

2024 ANNUAL REPORT TO THE LEGISLATURE

January 2025

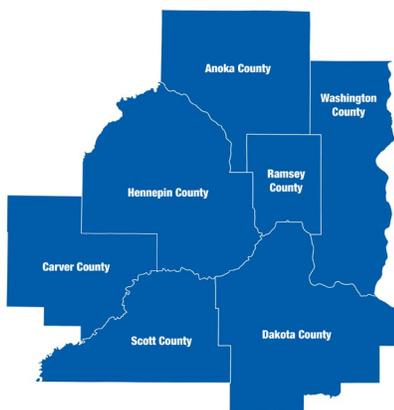


METROPOLITAN
COUNCIL

The 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 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 2024 Annual Report to the Legislature satisfies the requirements of [Minnesota Statute 473.245](#), which requires the Metropolitan Council to submit an annual report on or before January 15 each year. More detailed budget and work plan information is included in the Met Council's [2024 Unified Budget](#).

Summary Budget Information

2024 Amended Council Budget

The Met Council submitted its [2024 Unified Budget](#) to the Minnesota Legislature in January 2024. It contains detailed budget information and describes the Met Council’s 2024 work program; it also satisfies state budget reporting requirements. A summary of the 2024 amended operating budget follows.

2024 Amended Budget Expenditures

Transportation	737,089,000
Debt Service	192,552,000
Environmental Services	170,885,000
Pass-through Funds	218,898,000
Planning and Administration	131,344,000
Other Post-Employment Benefits	14,768,000
Total	1,465,536,000

2024 Amended Budget Revenues

State Funds	578,969,000
Wastewater Fees and SAC	357,855,000
Federal Funds	215,483,000
Transit Fares	60,870,000
Property Taxes	94,170,000
Other	16,902,000
Total	1,324,249,000

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

2025 Adopted Council Budget

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

2025 Budget Expenditures

Transportation	829,245,000
Debt Service	188,811,000
Environmental Services	184,186,000
Pass-through Funds	237,391,000
Planning and Administration	147,435,000
Other Post-Employment Benefits	15,480,000
Total	1,602,548,000

2025 Budget Revenues

State Funds	713,701,000
Wastewater Fees and SAC	369,741,000
Federal Funds	182,174,000
Transit Fares	58,940,000
Property Taxes	96,055,000
Other	27,768,000
Total	1,448,379,000

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

Policy Plans and Amendments

No policy plans or policy plan amendments were adopted by the Met Council in 2024. Planning efforts across the Community Development, Environmental Services, and Metropolitan Transportation Services divisions were focused on Imagine 2050, the next regional development guide, slated to be adopted in February 2025.

Under state law, the Met Council prepares a long-range plan for the Twin Cities region every 10 years. The Imagine 2050 plan will set the policy foundation for regional transportation systems, water resources, regional parks and trails, and housing.

The draft plan identifies the key regional values of equity, leadership, accountability, and stewardship. It also aspires to support a region in 2050 that reflects five goals through policies and actions that inform practices, programs, and partnerships:

- Our region is equitable and inclusive.
- Our communities are healthy and safe.
- Our region is dynamic and resilient.
- We lead on addressing climate change.
- We protect and restore natural systems.

We engaged thousands of people across the region in the process of developing Imagine 2050 through innovative engagement like our Art + Policy events as well as through targeted engagement in Black, Indigenous, Latino, and Asian heritage communities, and for people with disabilities and low-income populations. In addition, we received more than 2,000 comments from more than 500 organizations and individuals during the public comment process.

The final product will reflect imaginative solutions for today's challenges and set policy and investment direction for the region's future. It will guide our work and our partners' work for years to come.

[Learn more about Imagine 2050.](#)

Studies and Recommendations

Density Analysis for Imagine 2050

We conducted a density analysis for the Imagine 2050 planning process. The analysis provides insights into the current and projected development densities across communities within the Metropolitan Urban Service Area (MUSA). This analysis includes net developed overall density, net developed 2010-2020 density, and minimum planned densities for 2030 and 2040. Our Plat Monitoring Program data on residential platting activity was included for evaluation of the density of submitted plats.

The conclusions from the density analysis highlight differences between actual developed densities that exist in the built environment and planned minimum densities that are authorized as part of local comprehensive plans. Despite some communities achieving higher densities in recent years, overall development density falls short of planned targets. Notably, communities designated as Suburban Edge in Thrive MSP 2040 exhibit lower densities than required, while platted density surpasses developed density, indicating a slower build-out or lot absorption for subdivisions.

In response to these findings, we evaluated nine approaches, including both policy decisions and administrative practices, to help implement any density policy adopted as part of Imagine 2050. These approaches aim to achieve development consistency while allowing flexibility for local planning needs. The policy approaches we analyzed include increasing minimum density requirements, restraining MUSA expansion, and requiring new connections to the regional sewer system to meet the required minimum density of any given community designation.

We analyzed the following proposed administrative processes or guidelines:

- Evaluating the feasibility of demand and development based on practicality.
- Including all land guided to support growth in density calculations.
- Identifying forecasted growth and land supply by decade.
- Using a performance-based approach to offering flexibility in meeting minimum requirements.

We also considered, but did not recommend, approaches to include all existing development in density calculations and to assign a target density for communities in addition to minimum density standards.

To recommend specific minimum densities for community designations in Imagine 2050, our analysis included assessment of average and median planned densities for different community designations in Thrive MSP 2040. Recommendations include revised minimum density requirements tailored to community designations.

While not all approaches are recommended for consideration, we do recommend a holistic approach that integrates various strategies, including performance-based flexibility programs, to achieve consistent yet flexible planned development that results in a built form reflective of minimum planning requirements.

We recommend additional analysis to establish clear criteria for MUSA expansion, develop incentive programs, and refine methodologies for assessing land use practicality. Additionally, a detailed assessment is required to establish minimum density requirements for transit station areas, tailored to specific community designations and transit modes.

