

# 2022 METROPOLITAN COUNCIL PERFORMANCE EVALUATION REPORT

*REPORT TO THE MINNESOTA LEGISLATURE*



**METROPOLITAN  
COUNCIL**

February 2025

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

---

## Metropolitan Council Members

Charlie Zelle, Chair  
Judy Johnson, District 1  
Reva Chamblis, District 2  
Vacant, District 3  
Deb Barber, District 4  
Molly Cummings, District 5  
John Pacheco Jr., District 6  
Robert Lilligren, District 7  
Abdirahman Muse, District 8

Raymond Zeran, District 9  
Peter Lindstrom, District 10  
Susan Vento, District 11  
Francisco J. Gonzalez, District 12  
Chai Lee, District 13  
Kris Fredson, District 14  
Phillip Sterner, District 15  
Wendy Wulff, District 16



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.

On request, this publication will be made available in alternative formats to people with disabilities. Call Metropolitan Council information at 651- 602-1140 or TTY 651-291-0904.

## 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 Council to submit annually to the Legislature a "...substantive assessment and evaluation of the effectiveness of each significant program of the Council, with, to the extent possible, quantitative information on the status, progress, costs, benefits and effects of each program."

The report includes performance measures for major Met Council operations and summarizes significant contributions and accomplishments by division in 2022.

## Contents

Introduction.....	4
Services.....	4
Table 1. Percent of employees and expenditures in Met Council divisions, 2022 .....	4
Metropolitan Council Division Overview .....	5
Overview of the Metropolitan Council's performance .....	6
Community Development .....	7
Chart 1. Type and number of reviews, 2012-2022 .....	8
Environmental Services .....	12
Chart 2. Sewer Availability Charge Activity.....	13
Chart 3. Retail sewer charges per household compared to peer agencies (2019 national data) .....	13
Chart 4. Monthly household utility comparison (2019 national data) .....	14
Wastewater Services .....	14
Chart 5. Total expenditure per million gallons (adjusted to 2022 dollars).....	15
Chart 6. Total expenditure per capita (adjusted to 2022 dollars).....	15
Chart 7. National and state pollutant discharge limits to meet annually .....	16
Wastewater infrastructure .....	16
Water resources management.....	17
Transportation divisions.....	19
Metropolitan Transportation Services .....	19
Overview of regional transit ridership .....	20
Chart 8. Regional transit ridership, 2013-2022 .....	20
Metro Mobility program evaluation .....	21
Chart 9.Change in Metro Mobility ridership.....	22
Table 2. Active Metro Mobility riders by year .....	22
Table 3. Metro Mobility operations, in millions.....	23
Transportation planning activities .....	23
Metro Transit .....	27
Other Metro Transit highlights.....	27
Metro Transit by the numbers .....	28
Chart 10. Metro Transit fleet size, peak bus and rail, 2013-2022 .....	29
Chart 11. Metro Transit total miles operated, 2013-2022 .....	29
Chart 12. Metro Transit bus ridership, 2013-2022 .....	30
Chart 13. Metro Transit rail ridership, 2013-2022 .....	30
Chart 14. Metro Transit fare history, bus and light rail, 2013-2022.....	31
Chart 15. Commuter rail fares, 2013-2022 .....	31

Metropolitan Council 2022 Performance Evaluation Report

---

Chart 16. Metro Transit miles between mechanical failures, 2013-2022 ..... 32

Chart 17. Metro Transit accidents, 2013-2022..... 32

Appendix: Maps and Budget Summary..... 33

    Metropolitan Council districts..... 33

    Livable Communities Act participating communities ..... 34

    Metro HRA service area ..... 35

    Regional parks implementing agencies ..... 36

    Metro Mobility ADA service areas..... 37

    Metro Transit / Metro Council service area ..... 38

    Suburban transit providers..... 39

    Transit Link dial-a-ride service area ..... 40

    Metropolitan area regular-route transit service..... 41

    Wastewater treatment plants and interceptors ..... 42

    Surface water monitoring sites..... 43

Metropolitan Council 2021 Adopted Budget ..... 44

## Introduction

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

Our governing body includes a governor-appointed chair who serves at large and 16 Council members representing geographic districts throughout the region. The organization includes transportation, environment, and community development divisions and employs nearly 4,600 people. Its annual operating expenditures are approximately \$1.234 billion, used mostly for regional transit service and wastewater collection and treatment.

## Services

- We operate Metro Transit, light rail, commuter rail, Metro Mobility, and contracted transit services, which provided more than 42 million rides in 2022. Our transportation planners collaborate with local communities to ensure cost-efficient transportation investments and development that foster residential and business opportunities.
- We collect and treat wastewater for 90% of the region’s population at rates 35% lower than peer regions and earn state and national awards for environmental achievements.
- We partner with 10 regional parks implementing agencies to plan, acquire land, and develop facilities for regional parks and trails that draw more than 69 million visitors annually, preserving natural resources, and providing recreational opportunities.
- We serve more than 7,200 low-and moderate-income households monthly through rental assistance and provide other housing services to additional clients.

**Table 1. Percent of Employees and Expenditures in Met Council Divisions, 2022**

<i><b>Division</b></i>	<i><b>Employees</b></i>	<i><b>Expenditures</b></i>
Environmental Services	14%	24%
Transportation	76%	55%
Community Development/Regional Administration	10%	21%
Total	100%	100%

## **Metropolitan Council Division Overview**

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

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 an average of 225 million gallons of wastewater daily at nine regional treatment plants for 111 cities and townships. The division also conducts integrated planning to ensure sustainable water quality and water supply for the region.

