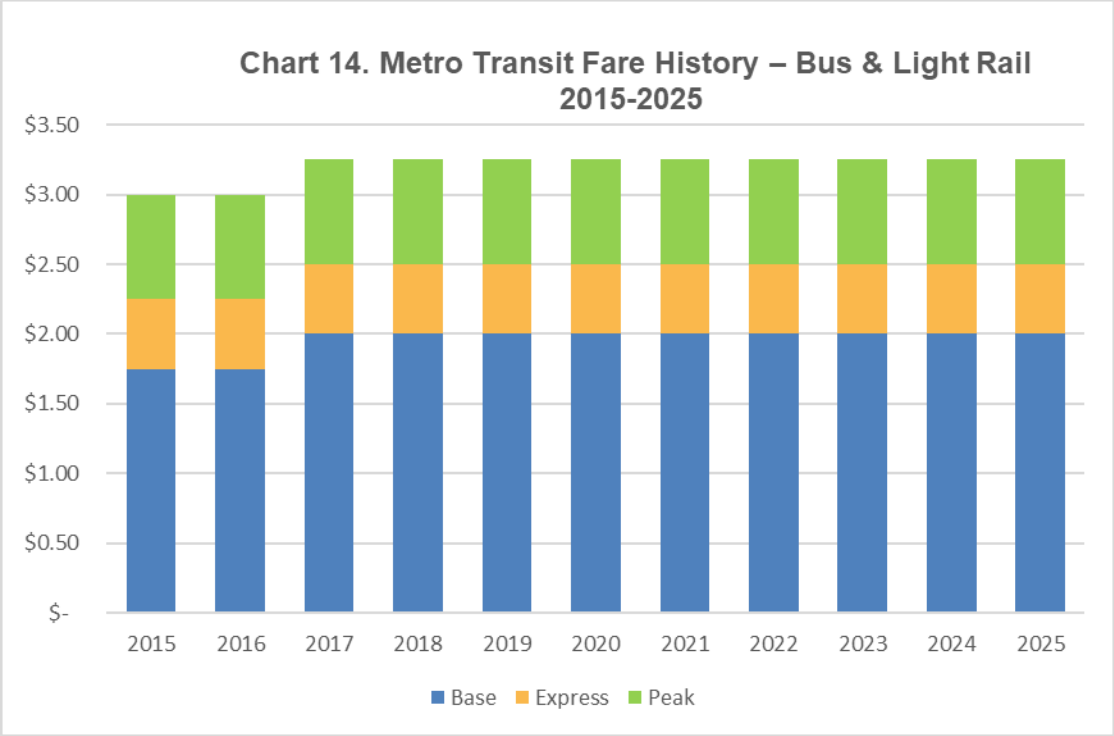
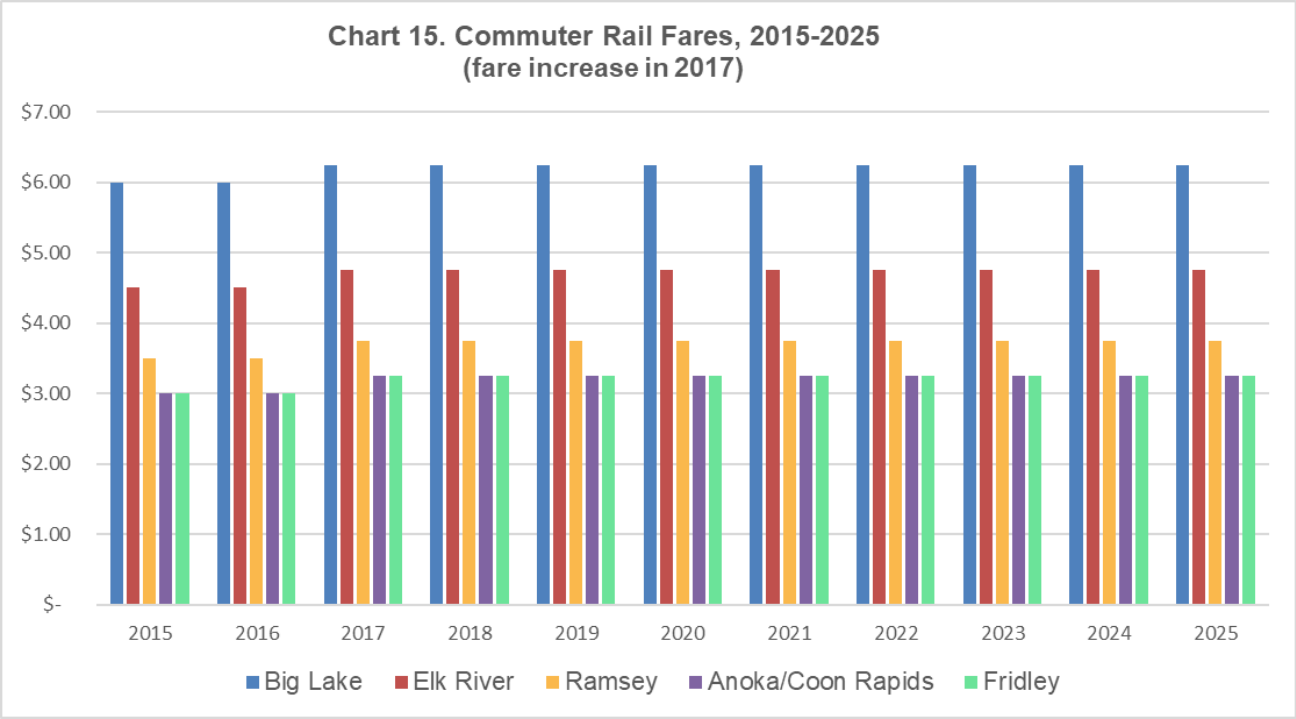
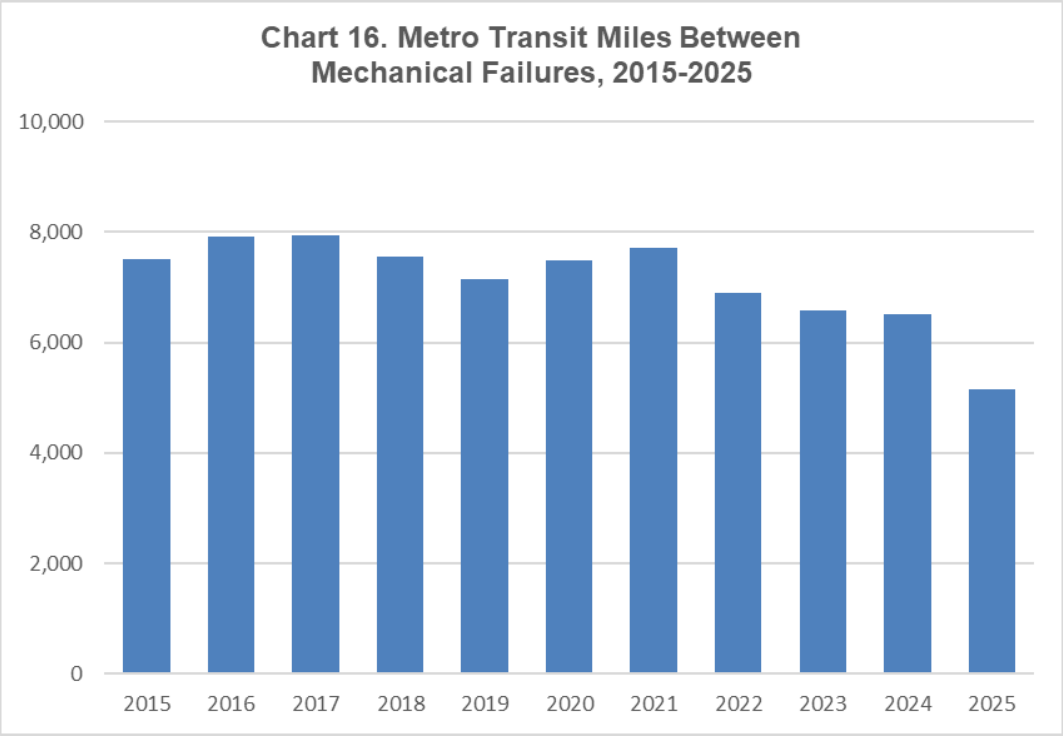