Overall, the density analysis and proposed approaches provide a comprehensive framework for addressing development density challenges, ensuring sustainable growth, and aligning with regional goals within the urban service area.

[Read the full report and recommendations.](#)

Note that the Met Council, as of Dec. 13, 2024, had not yet acted on the recommendations in the density analysis. Final action will occur when the Met Council adopts Imagine 2050, anticipated in February 2025.

Qualitative Density Analysis

A Supplement to the Imagine 2050 Density Analysis Report

While quantitative data demonstrates the state of development across the region, it does not reflect the current or future needs of the community members in the region. The Met Council convened the Young Leaders and Community Leaders Collaborations between January 2023 and March 2024. Participants identified topics and carried out peer interviews in their communities to create a set of recommendations for the Met Council. Key takeaways from these collaborations include the need for:

- Preserving and restoring green and open spaces to enhance health and create community and cultural connections.
- Building more affordable, multigenerational housing to support diverse cultural values and create wealth-building opportunities.

- Creating more dense and compact development with strong pedestrian and transit connections to foster community connections, expand social networks and access to jobs, and increase public health.

[Read the Qualitative Density Analysis.](#)

Study on Post-COVID Pandemic Public Transportation

The Center for the Transportation Studies at the University of Minnesota conducted this study on behalf of the Met Council. As directed by the Minnesota Legislature in Article 4 §143 of HF2887 (enacted May 2023), the study synthesized the observed impacts of the COVID-19 pandemic on public transportation in the metropolitan area, and forecasted expected impacts after the pandemic is substantially curtailed.

The study included a primer on regional transit ridership, followed by chapters on how COVID-19 changed transit ridership; the dynamics of regional active transportation and transit demand; the operational revenues and expenditures of Met Council fixed route transit budgets; and scenario exploration of future trends in ridership and financial flows.

A key contribution of this study is documenting the relationship between transit ridership and transit accessibility (access to opportunity). As the COVID-19 pandemic demonstrates, external forces on travel behavior can alter demand, but regional transit agencies have much more influence on transit supply. In areas where access to opportunities via transit is higher, ridership in those neighborhoods increases, even in the COVID era. To the extent that ridership is a primary goal of regional transit agencies, bolstering the network that provides high accessibility to destinations will lead to success.

The COVID-19 pandemic triggered significant changes in the funding composition for public transit. Despite this, the Met Council was able to cover its transit operating expenses thanks to the Met Council's reserves and the inflow of federal funding. Thanks to action by the Minnesota Legislature, the Met Council and regional providers are expected to continue covering their transportation expenses in the coming years, with revenue from the Metro Area Transportation Sales and Use Tax playing a key role in the face of increased uncertainty over ridership and operational costs.

The most significant impact to both ridership and operational budget balance has come from the COVID-induced prevalence in remote work, which has persisted in the region since 2020. The four- or five-day office commute was not the majority of trip purposes even before the pandemic, but its pre-COVID regularity

led to predictable ridership and bookable revenue from associated pass programs. This regularity has disappeared, and with it the strongest motivators for riding transit to downtowns and paying for an all-you-can-ride pass to do so.

The fare revenue from these passes is not likely to return in the near term, meaning operational budgets must be balanced by revenue outside of fare programs. Additionally, ridership changes have been proportional to the share of the office-commute trip purpose pre-COVID, with Northstar commuter rail experiencing the largest ridership drop. Additional key insights are highlighted, below, in the areas of study specified by the original legislative direction.

Ridership Analysis

Ridership is the intersection of transit supply and demand for travel. The regional transit providers influence the supply of opportunities, which can be measured as destination accessibility. Throughout the region, both before and during the COVID pandemic, higher destination accessibility on transit leads to higher ridership in those neighborhoods. This effect is strongest in the core urban areas of the metropolitan area, where the number and type of destinations reachable on transit is highest.

- Ridership was strongest in the COVID-era on route types with all-day, all-purpose service, such as arterial BRT lines and other METRO network lines.
- Ridership dropped the most on route types which had the highest proportion of office-commute trips pre-COVID.
- Boarding patterns throughout the day have changed, with morning peak travel reduced much more than afternoon peak travel, reflecting trips made for multiple purposes and destinations.

Who rides transit in the metropolitan region is important to understand for operational success in meeting customer needs, and for accurate understanding of ridership trends.

- While nearly everyone who rides transit is employed, a student, or both, transit trips in the region are most often taken for purposes other than travel to work.
- Before the pandemic, 64% of regional transit trips were made by people without access to a car for that particular trip; in the COVID era this rose to 82% of trips.
- Before the pandemic, higher proportions of regional transit trips were made by Black, Indigenous, Hispanic/Latino, Asian, and other people of color than their proportion of the metropolitan regional population. In the COVID

era, BIPOC riders made 55% of weekday trips, while comprising only 30% of the regional population.

These and other demographic findings indicate that transit is used by many in the region to support all kinds of daily life maintenance trips, and that there is a large potential market for expansion of this trip-making in places with all-day access to all purpose destinations.

Active and public transportation mode demand

For over 92% of transit trips in the region, passengers are pedestrians or cyclists before or after riding transit. Active transportation, defined as walking, rolling, and biking to reach destinations, inherently supports public transit success.

Examining latent active transportation demand within the region suggests an opportunity for growth in the trip share of active and public transportation.

- Enhancing the infrastructure for safe active travel and integration of bicycles, e-bikes, and shared micromobility with public transit is crucial for expanding accessibility and encouraging multi-modal travel behaviors.
- E-bikes and shared micromobility devices offer potential to meet unfulfilled demand, enhance accessibility, and supplement public transit.
- The lack of comprehensive active transportation data and data integration across entities hinders our ability to understand current usage patterns and effective interventions.

Transit service levels

In response to travel demand that was radically altered by the arrival of the COVID pandemic, regional transit providers reduced supply of opportunities to travel on transit by suspending routes, reducing frequencies, and reducing span of operations.