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

## **Overview of the Metropolitan Council's performance**

### **Essential services uninterrupted by the COVID-19 pandemic**

With the COVID-19 pandemic in its third year, the Metropolitan Council continued to maintain critical transit, housing, and wastewater services, responding with flexibility to shifting conditions, maintaining safe work environments for employees, and engaging customers.

### **Tracking COVID-19 in wastewater**

Research scientists at the Metropolitan Wastewater Treatment Plant in Saint Paul continued to monitor levels of the SARS-CoV-2 viral material entering the plant in wastewater. Sewage emerged in 2020 as an important indicator of the prevalence of the virus amount the population the wastewater system serves, often before community testing shows the same trends. The Met Council continues to partner with the University of Minnesota Genomics Center on this research.

### **Grants encourage redevelopment, affordable housing, create jobs**

In 2022, the Met Council awarded nearly \$27 million in Livable Communities grants to support revitalization of brownfields, job creation, transit-oriented development, and affordable housing. The grants helped leverage millions of dollars in other public and private investments. These awards also included \$2 million for the Affordable Homeownership Pilot Program under the Local Housing Incentives Account. The pilot program will provide grants to support affordable homeownership development, including acquisitions and rehabilitation, for projects with racial equity priority and geographic choice priorities.

### **Building relationships with Tribal Nations**

In 2022, Environmental Services hosted its first Capital Program Tribal Open House. Due to the nature of wastewater collection and treatment, project sites are in proximity of land and waterways that are culturally significant to tribal communities. The goal for the open house meetings is to build better relationships and discuss ways to avoid, minimize, and/or mitigate potential impacts to these important areas.

### **Ridership gradually recovering from depth of pandemic**

Metro Transit provided nearly 39 million rides in 2022; a 16% increase compared to 2021. Ridership grew across all modes – bus, light rail, and commuter rail. Metro Transit micro – the first public on-demand ridesharing service in Minneapolis launched in September 2022, allowing residents to catch rides with unprecedented convenience.

### **Safety & Security Action Plan implemented to improve public safety**

In response to an increase in unacceptable conditions on transit during the pandemic, the Met Council approved a Safety & Security Action Plan in 2022 that identifies 40 actions to help turn transit into a safer and more welcoming experience for riders and operators. Many of the actions identified in the plan are still taking shape, but progress has been made already, by increasing police officer's wages to make the Metro Transit Police Department more attractive to qualified applications; enhanced training for bus and train operators; and refreshed stations with new paint and glass.

## Community Development

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

**Regional parks.** 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 system. We provide grant programs, outreach assistance, master plan reviews, local comprehensive plan reviews, and environmental studies. We also develop the Regional Parks Policy Plan in collaboration with the Metropolitan Parks and Open Space Commission.

### 2022 developments:

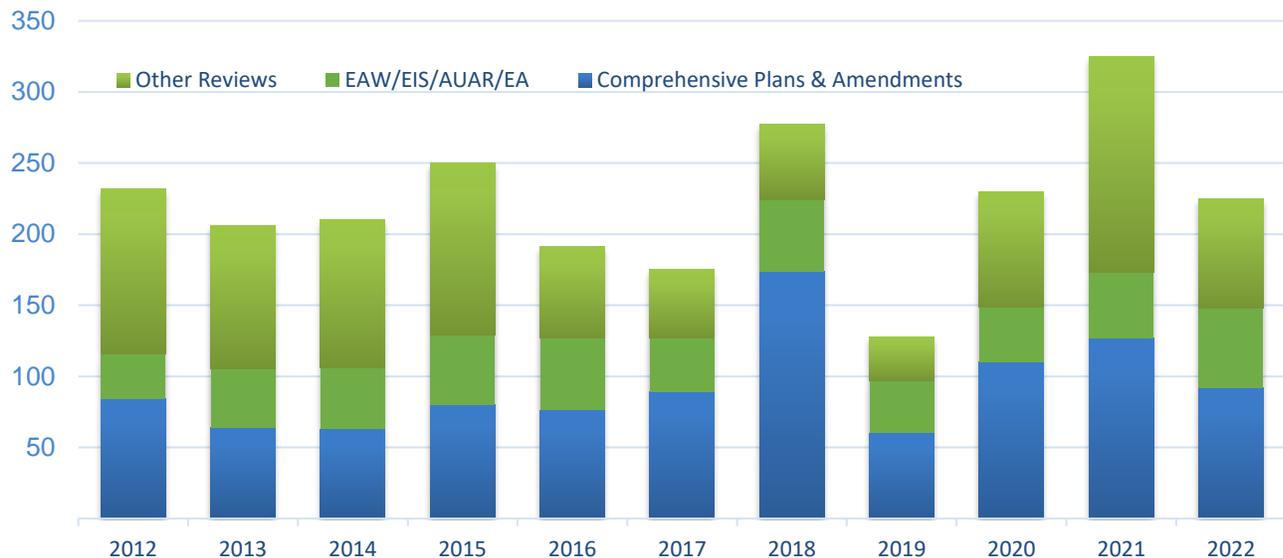
- Reviewed scores of implementing agency park and trail long-range plans and long-range plan amendments, environmental reviews, local comprehensive plans, and other documents from our partners to ensure consistency with the 2040 Regional Parks Plan as required by state law.

The Met Council also assists the 10 regional parks implementing agencies with funding for capital investment, operations and maintenance, land acquisition and programming, including the newest Equity Grant Program, throughout the metropolitan Regional Parks System.

**Local planning assistance.** We help communities plan for growth by supplying information, best practices, and analysis of regional issues. This unit coordinates the review of local comprehensive plans prepared by local governments, which deal with transportation needs, land use, housing, parks and more. We also facilitate the Met Council's review process for permits, environmental reviews, and comprehensive plan amendments.