Chart 15. Commuter Rail Fares, 2015-2025 (fare increase in 2017)



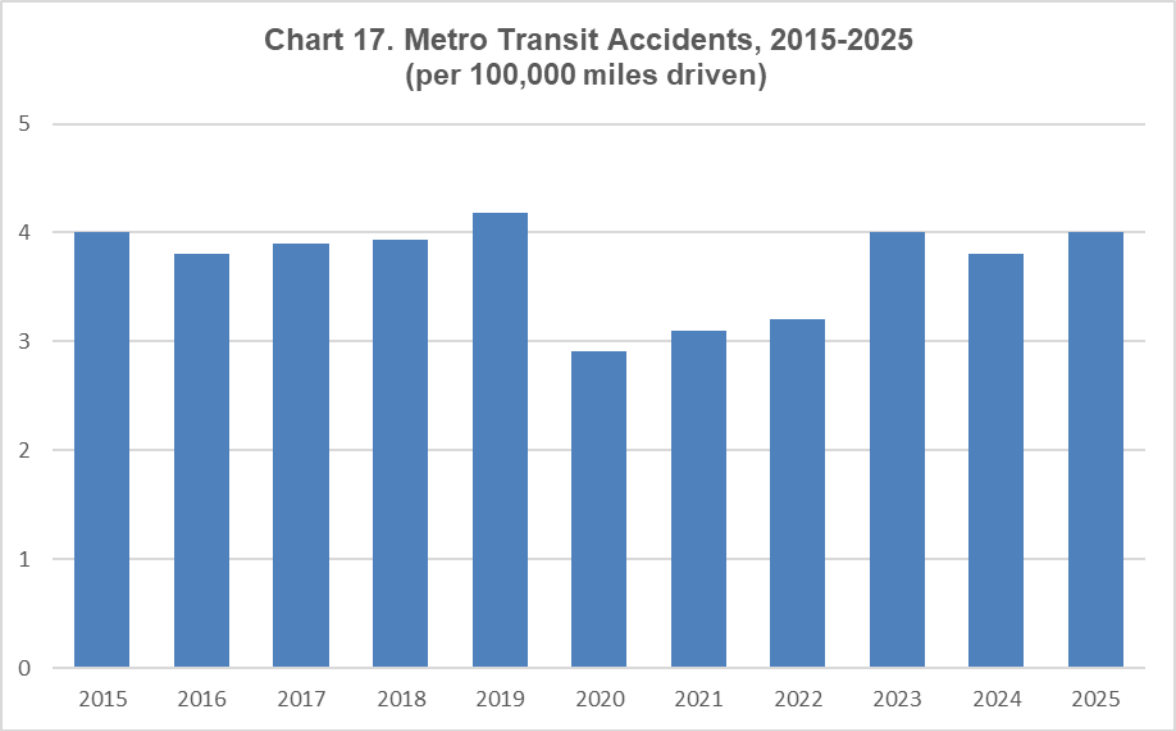
Note: Dollar figures reflect the fare increase on Oct. 1, 2017.