- Service reductions impacted suburban areas most strongly, with 30% to 50% reductions in transit access, though this differed by provider service area. Suspensions, reductions, and alterations of commuter and express routes led to significant reductions in access via the regional park-and-ride network.
- Core urban markets experienced 10% to 20% losses in transit access on average, with some areas gaining access due to new METRO network lines.
- Reductions were deepest in 2022, during the most acute period of a transit driver shortage, and availability of workforce continues to constrain transit service levels.

Revenues and expenditures

The study examined revenues and expenditures in detail for the Met Council's Transportation division budget, including Metro Transit and Metropolitan Transportation Services (MTS) operations.

- Total fare revenue declined by 60% from pre-COVID levels in FY2021, and currently is half of pre-pandemic levels. The decline is largely attributable to the reduction in guaranteed revenue from commuter pass programs, which in turn is due to the rise of remote and hybrid work.
- Fare revenue declines were offset by federal aid that allowed maintenance of service during the first years of the COVID era. Since 2023, revenues from the Metro Area Transportation Sales and Use Tax replaced revenues from the county transportation sales taxes and provide a sustainable revenue stream for transit operations.
- Operational expenses have increased during the COVID era, despite a frontline workforce shortage.
- The procyclicality of sales tax and motor vehicle sales tax revenue can increase the budget's vulnerability to economic downturns, increasing the importance of building up reserves.

Forecasting long-term impacts

Examining possible futures using scenarios, we contrast the ridership and financial outcomes expected under different conditions of travel behavior and public finance.

- A scenario of continued growth on the trend since June 2020 would result in ridership at 75% of pre-COVID levels by 2029. Higher growth rates are possible but would result from travel behavior changes that seem unlikely.
- Planned increases in access to destinations on transit will result in higher ridership in those communities, especially in the core urban service areas, with lesser ridership growth from suburban areas.
- Transit service designed to provide universal coverage, such as suburban local, suburb-to-suburb, and demand-response microtransit can be a key addition to regional mobility.
- Growth in transit operations expenditures without an increase in fare revenue will require leveraging the regional sales tax to balance the operational budget.

[Read the Study on Post-COVID Pandemic Public Transportation \(pdf\).](#)

Intersection Mobility and Safety Study Report

Principal arterial roadways in the Twin Cities metro area serve millions of drivers, transit users, and freight haulers every day. The Intersection Mobility and Safety Study identifies and prioritizes principal arterial intersection opportunities across the Twin Cities region in order to focus and best use transportation funds. This study built on the success of the initial iteration of the study, called the Principal Arterial Conversation Study, that Metropolitan Council and MnDOT conducted in 2017.

Key goals of the study were to identify principal arterial intersections that have regionally high needs and to provide local agency partners with project implementation strategies. Rather than determining solutions for each priority intersection identified, the study intends to provide agencies with details on intersection needs so that they can work with agency partners to develop projects that address those needs and coincide with their vision of the corridor or area.

To identify and prioritize at-grade intersections on principal arterials, the Metropolitan Council and MnDOT developed 'tiers' of high-, medium-, and low-need intersections. Regional tiers are based on mobility, safety, multimodal, and equity-based performance measures.

The factors for potential intersection prioritization and investment considered the degree of intersection needs as determined in the regional tiering analysis, an analysis of project readiness, and confirmation from local agency staff on their priorities and long-term visions.

Before and After Analysis

A before and after analysis was conducted to assess the impacts of four intersection improvement projects completed in the Twin Cities region over the last decade. Through review of project documentation and interviews with local agencies, the study identified lessons learned and valuable planning and implementation practices that can be applied to future projects.

Additionally, a quantitative review of the projects found that existing delay and safety issues were greatly improved with the at-grade intersection improvements and grade-separated improvements resulting in annual delay and safety benefits of \$1 million and \$7 million, respectively. Findings observed at the study intersections demonstrate the effectiveness and return on investment that grade separation and strategic at-grade projects can have, particularly when targeted at high-need intersections.

Intersection Needs Assessment

The main goal of the needs assessment was to evaluate the performance of at-grade intersections in the Minneapolis-Saint Paul metro region (which includes the seven-county metro, plus the urbanized portions of Wright County and Sherburne County) with respect to their existing mobility, safety, multimodal, and equity needs. Seven intersection performance measures were used:

- Total intersection delay (daily person-hours for all approaches)
- Peak-period delay (person hours for worst approach and worst peak)
- Cross-street delay (daily person-hours for cross street approaches)
- Transit passenger delay (daily person-hours on buses passing through an intersection)
- Severe crash rate (rate of fatal + serious injury crashes over 5 years per million entering vehicles)
- SPACE analysis (aggregate score of 19 factors for pedestrian, bike safety, and equity)

Tiering analysis

The evaluation included 518 intersections, which incorporated existing principal arterial intersections and a small number of minor arterial intersections identified by counties and cities as local priorities. The main objective of the intersection tiering analysis was to sort intersections into high-, medium-, and low-need tiers reflecting locations with the greatest regional needs across the performance categories.

The tiering analysis resulted in 89 intersections out of the 518 evaluated in the study to be designated in the high-need tier, followed by 117 intersections in the medium tier, and 312 intersections in the low tier.

After identifying intersection tiers, 16 corridor sections that have concentrations of high tier intersections were identified. Corridor sections are groups of intersections that are either adjacent or close to each other and include multiple high-need locations. Clusters of high-need intersections suggest that some locations may be more suited for corridor-level improvements while remaining, isolated high-need locations are candidates for standalone projects.

Regional priorities

The tiering analysis identified 89 intersections demonstrating high needs. At the time of this study, nine of these intersections had recently implemented projects, were under construction, or were fully funded. The remaining 80 intersections were considered high regional priorities for future investment.