### 2022 developments:

- As shown in the chart below, staff conducted 225 reviews to determine conformance to the regional systems, consistency with Metropolitan Council policy, and compatibility with the plans of adjacent communities, including:
  - 92 reviews of 2040 comprehensive plans and amendments and 56 environmental reviews, such as environmental assessment worksheets (EAWs), environmental impact statements (EIS), environmental assessments (EAs), and alternative urban area-wide reviews (AUARs).
  - 77 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, 2012-2022**

- The Metropolitan Council authorized 161 of 168 expected comprehensive plans through December 2022. Staff are actively working with local governments to assist in completing their plans.
- Compiled a Comprehensive Plan Composite from 2040 Plan, a series of reports derived from review of all available authorized plans to analyze and share local planning priorities, equity in comprehensive planning, Planning for Aging, housing, climate and natural resources, as well as a summary of land use planning trends, housing, transportation, water, and parks planning.
- Initiated a long-term standing committee, the Regional Planning Advisory Group, in partnership with Metro Cities. This group is intended to establish an ongoing space where local government staff (Community Development Directors, City Planners, City Administrators) can be involved early and often in the regional planning and policy development process.
- Issued mid-cycle System Statements to local governments related to transportation and regional parks systems.
- Planned and coordinated bimonthly meetings of the Land Use Advisory Committee which provided recommendations to the Community Development Committee on community designations updates and the regional vision, values, and goals for the Regional Development Guide. The Committee also reviewed topics on system statements, the 2040 comp plan debrief, and others.
- Regional Development Guide policy work included community engagement on regional vision, values, and goals, and development of a regional equity framework with the Center for Urban and Regional Affairs at the University of Minnesota.
- Facilitated and supported ongoing development of the Climate Action Work Plan, which provides direction for Met Council operations to be more resilient and responsive to climate impacts.

- Provided analysis on fiscal disparities, including tax-base values and impacts of the tax- base sharing program, for the public and policymakers.
- The Growing Shade tree-planting prioritization and maintenance tool received an Innovation in Planning Award from Minnesota American Planning Association.
- Updated regional Extreme Heat data in preparation for release of the Extreme Heat Report in 2023 completed in partnership with the Resilient Communities Program at the University of Minnesota.
- 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.** In 2022, 76 metropolitan area communities voluntarily participated in the Livable Communities program to help expand and preserve affordable housing opportunities, recycle polluted sites, revitalize cities, and create new neighborhoods in growing communities. We offer nine different Livable Communities Act (LCA) grant programs to eligible communities throughout the seven-county metropolitan area. LCA 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 addition, Community Development implements the Housing Policy Plan.

**2022 developments:**

- Awarded 15 tax-base revitalization grants totaling nearly \$5 million to help clean up polluted land in seven communities: Brooklyn Center, Golden Valley, Minneapolis, North St. Paul, Rogers, St. Louis Park, St. Paul.
- Awarded 16 demonstration account grants over \$8 million to projects in five communities: Brooklyn Center, Mahtomedi, Minneapolis, Minnetonka, St. Paul. The funded projects will help acquire and prepare sites for redevelopment that include a mix of housing, commercial, and other uses that support daily needs and community activities.
- Awarded 18 housing incentive grants totaling \$5.5 million to help preserve or build affordable housing in 12 communities: Bloomington, Carver County, Chaska, Eden Prairie, Golden Valley, Minneapolis, Minnetonka, Ramsey County, Richfield, Roseville, Scott County, Washington County
- Awarded seven transit-oriented development grants totaling nearly \$8 million in five communities: Brooklyn Center, Maplewood, Minneapolis, St. Louis Park, St. Paul. The funded projects will help promote higher-density development within easy walking distance of a major transit stop that will typically include a mix of uses oriented to the transit stop.

**Research.** Data is essential for understanding and supporting the Twin Cities region. Community Development 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.

**2022 developments:**

- Published/updated several web-based interactive data visualizations including Recent Residential Development in the Twin Cities region, trends of rent prices, a regional parks demographic analysis application, Growing Shade, and a Census 2020 interactive and digital report.
- Completed a number of major research initiatives including the parks visitor study data collection, 2021 parks use estimate data collection, dissemination of youth and parks research, release of equity considerations data, changes in green space analysis, and release of the land use inventory.
- Began planning for the development of the 2050 metropolitan development guide by continuing expansion and development of the forecasting models and leading an organization-wide scenario planning project.
- Continued development of a scenario planning tool that will empower communities to see how actions they take influence greenhouse gas emissions.
- Disseminated 2020 Census in partnership with the State Demographic Center and U.S. Census Bureau. Provided analysis of or assistance with U.S. Census Bureau data to local government, nonprofit partners, and the media
- Conducted analysis and developed interactive visualization of regional parks visitation using origin-destination data from cell-phone location data as part of a joint project between Greater Minnesota Regional Parks and the Department of Natural Resources.
- Disseminated data from two American Community Survey releases, including consistently posting data on the Met Council's website within 12 hours of new data availability and providing public presentations.

**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 7,200 households in nearly 100 communities throughout the metro area. The program partners with private rental property owners to provide affordable housing opportunities for qualifying households. Participants pay approximately 30% of their income toward rent and Metro HRA pays the remaining amount, up to a maximum, to the property owner. The Metro HRA works with federal, state and local partners to provide rent assistance to specialized populations such as people experiencing homelessness or people living with disabilities.