Chart 16. Metro Transit miles between mechanical failures, 2015-2025



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

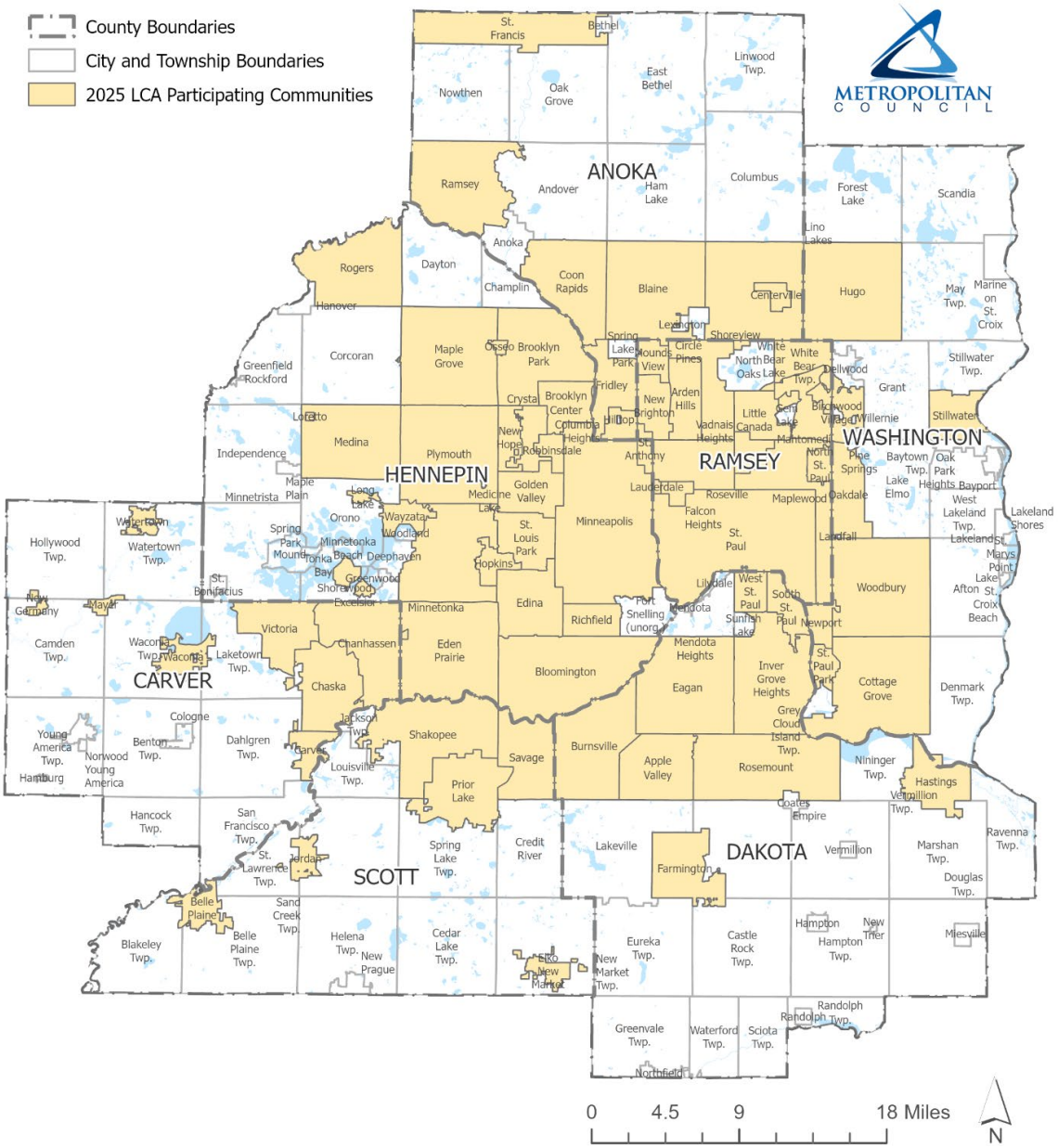
Chart 17. Metro Transit Crashes, 2015-2025 (per 100,000 miles driven)