The regional priority intersections were grouped based on their potential to be addressed in a single or interconnected project effort. Considerations in the groupings included the current study status of intersections and the need types and severities identified in the needs assessment and tiering analysis.

Finally, implementation plans were developed for regional priority locations. The implementation plans were intended to provide local agencies with a summary of study outcomes to assist with future project planning and decision-making. More specifically, the key objectives of the implementation plans were to outline the status and next steps in the project development process, identify the primary needs to be addressed by potential projects, compare the local visions with key needs, and determine potential funding opportunities. Study results have already been utilized by MnDOT to include in a successful Reconnection Communities federal planning grant for Highway 55 from Minneapolis to Medina.

Findings and conclusions

- Findings from before-and-after studies demonstrate that these projects yield significant benefits and show high effectiveness in improving mobility and safety performance, as well as building out missing multimodal elements in the project areas and increasing ADA compliance.
- 89 intersections across the region exhibit needs in the high tier, indicating that investments on the scale of grade separation may be justified (\$22 million and over). Nine of these locations already have projects that are under construction or fully funded.
- An additional 117 locations exist in the medium tier where needs suggest substantial investment (\$11 million to \$22 million) could be cost effective.
- The remaining 312 locations in the low tier are candidates for at-grade projects, several warranting considerable attention and potential investment based on their degree of needs (\$1 million to \$11 million).
- The majority of high-need intersections are within corridors made up of several high-need locations.
 - Many of these have been studied or are advancing through project development.
 - Corridor-level solutions may be more effective than isolated improvements.
 - Remaining stand-alone locations are also critical to fill gaps in the freeway system.
- Many of the high-need corridors are currently undergoing or have recently undergone corridor studies to better understand project area needs and potential solutions. For high-priority corridors that have not completed a

corridor study within the last decade, these corridors should be prioritized for future planning studies/corridor studies given their high regional needs.

[Read the Intersection Mobility and Safety Study Report.](#)

Maximum Mode Shift: A Vehicle Miles Traveled Reduction Study

Between 2022 and 2024, the Met Council conducted a technical study to estimate the maximum amount of mode shift (change from autos to transit, for example) possible given existing infrastructure, land use, and travel patterns.

Conclusions

The study found that 25% of vehicle trips, or 4.5% of vehicle-miles-travelled could feasibly shift to walking, bicycling, or transit with travel times within 15 minutes of driving. If we made it safe and comfortable to walk and bike everywhere it is legal to do so, made e-bikes available, doubled transit service, and reduced car speeds; 50% of vehicle trips or 16.5% of vehicle miles traveled could shift.

The study also found:

- Biking has the highest potential for mode shift. This potential can be further enhanced by building safe and comfortable bike infrastructure on all streets, but more work is needed to assess the extent to which this potential can be realized.
- Short trips have much higher mode-shift potential. Compact land-use can provide a double-benefit of higher mode-shift potential and shorter trips for those that remain in cars and is necessary to achieve greater reduction in vehicle-miles traveled.
- Vehicle electrification policies can be targeted towards travelers least able to switch modes. Even with broad changes to transportation infrastructure and service, many trips remain that cannot competitively shift.

Further analysis can help to target vehicle electrification policies towards travelers least able to switch modes.

[Read more about the Maximum Mode Shift Study.](#)

Transportation Needs in Daily Life Study

This study, conducted primarily in 2023 and published in 2024, employed qualitative research to help the Met Council understand how people's values and needs influence their daily travel decisions and to incorporate people's lived

experiences into planning processes and documents. The study hosted 32 small group discussions across the Twin Cities metro area.

The research focused on, but was not limited to, historically underrepresented populations and aimed to identify and understand the kinds of barriers people face in getting to places and accessing what they need. Several dozen findings and policy recommendations related to the regional goals of the draft Imagine 2050 regional development guide were identified, as follows.

Goal 1: Our region is equitable and inclusive

Findings

- People's intersecting identities impact how they travel.
- People's experiences with violence shape how and when they choose to travel, especially for Black people, Indigenous people, and people of color.
- Women of color often experience fear and trauma when traveling

Recommendations

- Support vulnerable people with their transportation needs.
- Repair and eliminate impacts, harms, and injustices to Black people, Indigenous people, and people of color.

Goal 2: Our communities are healthy and safe

Findings

- Health shapes transportation needs, and transportation impacts health.
- Fear for one's safety and security while traveling is a defining feature of how people make travel choices.
- Traffic safety is a looming concern and people want to feel safer in and around cars.
- Many people experience anxiety while driving—especially in faster driving conditions like freeways.
- The stressors of paying for transportation and isolation due to a lack of reliable transportation options affect people's mental health.
- Perceptions and fears for safety and security while traveling is communally shared and a defining feature of how people make travel choices.
- Concerns about personal security are especially poignant for people who use transit for trips.
- People's fears about violence while traveling includes fearing police officers, especially when using transit.

Recommendations

- Address people's feelings about transportation safety by making travel more comfortable and more welcoming on all forms of transportation.
- Decrease death and injuries on all forms of transportation.
- Take measures to improve comfort of travelers.
- Invest in community liaisons with training in cultural competency and violence prevention to staff public transit.
- Better define what behaviors are acceptable on transit in culturally competent ways.
- Increase education around how to ride public transit.

Goal 3: Our region is dynamic and resilient

Findings

- Cost plays a large role in determining travel behavior.
- Time spent in transport and waiting on transportation both take a toll on travelers and influence travel decisions.
- Travel behaviors change over lifetimes, especially as people age.
- 'Transit dependent' and 'transit reliant' are imprecise labels for many people who do not have reliable transportation in the region.
- Environmental risks like weather, icy roads and sidewalks, poor pavement quality, lack of bike lanes, lack of bus shelter, or geographically spaced out transit stops shape people's experiences while in transport.
- Travel behaviors change in the winter.
- Vehicle ownership and driving are difficult for many people.
- People want transit to be responsive to their collective identity.
- Transit is not meeting the daily needs for many who rely on it.
- People's relationships with their professional drivers/operators (including transit and ride-hailing) are important factors in transportation satisfaction and feelings of safety while traveling.
- Construction detours are confusing.
- Suburban transportation needs differ from urban needs.