**2022 developments:**

- Provided Housing Choice Vouchers to 6,900 very low-income seniors, families with children, individuals, households with disabilities and veterans, enabling families to afford the rent in private rental units.
- Issued more than \$70 million in direct rent payments to approximately 1,800 private landlords.
- Maximized use of Housing Choice Voucher funds by ensuring nearly 100% of the available funding was utilized.
- Maintained the HUD ranking of High Performer in the Section Eight Management Assessment Program.
- Owned and managed 151 scattered-site Project-Based Voucher units (Family Affordable Housing Program), comprising single-family houses, duplexes, and town homes located in 11 suburban communities.
- Partnered with the City of Edina for \$2 million and acquired four housing units in the city as part of the Family Affordable Housing Program.
- Selected as one of nine national sites to be awarded the HUD-funded Community Choice Demonstration in partnership with the Minneapolis Public Housing Authority through a competitive application process. The program will assist voucher holders in moving to low-poverty neighborhoods.
- Awarded 218 federally funded Emergency Housing Vouchers to provide rent assistance to families who are homeless, at-risk of homelessness, experiencing domestic violence, or at-risk of housing instability.
- Executed a memorandum of understanding with Hennepin County, Anoka County, and Carver County to partner in a Foster Youth to Independence 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.
- Increased rental assistance opportunities available to homeless veterans through the Veteran’s Affairs Supportive Housing program.
- Updated small-area fair-market rents, zip code-based rent limits to ensure voucher holders have access to high-rent areas of the region.

## Environmental Services

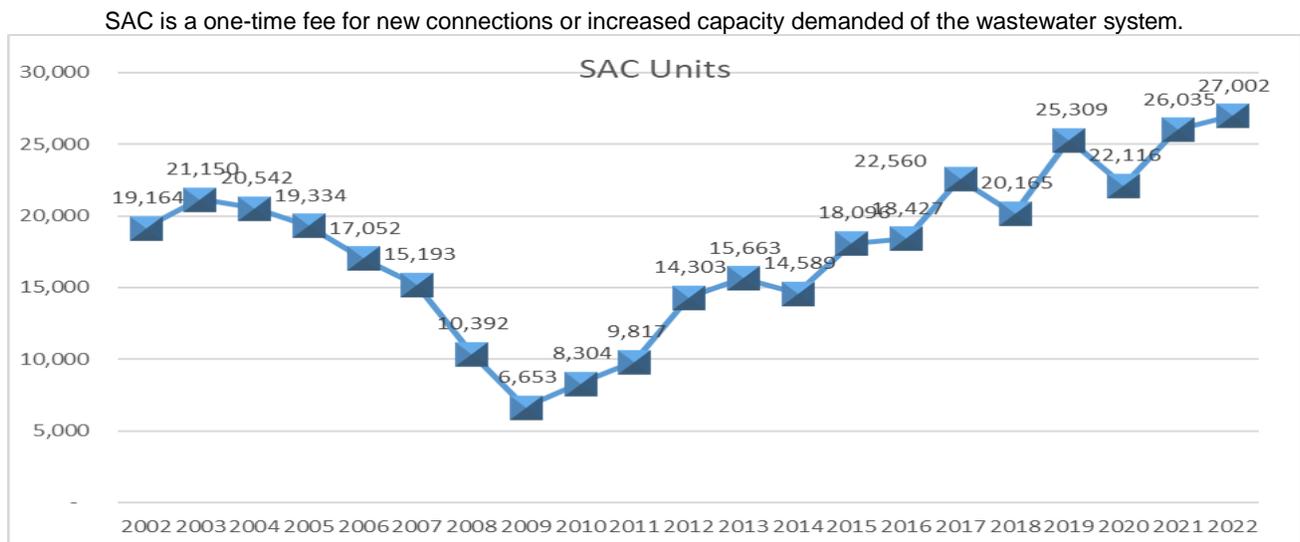
Metropolitan Council Environmental Services provides around-the-clock wastewater collection and treatment services for municipal and industrial customers, with near-perfect compliance with federal and state water standards. We operate and maintain over 600 miles of regional sanitary sewers and treat an average of 223 million gallons of wastewater daily at nine regional treatment plants for 111 cities and townships with 2.8 million people. The division also conducts integrated planning to ensure sustainable water quality and water supply for the region. Its 657 employees protect public health and the environment and support economic growth for the metropolitan area.

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

Our 2022 accomplishments include:

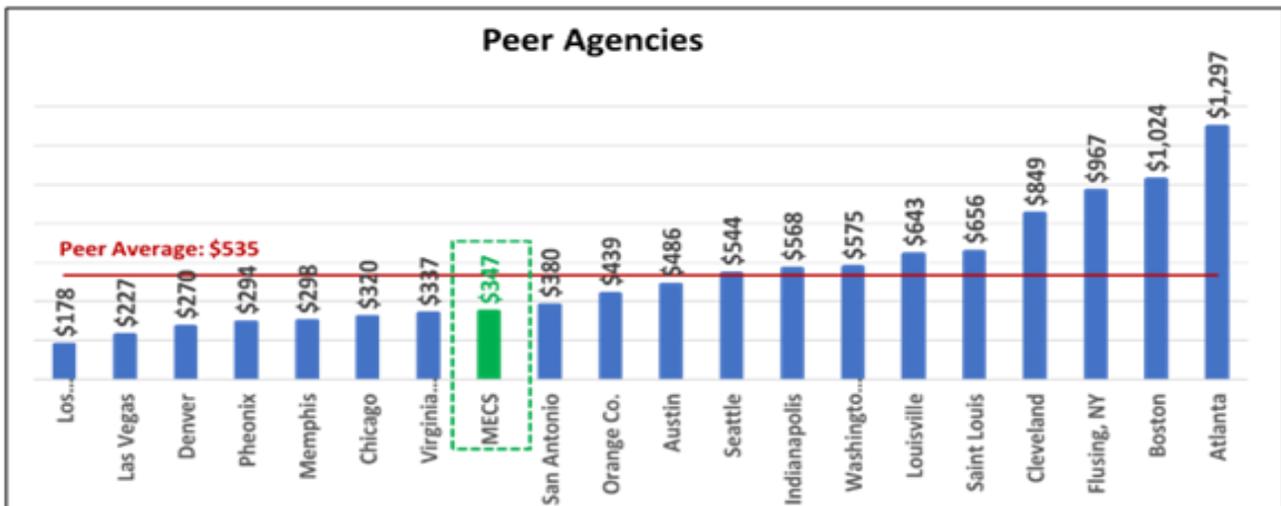
- **Uninterrupted services during the COVID-19 pandemic:** The ongoing COVID-19 pandemic, supply chain issues that tested our operational agility, and increasingly stringent regulatory requirements tested operations. Our smart, focused response helped us maintain service during these trying times. We brought employees together to ensure practices that prevented the spread of COVID-19 in our workforce and allowed us to maintain our essential services.
- **Planning for climate resiliency, responding to extreme drought conditions:** Our staff spent extra time in the field monitoring the health of our region's rivers, lakes, and streams. When oxygen levels in the Minnesota and Mississippi Rivers dropped to dangerous levels due to drought, some of our wastewater treatment plants added oxygen to our treated effluent water to help preserve aquatic life. Through our turfgrass irrigation efficiency project, we provided community-based education about proper lawn irrigation and how to reduce water use.
- **Shaping the next Priority Waters List:** Since 1982, we have developed and maintained a Priority Lakes List to help prioritize investments for monitoring, protecting, and restoring water quality in the region's lakes. In 2021, we engaged stakeholders to expand the list to include rivers and streams and to update the criteria for prioritizing waterbodies on the list. We developed a website to gather feedback on the proposed criteria, which include drinking water protection, recreation and tourism, healthy habitat, tranquil connection, equity, industry and utility, and science and education. The new Priority Waters list was approved and released in 2022.
- **Building a more diverse workforce:** Our skilled, dedicated workforce of 653 employees is the foundation of our success. To support our work for generations to come, we are proactive in our plans to diversify our workforce, create a supportive workplace culture, and operate with financial responsibility and transparency.
- **Competitive wastewater rates:** Each spring we meet with our customers, including municipalities, industries, and liquid waste haulers, to discuss proposed budgets for the coming year. In 2022, we kept all regional rates at a 4% increase, while total expenses increased 3.0%.
- The sewer availability charge for single family households remained steady and has not increased since 2014.

**Chart 2. Sewer Availability Charge Activity**



Households in the region pay an average of \$377 per year to their municipalities for wastewater collection and treatment, 35% less than households in comparable regions throughout the country.

**Chart 3. Retail Sewer Charges per Household Compared to Peer Agencies (2019 national data)**



2020 National Association of Clean Water Agencies survey (2019 rates). Our portion is typically less than 65% of communities' retail rates.

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

**Chart 4. Monthly Household Utility Comparison (2019 national data)**

National data compiled in 2019.