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

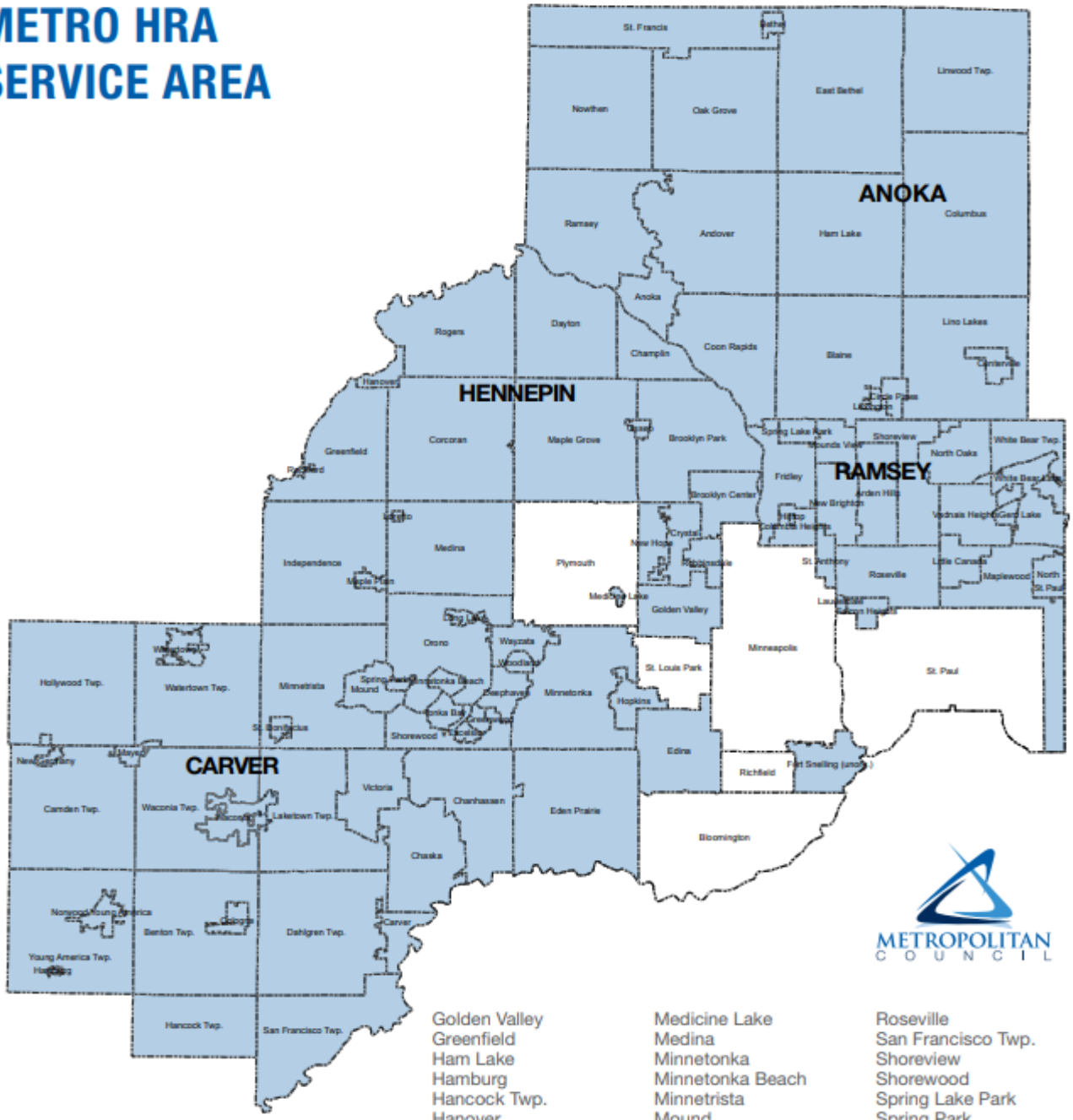
Appendix: Maps and Budget Summary

Livable Communities Act Participating Communities 2025



Source: Metropolitan Council Livable Communities, 2025

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

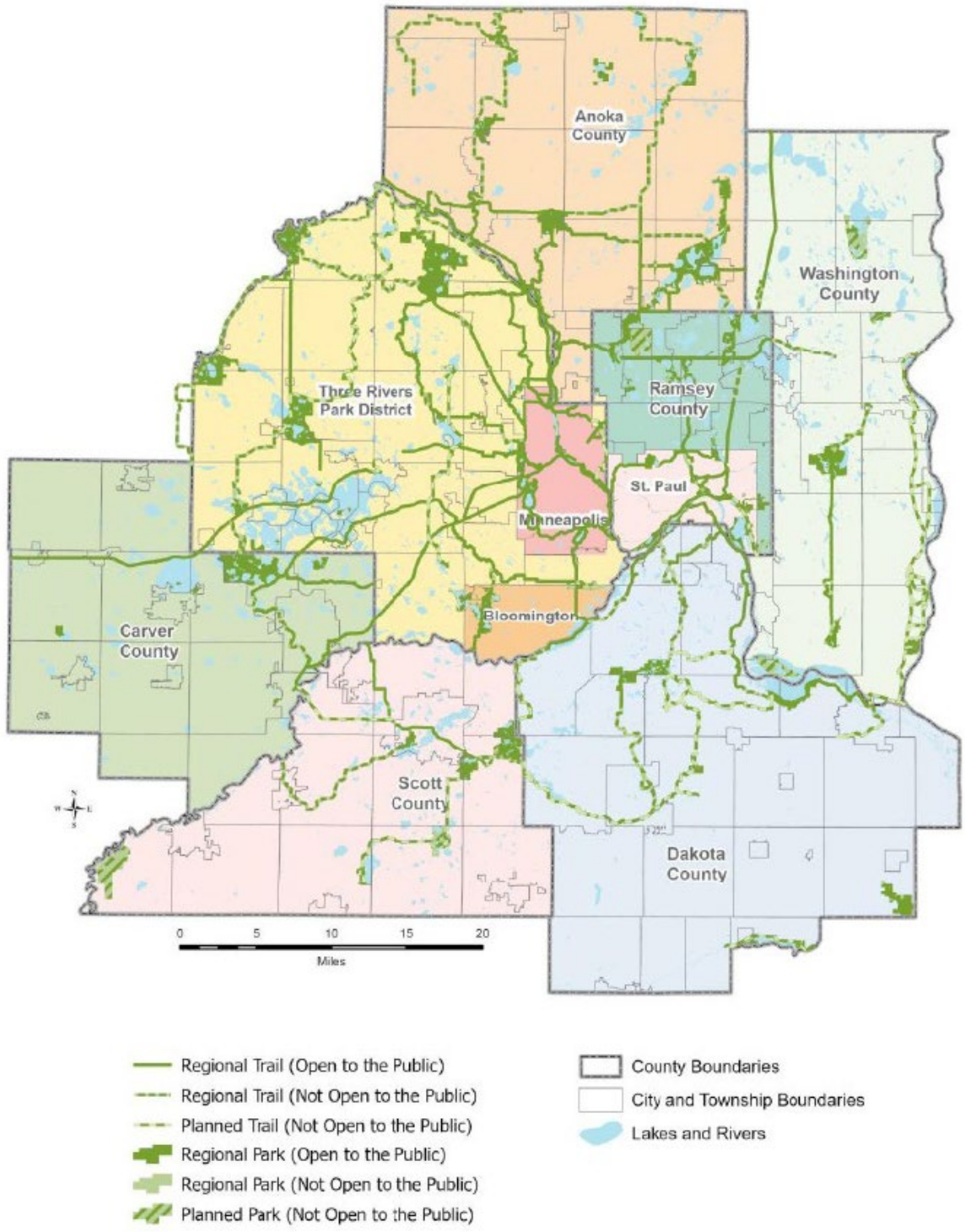
Columbia Heights
Columbus
Coon Rapids
Corcoran
Crystal
Dahlgren Twp.
Dayton