Recommendations

- Offer affordable travel options with fewer barriers.
- Support transportation options, especially in suburban and exurban areas.
- Prioritize snow and ice clearance on walking routes, including at crossings where snow tends to pile up.

- Improve the waiting experience for transit by improving stop and station design.
- Clean transit stops, stations, buses, and trains more frequently.
- Prioritize timeliness of buses.
- Improve seating on buses and trains.
- Provide transit schedule information in more languages.
- Improve dial-a-ride services.
- Provide subsidies for ride-hailing services in areas where dependable transit services are lacking.
- Provide additional driver training for transit operators, including customer service skills.
- Improve the delivery of construction information to reach a broader audience.

Goal 4: We lead on addressing climate change

Findings

- Many individuals would prefer environmentally friendly alternatives that are as affordable and effective as conventional transportation methods.

Recommendations

- Invest in sustainable transportation infrastructure.

Goal 5: We protect and restore natural systems

Findings

- People’s basic transportation, health, and economic needs must be met in order to have the resources needed (time, energy, etc.) to value, protect, or enjoy natural areas and green spaces.

Recommendations

- Invest in transportation leading to natural areas and green spaces.

[Read the Transportation Needs in Daily Life Study.](#)

Metro HRA Activities

Providing affordable housing in the private market

The Metropolitan Council’s Housing and Redevelopment Authority (Metro HRA) is projected to process 87,172 rent payments to 1,400 private landlords in 2024 through the federal Housing Choice Voucher program. The payments are made

on behalf of over 7,200 families (21,000 people including 10,100 children), totaling approximately \$90 million in public subsidy to private owners

Residential Preferences Study

The Metro HRA, in partnership with the Met Council's Research unit and the Minneapolis Public Housing Authority, launched a Residential Preferences Study. Research from around the country shows that voucher holders generally face a limited set of options when choosing a place to live. The study will explore the kinds of homes and neighborhoods low-income households want for themselves, the kinds of homes and neighborhoods they live in now, and the gaps between them. The study aims to:

- Understand the extent to which a voucher holder's locational outcome is influenced by their own preferences and choices versus structural barriers and program parameters.
- Examine how to help voucher holders satisfy their residential preferences.
- Understand if and how preferences vary across varying demographic groups.

The survey portion of the study was completed in 2024. A survey findings report will be issued in early 2025.

Community Choice Program

The Met Council, through its Housing and Redevelopment Authority (Metro HRA), operates a Community Choice Demonstration (CCD) program. The CCD is a partnership with Minneapolis Public Housing Authority that helps families with Housing Choice Vouchers find homes in opportunity areas. These are HUD-designated areas with lower poverty rates and high-performing schools, neighborhoods that have historically been difficult for families with vouchers to move into because of systemic barriers, such as the cost of housing or lack of eligible properties that accept vouchers.

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

There are 218 families enrolled in the program to date, 97 of which were randomly selected for service provision. The Metro HRA will continue enrollment through April 2028.

2024 Legislative Program

The Council's legislative proposals for the 2025 session of the Minnesota Legislature are still under development as of Jan. 1, 2025. We are working with the governor's office and the state departments on proposals regarding bonding, budget and policy issues, and statutory housekeeping matters.

APPENDIX A

2024 METROPOLITAN COUNCIL REVIEWS

Airport CIP

Total Reviews: 1

Review Title

Applicant

Review Number

Preliminary 2025-2031 Capital Improvement Program

Metropolitan Airports Commission

23008-1

Airport Long Term Comprehensive Plan

Total Reviews: 0

Review Title

Applicant

Review Number

Alternative Urban Areawide Review

Total Reviews: 21

Review Title

Applicant

Review Number

Rockport LLC AUAR Update

Apple Valley

20075-5

Woodbury Northeast Area

Woodbury

20394-5

NorthPark Business Center AUAR Update

Brooklyn Park

21068-5

TCAAP

Arden Hills

21237-4

Rosemount Industrial AUAR Update

Rosemount

22857-4

Rich Valley East Industrial Draft AUAR

Rosemount

22944-1

Rich Valley East Industrial

Rosemount

22944-2

Northtown Update

Blaine

22963-1

Northtown Mall

Blaine

22963-.2

Farmington West Industrial

Farmington

22968-1

Farmington West Industrial

Farmington

22968-2

Farmington West Industrial Revised

Farmington

22963-3

Blaine Town Center	Blaine	22972-1
Blaine Town Center Final AUAR	Blaine	22972-2
Thomson Reuters	Eagan	22980-1
Thomason Reuters	Eagan	22980-2
Thomson Reuters Redevelopment Project	Eagan	22980-3
Draft AUAR Farmington Technology Park	Farmington	22985-1
Draft AUAR Farmington Technology Park	Farmington	22985-2
Farmington Technology Park	Farmington	22985-3
Hampton Industrial Development Draft Scoping AUAR	Hampton	23015-1

Comprehensive Plan Amendment

Total Reviews: 82

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Red Forest Way South – Sanitary Sewer	North Oaks	21796-4
Red Forest Way – Water CPA	North Oaks	21796-5
Haviland Fields CPA and Text Amendment (Mixed Use)	Ramsey	21819-6
Low Density Residential Text Amendment	Ramsey	21819-7
Prelude Village Future Land Use Maps Update	Mahtomedi	21821-2
545 Hackamore Road MUSA Expansion	Medina	21831-6
Doran Harbor Fernbrook Reguiding and Text CPA	Plymouth	21855-10
Uram Property	Blaine	21902-14
105th Redevelopment Avenue Land Use CPA	Blaine	21902-15
Polk Street and 101st Avenue Land Use CPA	Blaine	21902-16
Ulysses Street and Paul Parkway Land Use	Blaine	21902-17
125th and Lexington Avenue	Blaine	21902-18
TCAAP	Arden Hills	21914-7