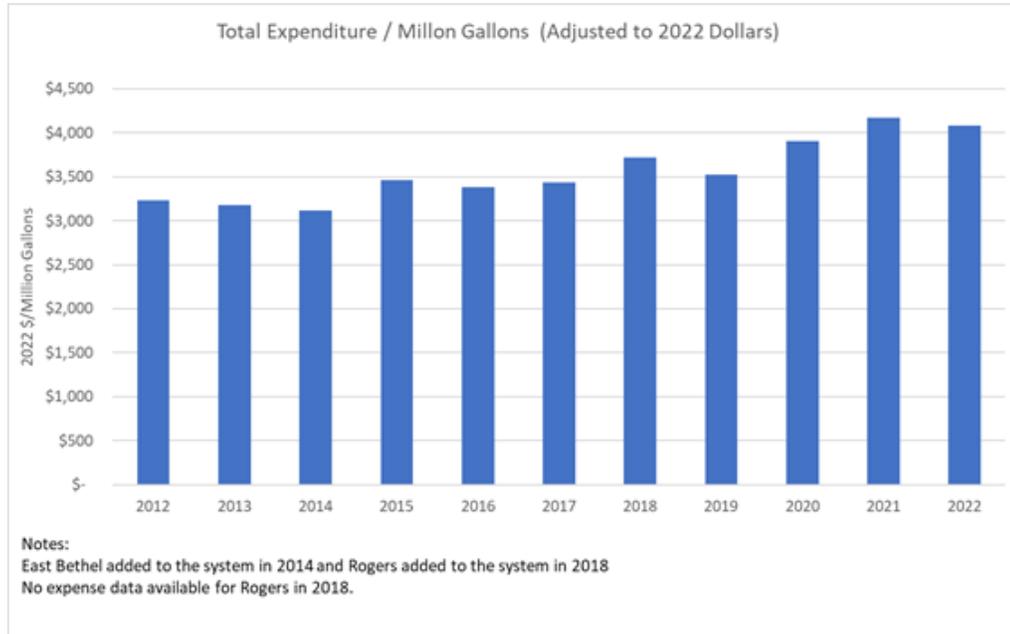
## Wastewater Services

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

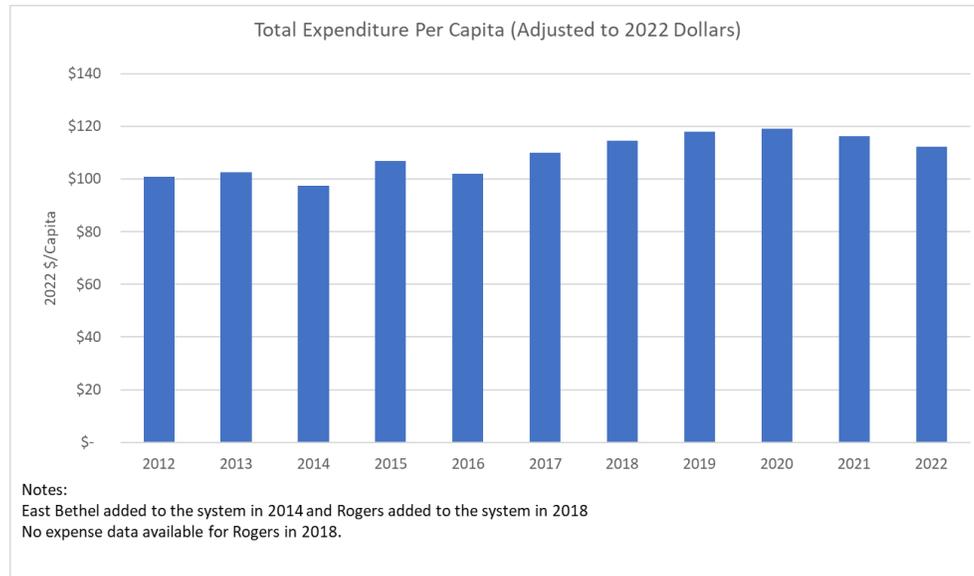
Wastewater collection and treatment highlights from 2022 include:

- Operated and maintained nine regional wastewater treatment plants: Blue Lake in Shakopee, Eagles Point in Cottage Grove, East Bethel Water Reclamation Facility in East Bethel, Empire in Empire Township, Hastings in Hastings, Metropolitan in Saint Paul, Rogers in Rogers, Seneca in Eagan and St. Croix Valley in Oak Park Heights.
- Achieved full compliance with federal and state clean water discharge standards at all our nine wastewater treatment plants. Seven wastewater treatment plants earned Platinum Awards for the National Association of Clean Water Agencies for five consecutive years or more of perfect discharge permit compliance through 2021. The awards were given in 2022 and include: Hastings (31 years), St. Croix Valley (30 years), Blue Lake (16 years), Eagles Point (16 years), Empire (14 years), Metro (10 years) and Seneca (5 years). These compliance records are among the highest in the nation.
- Set user fees that pay 100% of wastewater operations and debt service costs. When combined with local collection fees, users in the Twin Cities pay rates that are 35% lower than the national average of other large metropolitan areas.
- Partnered with approximately 900 industrial permittees to monitor their wastewater discharges, preventing pollutants such as mercury from entering the wastewater collection system.

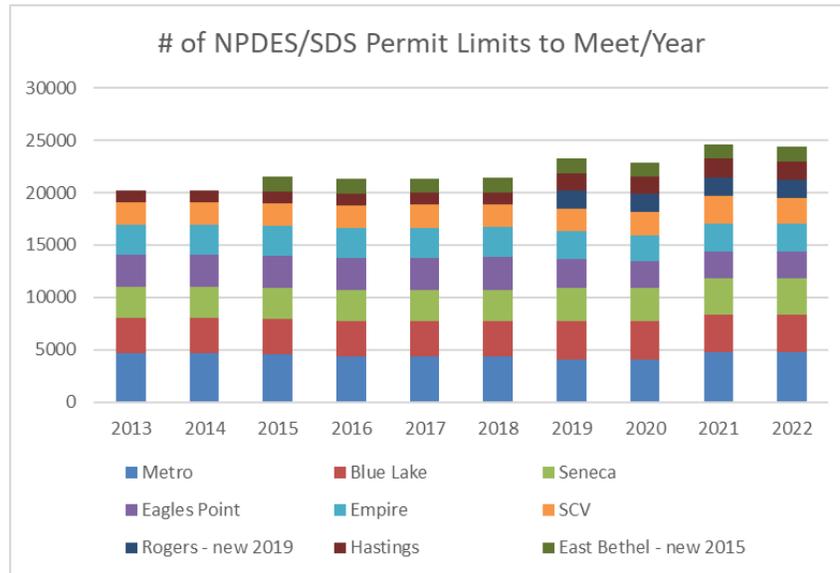
**Chart 5. Total Expenditure per Million Gallons (adjusted to 2022 dollars)**



**Chart 6. Total Expenditure Per Capita (adjusted to 2022 dollars)**



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



## Wastewater infrastructure

Our infrastructure team manages the capital improvement program by ensuring 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 \$115 million in 2022. Capital project details:

- 65% for renewal of aging infrastructure
- 14% for upgrades needed to meet increasing permit regulations
- 21% for expanding system capacity through plant expansions and interceptor extensions

In addition, we've been working with communities in the region to reduce excess water from entering wastewater system via defective pipes and improperly connected sump pumps, downspouts, and foundation drains. Called Inflow and infiltration (I/I), this situation is a concern because it can cause the release of wastewater into the environment or into basements during wet weather events and takes up capacity in the wastewater system that is reserved for growth.

Since the I/I program began in 2007, total volume of wastewater collected and treated by the regional system has decreased, while precipitation has increased and regional growth has continued.

## Water resources management

Our water resources management team ensures quality, reliable sources of clean water for the future. They work with partners in the region 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, support regional planning efforts, and meet federal and state regulations.