Deephaven
East Bethel
Eden Prairie
Edina
Excelsior
Falcon Heights
Fort Snelling
Fridley
Gem Lake

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

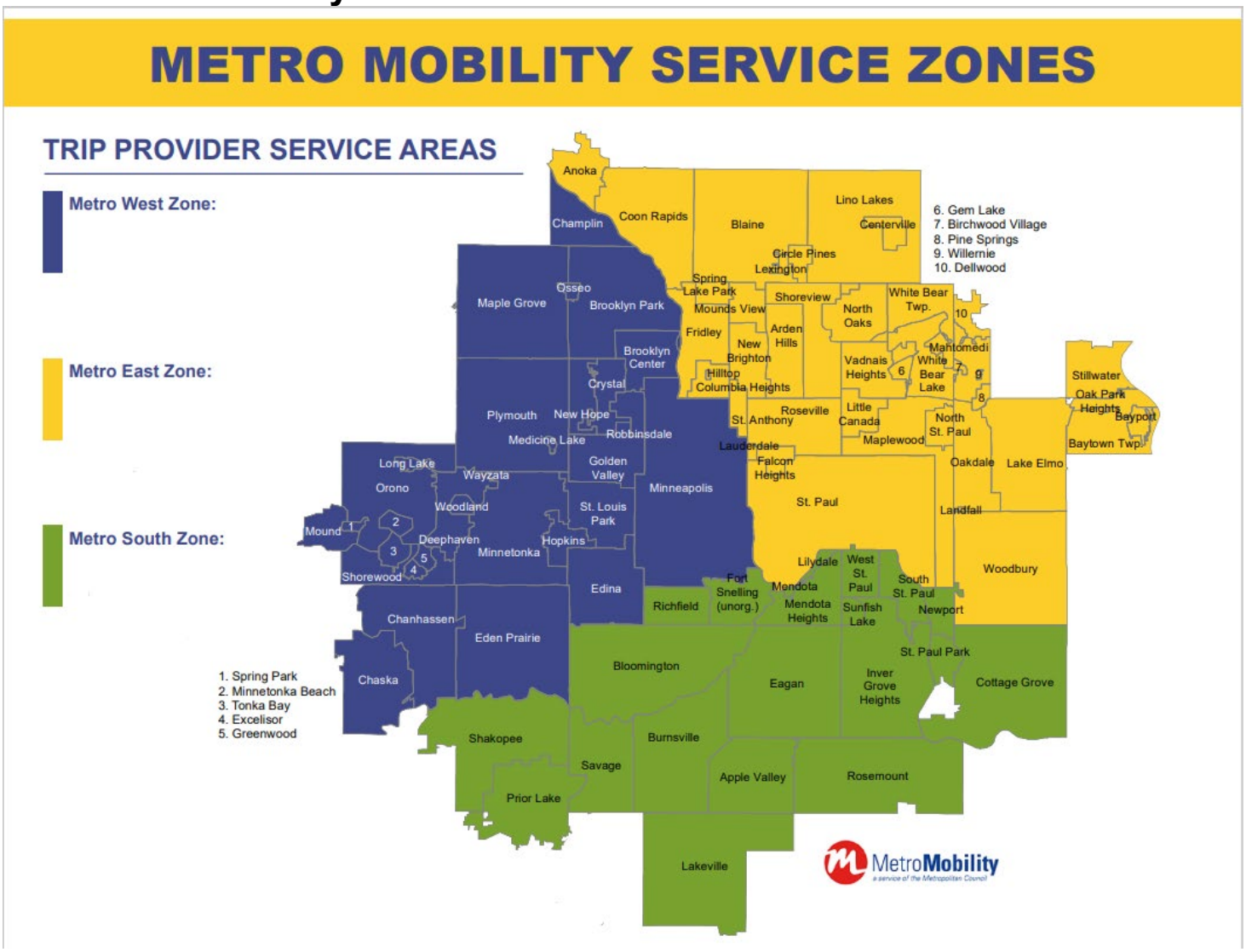
Medicine Lake
Medina
Minnetonka
Minnetonka Beach
Minnetrista
Mound
Mounds View
New Brighton
New Germany
New Hope
North Oaks
North St. Paul
Norwood Young America
Nowthen
Oak Grove
Orono
Osseo
Ramsey
Robbinsdale
Rockford
Rogers