The Heights	St. Paul	21918-15
Medtronic Site and TOD Text Amendment	Columbia Heights	21956-2
7500 Victoria Drive	Victoria	21975-8
Conservation Residential	Victoria	21975-9
Eden Prairie Schools – UNFI	Eden Prairie	21978-13
Lotus Villas on Anderson Lake	Eden Prairie	21978-14
Ambourn	Scandia	21979-7
Riverview Estates	Scandia	21979-8
Density and Zoning Reference	Scandia	21979-9
Hope Ministries Land Use Change	Corcoran	21983-5
Conservation Residential – Woodland Hills	Corcoran	21983-6
Fairway Shores Villas at Cook Lake	Corcoran	21983-7
4100 & 4000 Golden Valley Road	Golden Valley	21988-10
604 Lilac Drive North	Golden Valley	21988-11
6100 Golden Valley Road Land Use	Golden Valley	21988-12
Lupe Development Partners	Inver Grove Heights	21996-14
Steve Grebin	Inver Grove Heights	21996-15
Rise Capital	Inver Grove Heights	21996-16
Link, Kangas, and Jacobson Property	Shakopee	22004-8
Scott County CDA Office and Senior Housing	Shakopee	22004-9
Lemke	Waconia	22018-10
Klinker	Waconia	22018-9
NW Central Commons Text Amendment	Eagan	22062-18
21st Century Bank	Eagan	22062-19
Ryan Companies – Thomson Reuters Redevelopment	Eagan	22062-20
MACV Veteran’s Village	Eagan	22062-21

UCA Land Use Amendment	Lakeville	22077-13
Lord of Life	Lakeville	22077-14
Cedar Hills North	Lakeville	22077-15
Karen Drive Multi-Family	Woodbury	22068-6
Farmington Technology Park	Farmington	22086-7
Hopkins Depot	Hopkins	22094-3
6101 University Avenue	Fridley	22154-5
1530-1544 Oakdale Ave – Future Land Use	West St. Paul	22157-6
1315 1/2 University Ave SE	Minneapolis	22166-13
1315 ½ University Ave SE Correction	Minneapolis	22166-14
The Mix	Minneapolis	22166-16
Larson Dental	Minneapolis	22166-17
McMillan PUD – 3529 Rice Street	Shoreview	22168-2
Shoreview Villas – 580 Highway 96	Shoreview	22168-3
Seven Lakes	Shoreview	22168-4
Orchard Place Apartments	Apple Valley	22169-3
Water Tower Site	Hampton	22170-2
3400 Arcade Street and HDR Text Amendment	Vadnais Heights	22173-5
Lloyd’s Proposal	Coates	22175-3
Miesville Industrial to Rural Residential	Miesville	22177-2
Bridgewater Village	Lake Elmo	22215-12
Lake Elmo Elementary	Lake Elmo	22215-13
Chavez Parcel	Lake Elmo	22215-14
5193 Keats Avenue	Lake Elmo	22215-15
Preserve at Prairie Dunes	Cottage Grove	22236-8
Future Land Use Map	Norwood Young America	22238-5

Historic Riverway Buildings and Rosabelle Future Land Use	Marine on St. Croix	22256-2
932 2nd Street Northwest	Forest Lake	22270-5
Shadow Creek Estates	Forest Lake	22270-6
Chapter 6 Parks and Trails Revision	Prior Lake	22282-4
Kephart Land Use	Rogers	22296-4
Mint Development Retail	Hastings	22299-6
Andover Senior Campus	Andover	22301-6
Andover Sewer Staging	Andover	22301-7
Moments of Wayzata	Wayzata	22314-4
Rural Residential to Agricultural	May Township	22390-2
Greco Minnetonka	Minnetonka	22440-3
R&F Properties	Elko New Market	22468-5
August Ventures & Winkler Land Co.	Elko New Market	22468-6
Rosemount Technology Park Sewer Plan	Rosemount	22974-1

Comprehensive Plan Update

Total Reviews: 1

Review Title

Applicant

Review Number

Lakeland 2040 Comprehensive Plan Update

Lakeland

21955-1

Environmental Assessment

Total Reviews: 4

Review Title

Applicant

Review Number

Cedar Lake Reroute Project

Minnesota
Department of
Commerce

22936-1

Pilot Knob to Burnsville 115 kV Transmission Line Rebuild and Upgrade

Minnesota
Department of
Commerce

22951-1

345 kV Brookings County – Lyon County and Helena Second Circuit Project Environmental Report	Minnesota Public Utilities Commission	22961-1
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Belle Plaine Wastewater Treatment Facility Improvements	Minnesota Pollution Agency	23010-1
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Environmental Assessment Worksheet **Total Reviews: 17**

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
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West End Office Park Development	St. Louis Park	23030-1
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University of St. Thomas Multipurpose Arena	St. Paul	22881-2
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MCES 7031-9003 Siphon Outlet Improvements Project	Metropolitan Council	22941-1
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Rum River Channel Restoration	Anoka	22953-1
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US 10 Congestion Mitigation Project – Anoka County from Round Lake Boulevard to Creek Meadow Drive	Minnesota Department of Transportation	22957-1
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Gravel Redevelopment	Shakopee	22973-1
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Dem-Con HZI Bioenergy, LLC Shakopee Campus	Minnesota Pollution Control Agency	22995-1
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New Market Light Industrial	Scott Co.	22996-1
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The Parkway Neighborhood	Dayton	22997-1
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Veit Pit	Rogers	23006-1
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Schultz Mine Expansion	Scott Co.	23009-1
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TH 97 Improvement Project	Minnesota Department of Transportation	23012-1
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Veterans of Foreign Wars (VFW) Post 1782 Marina Expansion	White Bear Lake	23013-1
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MDVA Hastings Campus Upgrade	Minnesota Department of Administration	23017-1
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Superior Sand and Gravel Crow Pit	Greenfield	23019-1
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Waconia Falk – Saltire Site	Waconia	23020-1
Metcalf Park	Eagan	23026-1