Water resources 2022 highlights include:

- Facilitated the Twin Cities Water Monitoring Data Group, a partnership of public-sector water resources practitioners collaborating to establish and promote standard practices for water monitoring, analysis, and data stewardship in the Twin Cities metro area. In 2022, this included a network and sharing event in September at Keller Regional Park attended by 27 individuals from 14 organizations.
- Monitored the water quality of 18 metro-area tributary rivers and streams, and 13 sites on the larger Minnesota, Mississippi, and St. Croix Rivers.
- Monitored the water quality of 165 lakes in the metro area. In 2022, 47% of the lake sites received a grade of “A” or “B”, meaning that they had relatively good water quality. Another 28% of lake sites received a water quality grade of “C”. The remaining 25% of lake sites received a water quality grade of “D” or “F”, meaning that they had relatively poor water quality. Similar to that of past years, there was no distinct pattern within the Twin Cities metropolitan area as to where lakes with specific water quality are located.
- In June 2022, published regional assessment and fact sheet of chloride trends of 18 tributary rivers and streams from 1999-2019. Excess salt is toxic to our environment. It impacts aquatic life, damages infrastructure, and compromises drinking water. Our analysis results showed that chloride is trending upward in 17 of 18 streams investigated across region. An upward trend means that chloride pollution is increasing in those streams. The primary drivers for the elevated chloride concentrations and upward trends in the streams are mostly likely to be road deicing salt, fertilizer, water softening due to population increase, urban development and agricultural expansion. Documents available at [metro council.org/streams](https://metro council.org/streams).

- Administered a water efficiency grant program funded through the Minnesota Clean Water, Land, and Legacy Amendment funding and authorized another cycle of the grant program for municipalities to increase water efficiency. The Water Efficiency Grant Program provides grants to communities that manage municipal water systems to provide rebates to homeowners and commercial property owners. The rebates are an incentive to replace older, less-efficient clothes washing machines, toilets, irrigation controllers, and spray sprinkler bodies with Energy Star and U.S. EPA Water Sense-labeled devices. The program also funds irrigation system audits conducted by WaterSense-approved professionals. 2022 included the end of one grant cycle and the beginning of another. The 2019-2022 Water Efficiency Grant Program, which included 37 communities, concluded on 6/30/2022. The Met Council successfully authorized and awarded \$997,920 in grants to communities for the 2022-2024 Water Efficiency Grant Program, which began on 7/1/2022. The 2022-2024 Water Efficiency Grant Program has 37 participating communities, 31 of which are returning participants. Energy Star-labeled dishwashers were added to the list of eligible devices. In 2022 the Met Council funded the replacement of thousands of devices with WaterSense-labeled and Energy Star-labeled alternatives. This included 1,140 toilets, 839 irrigation controllers, 196 spray sprinkler bodies, 179 dishwashers, and 416 clothes washers. It also funded 80 irrigation audits. The estimated annual water savings from these activities is more than 38 million gallons per year. These replacements leveraged more than \$100,000 in local municipality matches.

## Transportation divisions

The Transportation divisions operate, administer, and coordinate public transit services for the Twin Cities metropolitan area. In addition, they manage the allocation of federal transportation funds and plan for regional aviation, highway, transit, and bike/pedestrian transportation systems.

The Transportation divisions consist of Metropolitan Transportation Services and Metro Transit.

### Metropolitan Transportation Services

Responsible for regional transportation planning, Metropolitan Transportation Services also provides regional transit services and coordinates contracted transit services with suburban transit providers within the region through contracts with public and private providers.

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

- **Transportation Policy Plan:** Every five years, the Met Council is required to update its long-range transportation plan for the region. The next major update is scheduled for 2024.
- **Transportation Improvement Program:** Through its Transportation Advisory Board and Technical Advisory Committee, the Met Council prepares a short-range Transportation Improvement Program and approves projects for federal funding. All efforts include broad public outreach.
- **Transit, highway, and air quality planning:** The Met Council collaborates with MnDOT, cities, and counties to follow the policies established in Thrive MSP 2040 and the 2040 Transportation Policy Plan.
- **Travel forecasting:** Federal regulations require the Met Council to provide projections of traffic demand and related air quality emissions. We maintain socioeconomic data and obtain traffic data from MnDOT to monitor, revise, and update travel forecasts. Our projections are used to evaluate regional transportation investments proposed in the short-range TIP 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:

1. **Metro Mobility:** the region's ADA transit service. This program provides group transit services (demand-response and arranged) as a legally mandated complement to the regular-route system for persons with disabilities who are unable to use regular-route transit service.
2. **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.
3. **Contracted regular-route service:** a network of routes operated by private contractors. These routes comprise approximately 10% of regular-route transit in the Twin Cities.