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.

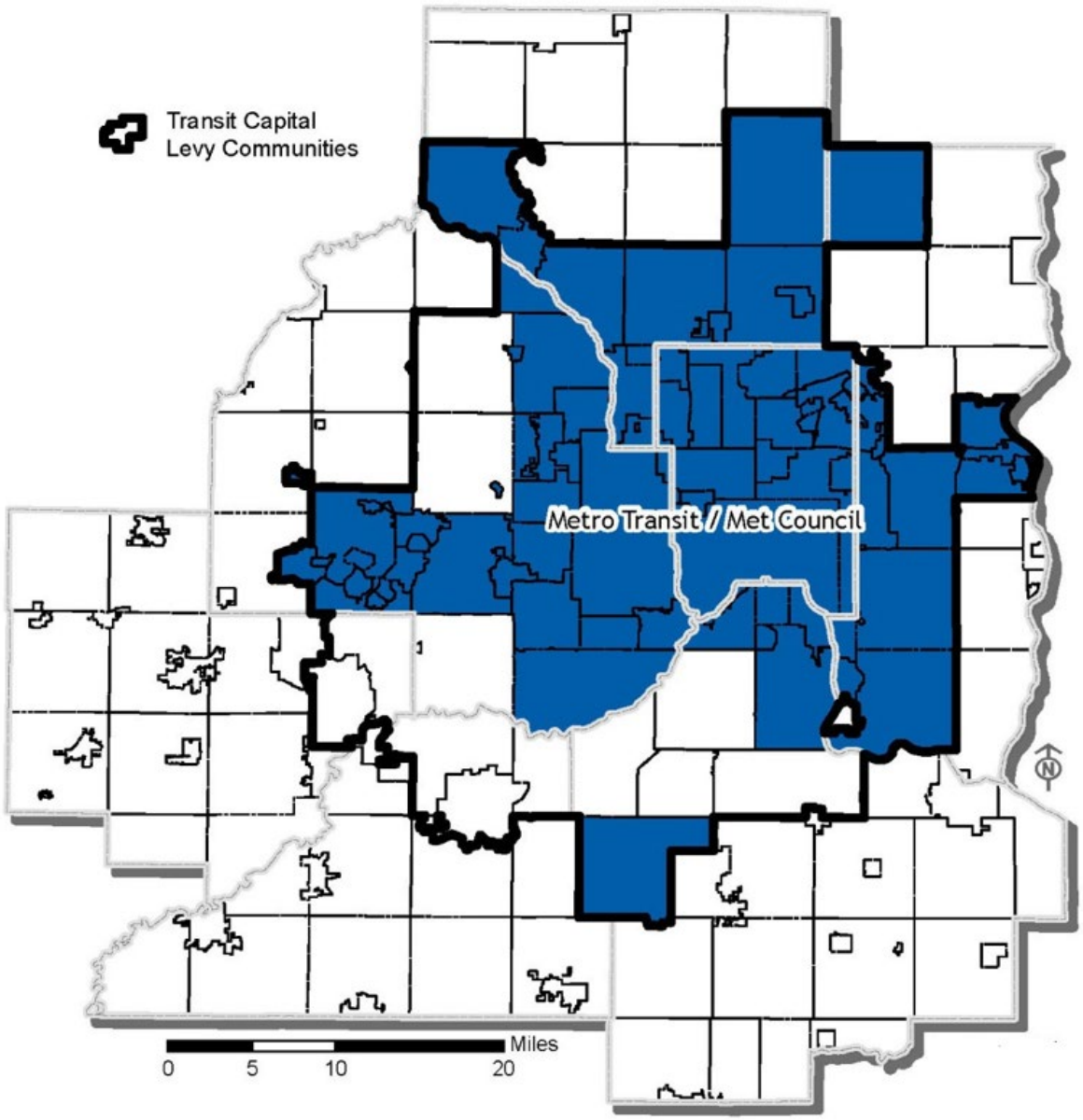
10 Regional Park Implementing Agencies



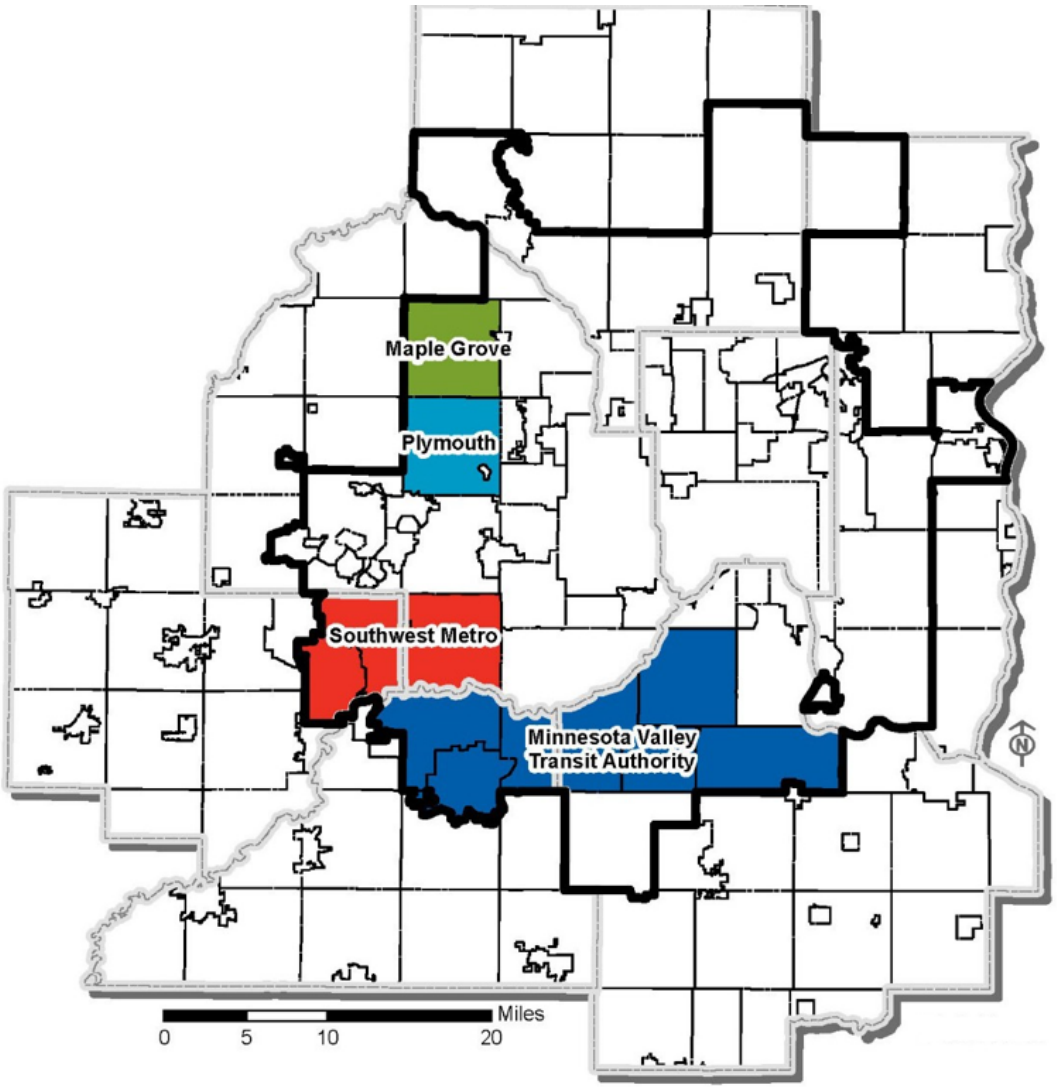
Metro Mobility ADA Service Areas



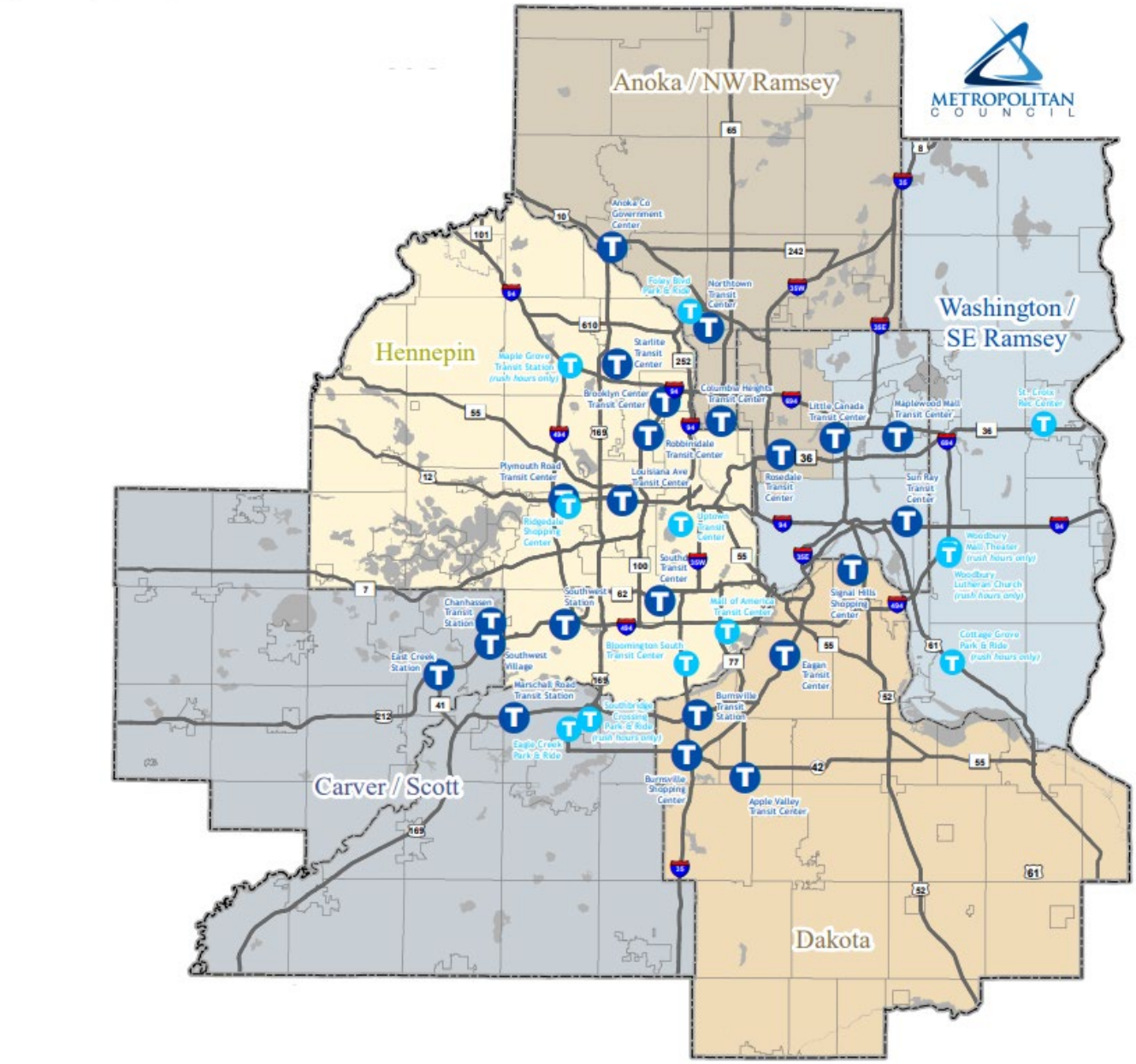
Metro Transit / Metropolitan Council Service Area