Environmental Impact Statement

Total Reviews: 1

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
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METRO Blue Line Light Rail Transit (BLRT) Expansion	Metropolitan Council	22989-1
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Housing Bond Program

Total Reviews: 15

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
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Decatur Landing II Apartments	Brooklyn Park	22906-2
Multifamily Housing Finance Program	Washington Co.	22940-1
Olson Court – Park Plaza Project	Hennepin Co.	22942-1
550 West Lake Street Apartments	Minneapolis	22947-1
132 Fifth Avenue East and 505 Holmes Street South Shakopee	Scott Co.	22948-1
The Pines of Richfield Project	Landfall	22949-1
WCCDA Rivertown Commons Housing Program	Washington Co.	22958-1
Vista Prairie	St. Francis	22970-1
700 American Project	Bloomington	22976-1
Metis Development Project	Oakdale	22981-1
Roers Burnsville	Dakota Co.	22982-1
Northrup King Residential Project	Minneapolis	22988-1
Vadnais Heights Arcade Street Apartments Project	Vadnais Heights	23007-1
Ride Apartments Project	Little Canada	23021-1
Reserve at Settler’s Ridge Phase 1 Project	Woodbury	23021-1

National Pollutant Discharge Elimination System Permit

Total Reviews: 19

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Delta Air Lines Inc.	Minnesota Pollution Control Agency	22945-1
GWP – Reilly Tar Site	Minnesota Pollution Control Agency	22952-1
Anoka Conservation District (Rum River Bank Stabilization)	Minnesota Pollution Control Agency	22959-1
Rum River Bank Stabilization Project	Minnesota Pollution Control Agency	22959-2
Bonnevista Terrace Manufactured Home Com	Minnesota Pollution Control Agency	22962-1
Loewe – Swine Site – Feedlot Permit	Minnesota Pollution Control Agency	22965-1
Cologne Wastewater Treatment Facility	Minnesota Pollution Control Agency	22966-1
Owens Corning	Minnesota Pollution Control Agency	22975-1
Met Council Wastewater Treatment Facility (Seneca)	Minnesota Pollution Control Agency	22978-1
Scott and Carver County Merriam Junction Trail	Minnesota Pollution Control Agency	22986-1
3M Chemical Operations (Cottage Grove)	Minnesota Pollution Control Agency	22991-1
City of Saint Paul NPDES and SDS Permit	Minnesota Pollution Control Agency	22993-1
Carver County West 82nd Street Reconstruction Project	Minnesota Pollution Control Agency	23003-1
MN DOT (TH 169/MN 282 intersection reconstruction)	Minnesota Pollution Control Agency	23011-1

Mayer WWTF NPDES Permit with Variance	Minnesota Pollution Control Agency	23016-1
Rush Creek Stream Stabilization	Minnesota Pollution Control Agency	23018-1
Coon Creek Bank Stabilization	Minnesota Pollution Control Agency	23022-1
Ground Water Plan 2025-2035	Minnesota Pollution Control Agency	23024-1
Park Sportsmens Club	Minnesota Pollution Control Agency	23028-1

Power Utility Environmental Review

Total Reviews: 21

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Intent to Reissue Air Emission Permit to The Toro Co	Minnesota Pollution Control Agency	22935-1
Intent to Reissue Air Emissions Permits to Owens Corning – Minneapolis Plant	Minnesota Pollution Control Agency	22939-1
Intent to Issue Solid Waste Facility Permit to Valicor Environmental Services LLC, Roseville	Minnesota Pollution Control Agency	22943-1
CertainTeed LLC - Air Permit	Minnesota Pollution Control Agency	22946-1
Scott County (Highway 169 And 59 Intersection Reconstruction) - 401 Water Quality Certification	Minnesota Pollution Control Agency	22950-1
VEOLIA Water Technologies And Solutions - Air Permit	Minnesota Pollution Control Agency	22954-1
BFI Waste Systems (Pine Bend Landfill)	Minnesota Pollution Control Agency	22955-1
Spectro Alloys - Air Permit	Minnesota Pollution Control Agency	22956-1
US Postal Service - Air Permit	Minnesota Pollution Control Agency	22967-1
Styrotech	Minnesota Pollution Control Agency	22971-1

Saint Paul Regional Water Services (McCarron WTP)	Minnesota Pollution Control Agency	22979-1
Northern Natural Gas	Minnesota Pollution Control Agency	22983-1
King's County Market	Minnesota Pollution Control Agency	22984-1
Super Radiator Coils - Chaska Air Permit	Minnesota Pollution Control Agency	22987-1
Xcel Energy (Blue Lake) - Air Permit	Minnesota Pollution Control Agency	22990-1
Mactac Air Permit	Minnesota Pollution Control Agency	22994-1
Innovent Air Handling Equipment - Air Permit	Minnesota Pollution Control Agency	22999-1
Dem-Con HZI BioEnergy - Air Emission Permit	Minnesota Pollution Control Agency	23000-1
MMPA – Minnesota River Station Air Permit	Minnesota Pollution Control Agency	23001-1
Intent to Amend Air Emission Permit to Carley Foundry Inc, Blaine	Minnesota Pollution Control Agency	23005-1
WestRock Saint Paul Permit	Minnesota Pollution Control Agency	23014-1

State Disposal System Permit

Total Reviews: 5

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Wastewater Treatment Facility	Minnesota Pollution Control Agency	22969-1
Energy Center Minneapolis	Minnesota Pollution Control Agency	22977-1
Met Council (Blue Lake Wastewater Treatment Facility) - Wastewater Permit	Minnesota Pollution Control Agency	22998-1
Dakota Area Transfer Inc - Solid Waste Permit	Minnesota Pollution Control Agency	23002-1