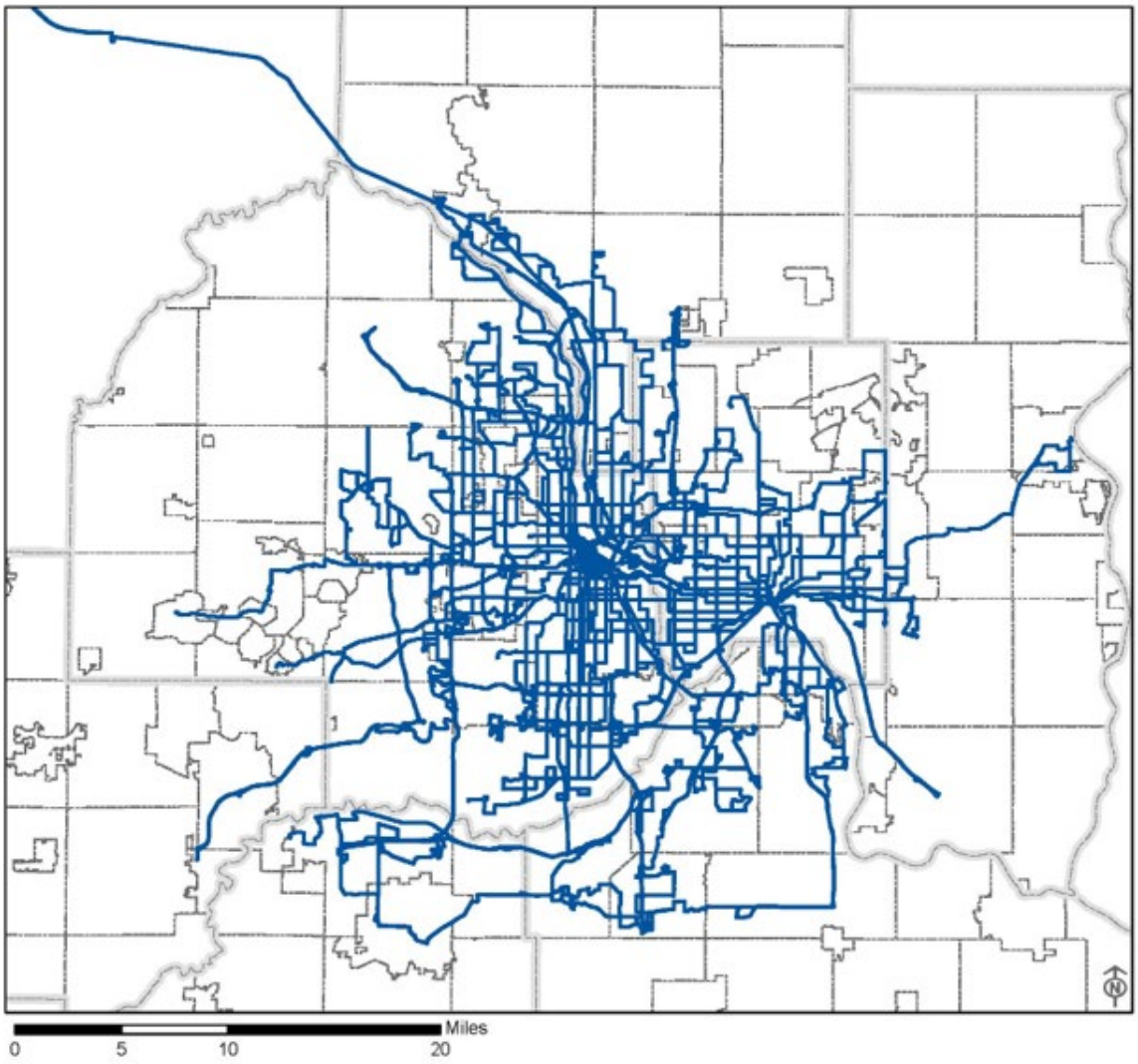
Suburban Transit Providers



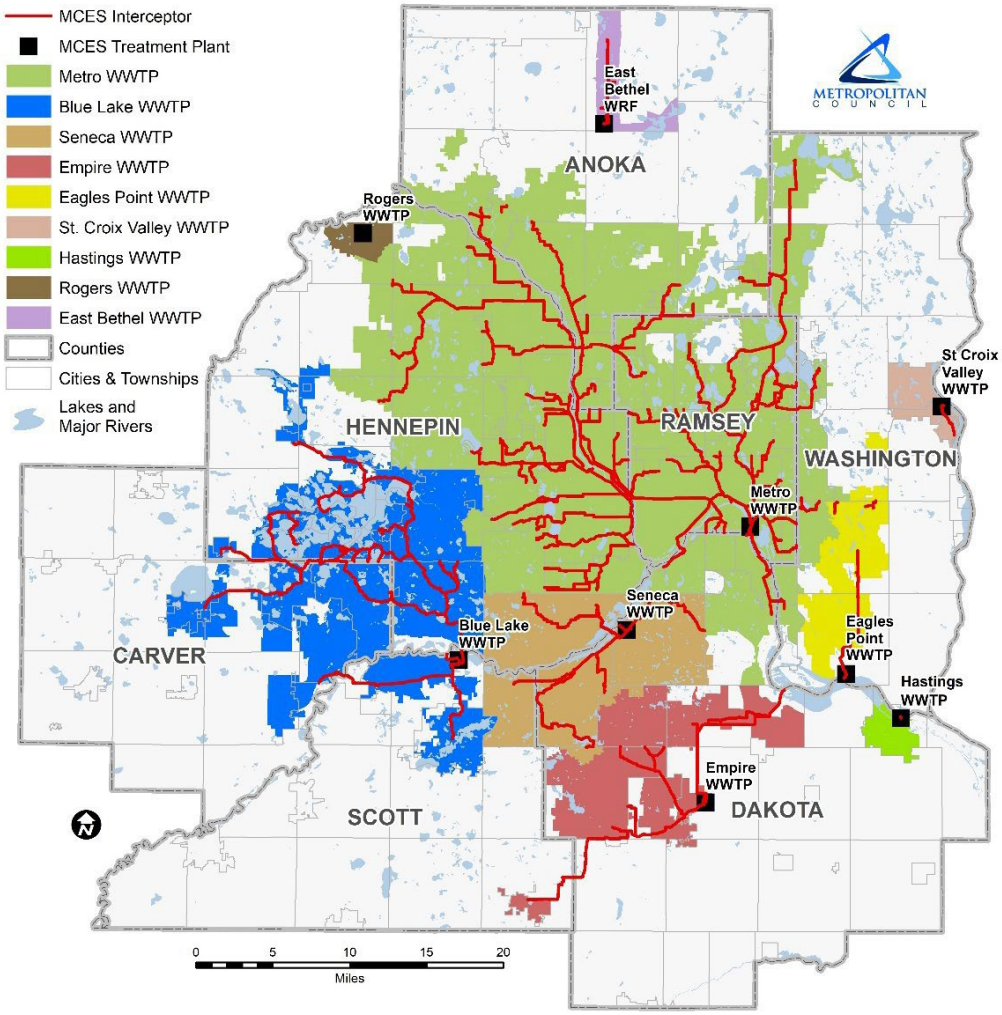
Transit Link Dial-a-Ride Service Area and Transit Hubs