Bethel Wastewater Treatment Facility	Minnesota Pollution Control Agency	23025-1
Surface Water Management Plan	Total Reviews: 0	
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Watershed Plan	Total Reviews: 8	
<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
2024 RCWD Rule Revision	Rice Creek Watershed District	22480-2
Rum River Comprehensive Watershed Management Plan Amendment	Rum River Watershed	22693-3
South Fork Crow River Watershed Comprehensive Watershed Management Plan	South Fork Crow River Watershed	22937-1
Final Draft Lower Minnesota River East Comprehensive Watershed Management Plan, Lower Minnesota River East Comprehensive Watershed Management Plan	Lower Minnesota River Watershed District	22938-1
Amendments to Prior Lake – Spring Lake Watershed District WRMP	Prior Lake – Spring Lake Watershed District	22964-1
Coon Creek Watershed District 2024 to 2033 Comprehensive Watershed Management Plan	Coon Creek Watershed District	23004-1
Minor Plan Amendment	Carver County Watershed Management Organization	23029-1
Capital Improvement Plan (CIP) and Minor Plan Amendment	Minnehaha Creek Watershed District	22992-1

Well Permit

Total Reviews: 1

Review Title

Applicant

*Review
Number*

Wellhead Protection Plan Amendment

Burnsville

22960-1

APPENDIX B – METROPOLITAN COUNCIL ANNUAL REPORT TO THE LEGISLATURE

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS
FOR THE YEAR ENDED DECEMBER 31, 2023*
IN THOUSANDS OF DOLLARS**

Federal Grantor/ Pass-Through Agency/ Grant Program Title	Assistance Listing Number	Pass-Through Grant Number	Expenditures	Passed Through to Subrecipients
U.S. Department of Housing and Urban Development				
Direct				
Housing Voucher Cluster				
Section 8 Housing Choice Vouchers	14.871		\$ 97,352	\$ -
Section 8 Housing Choice Vouchers - Emergency Housing Vouchers	14.871		<u>2,889</u>	-
Total Direct Assistance Listing #14.871			<u>100,241</u>	<u>-</u>
Mainstream Vouchers	14.879		<u>2,769</u>	<u>-</u>
Passed Through City of Minneapolis, Minnesota, housing opportunities for persons with AIDS	14.241	C-02454	<u>419</u>	-

Federal Grantor/ Pass-Through Agency/ Grant Program Title	Assistance Listing Number	Pass-Through Grant Number	Expenditures	Passed Through to Subrecipients
Passed Through City of Minneapolis Public Housing Authority Housing Voucher Cluster				
Section 8 Housing Choice Vouchers	14.871	MPHA 22.059	378	-
Total Assistance Listing #14.871			100,619	-
Total U. S. Department of Housing and Urban Development			103,807	-
U.S. Department of Transportation				
Direct				
Federal Transit Administration				
Federal Transit Cluster				
Federal Transit-Capital Investment Grants	20.500		207,227	303
Federal Transit-Formula Grants	20.507		63,973	3,642
COVID-19 Federal Transit-Formula Grants	20.507		223,975	-
Total Assistance Listing #20.507			287,948	3,642
State of Good Repair Grants Program	20.525		13,297	-

Federal Grantor/ Pass-Through Agency/ Grant Program Title	Assistance Listing Number	Pass-Through Grant Number	Expenditures	Passed Through to Subrecipients
Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs	20.526		6,113	
Transit Services Programs Cluster				
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513		175	175
Passed Through Minnesota Department of Transportation				
Highway Planning and Construction	20.205	1051589	4,662	60
Highway Planning and Construction	20.205	1046170	647	-
Total Assistance Listing #20.205			5,309	60
Formula Grants for Rural Areas and Tribal Transit Program	20.509	1051727	852	-
Total U.S. Department of Transportation			520,921	4,180

Federal Grantor/ Pass-Through Agency/ Grant Program Title	Assistance Listing Number	Pass-Through Grant Number	Expenditures	Passed Through to Subrecipients
U.S. Environmental Protection Agency Passed Through Minnesota Public Facilities Authority Clean Water State Revolving Fund Cluster Capitalization Grants for Clean Water State Revolving Funds	66.458	MPFA-CWRF-L-027- FY22	13,315	
Capitalization Grants for Clean Water State Revolving Funds	66.458	MPFA-CWRF-L-043- FY23	35,244	-
Total Assistance Listing #66.458			48,559	-
U.S. Department of Homeland Security Direct				
Rail and Transit Security Grant Program	97.075		45	-
Total Federal Awards			\$ 673,332	\$ 4,180
Totals by Cluster				
Total expenditures for Housing Voucher Cluster			\$ 103,388	
Total expenditures for Federal Transit Cluster			514,585	
Total expenditures for Transit Services Programs Cluster			175	
Total expenditures for Clean Water State Revolving Fund Cluster			48,559	

**2023 is the most recent year for which final expenditures of federal awards are available; 2024 expenditures will be finalized by mid-year.*

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS FOR THE YEAR ENDED DECEMBER 31, 2023

A. Summary of Significant Accounting Policies

1. Reporting Entity

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

2. Basis of Presentation

The accompanying Schedule of Expenditures of Federal Awards includes the federal grant activity of the Metropolitan Council under programs of the federal government for the year ended December 31, 2023. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the schedule presents only a selected portion of the operations of the Metropolitan Council, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Metropolitan Council.

Expenditures reported on the schedule are reported on the basis of accounting used by the individual funds of the Metropolitan Council. Governmental funds use the modified accrual basis of accounting. Proprietary funds use the accrual basis. Such expenditures are recognized following the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

B. De Minimis Cost Rate

The Metropolitan Council has elected not to use the 10.00 percent de minimis indirect cost rate allowed under the Uniform Guidance.



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