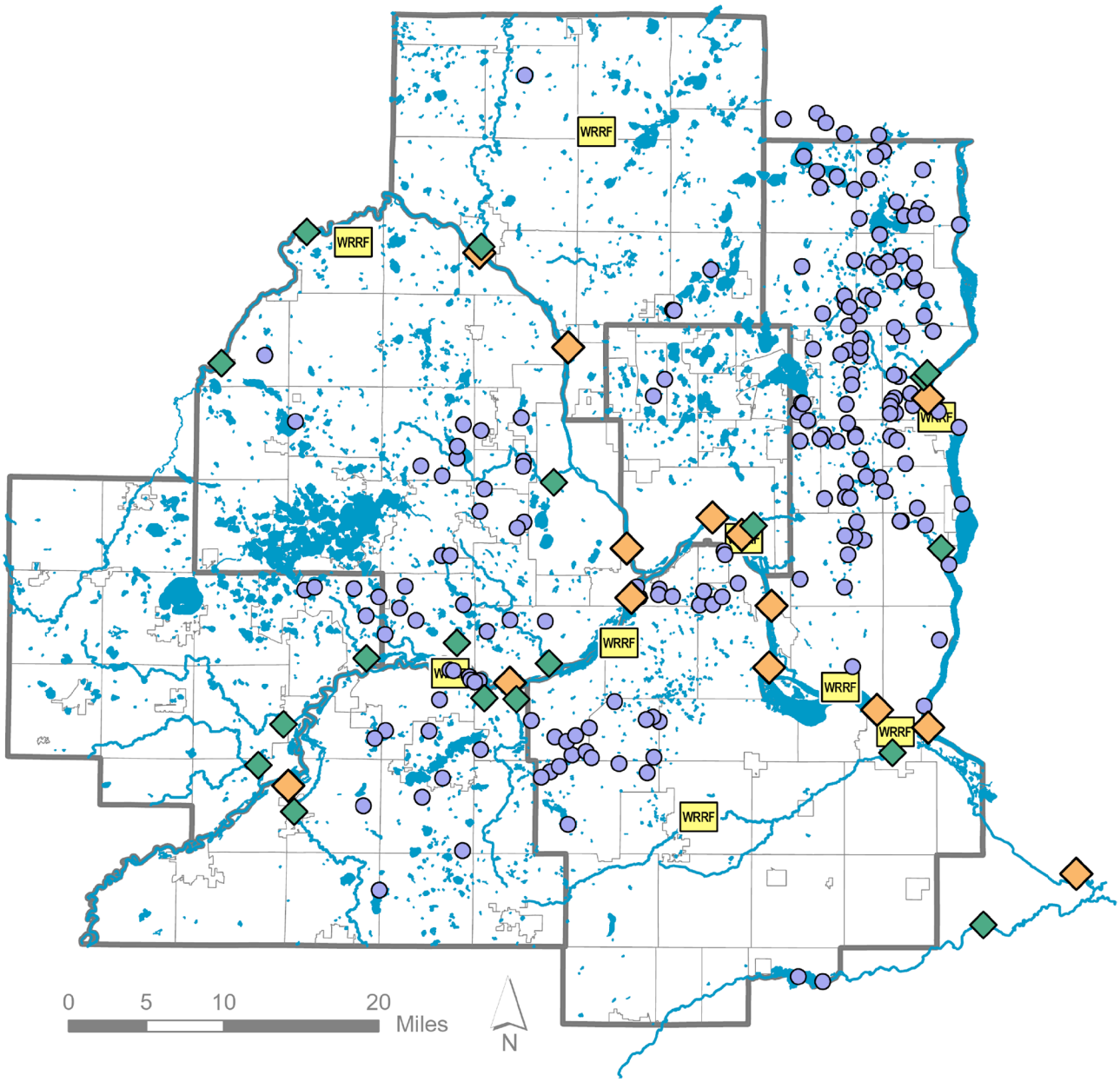


Metropolitan Area Regular-Route Transit Service



Wastewater Treatment Plants and Interceptors




WRRF
WRRF
WRRF
WRRF
WRRF
WRRF
WRRF
0
5
10
20
Miles
N
2025 Surface Water Monitoring Sites
Lake monitoring site
Stream or river tributary monitoring site
Large river monitoring site
WRRF
Wastewater treatment plant

Metropolitan Council 2025 Adopted Budget

Revenues

Sources	Dollars (in millions)
Net property tax	96,055
Federal revenues	182,174
State revenues	697,181
Local revenues	1,615
Municipal Wastewater Charges	297,360
Industrial Wastewater Charges	19,630
Passenger fares, contracts and special events	58,940
Investment earnings	11,997
Other Post-Employment Benefit investment earnings	6,000
Other revenues	8,156
Total revenues	**$1,379,108**
Other sources	
Motor Vehicle Sales Tax transfers in	16,520
Sewer Availability Charge transfers in	52,751
Total other sources	**69,271**
Total revenues and other sources	**$1,448,379**

Expenses

Categories	Dollars, in millions
Salaries and benefits	688,865
Other Post-Employment Benefit payments	15,480
Consulting and contractual services	109,784
Materials and supplies	58,775
Fuel	35,219
Chemicals	17,177
Rent and utilities	49,510
Printing	567
Travel	3,477
Insurance	11,274
Transit programs	150,574
Operating capital	3,645
Government grants	5,345
Other expenses	26,654
Pass-through grants and loans	237,391
Debt service obligations	188,811
Total expenses	**$1,602,548**
Other sources and (uses)	
Transfers out and other uses	(12,109)
Total other sources and (uses)	(12,109)
Total expenses and other sources and (uses)	**$1,614,657**
Change in fund balance	**($166,278)**



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