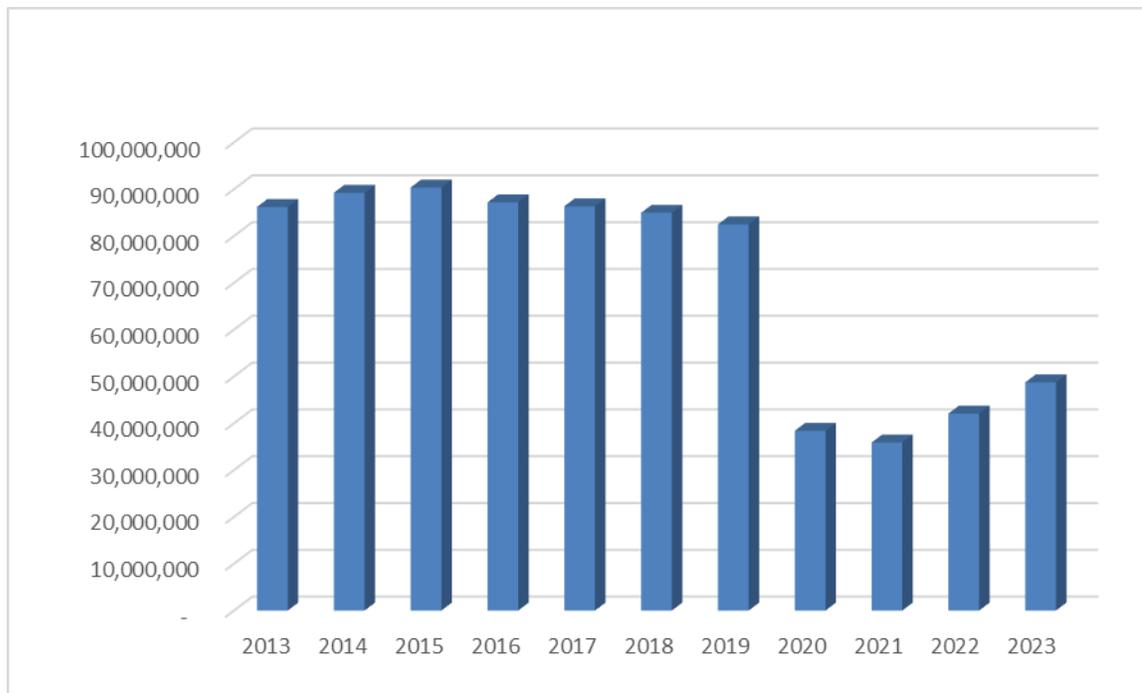
4. **Metro Vanpool:** Started in 2001, Metro Vanpool subsidizes commuter vanpools that serve work locations and times not effectively served by the regular-route bus and rail network.
5. **Suburban transit providers:** Twelve communities, also known as “opt-out” transit communities, have chosen to provide their own transit service. They provide service through contracts primarily with private companies, although they also contract with nonprofit and 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.
6. 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 general public. The system is integrated with the regional regular-route network and interchanges passengers with other transit programs.

### Overview of regional transit ridership

The total 2022 transit ridership in the region was 45.1 million rides, up about 21% from 2021. Ridership numbers continued to be lower due to the COVID-19 outbreak, with express services continuing to feel the greatest impact. Overall regional services experienced increases from 2021 – Bus Service improved 18%, Metro Mobility improved 7% METRO light rail ridership increased 16%, NorthStar increased 53% and Transit Link dial-a-ride service increased by 9% and Vanpool increased 49%.

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

**Chart 8. Regional Transit Ridership, 2013-2022**



## **Metro Mobility program evaluation**

This section responds to Minn. Stat. 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 three-quarters of a mile of any all-day, local regular route in the Twin Cities. In addition, Minnesota Statutes 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:

- 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 trips.
- 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*

Staff continued to assess the influence of the driver labor market relative to an increasing demand for Metro Mobility service to maintain improvements into 2022.

In February 2022, the Council increased driver wages an additional \$2.00 per hour for Metro Mobility drivers to include a minimum starting wage requirement of \$20 per hour. Reservationist wages were also increased to include a minimum starting wage requirement of \$16.50 per hour.

## Assessment of progress

### *Metro Mobility ridership*

While the demand for Metro Mobility services increased dramatically prior to the pandemic, with ridership increasing over 80% between 2006 and 2019, regular Metro Mobility ridership was significantly impacted by COVID-19 in 2020. In 2019, system ridership exceeded 2.38 million rides, an increase of 6% over 2017. Beginning in March 2020, Metro Mobility ridership initially fell 80%, with a slow return to approximately 40% of the regular service by year’s end.

Regular Metro Mobility weekly ridership slowly increased in 2021 to more than 70% of pre-pandemic levels. Total system ridership in 2022 was 1.93 million rides.

**Chart 9. Change in Metro Mobility Ridership**



2022 saw an increase in newly certified riders and applications received. Metro Mobility received 4,524 applications for new certification in 2022.

**Table 2. Active Metro Mobility Riders by Year**

Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Active Riders	17,138	18,973	19,983	20,794	20,626	21,475	21,982	19,009	17,500	18,636

### **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 balance the goal of maximizing service quality while controlling costs and without changing the operating parameters of the service.

Metro Mobility has a known long-standing structural deficit due to increasing costs and a base general fund appropriation that does not fully fund federal and state mandated levels of service.

**Table 3. Metro Mobility Operations (in millions)**

	FY 22	FY 23	FY24	FY25
Fare revenues	6.65	6.79	87.02	7.55
Expenses	87.92	102.76	121.16	132.57
Operating reserves	30.46	29.15	10.34	6.86
Federal revenue	31.00	37.00	34.84	28.84
Base appropriation	56.20	55.98	55.98	85.26
Shortfall	0	(2.99)	(20.48)	(4.58)
Funding requested	0	0	0	0

*Key Assumptions: FY22 and FY23 reflect actuals. FY24 and FY25 reflected budgeted amounts. Metro Mobility becomes state forecasted program in State Fiscal Year 2026 (July 1, 2025)*

### **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 late 2021, the Met Council began the decadal major update to the Transportation Policy Plan, the region's long-range transportation plan. In 2022, this work focused on research activities, early engagement with partner agencies, and joint work with other Met Council divisions to develop shared values, vision, and goals. In 2023, the plan's objectives, policies, and actions will be developed through collaborative processes with transportation stakeholders, and most of the remaining plan content was authored. Work will continue through 2024 with final adoption of the new plan in early 2025.

### **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 2022, the 2023-2026 Transportation Improvement Program was prepared and adopted by Transportation Advisory Board and the Met Council. As required by federal law, the TIP 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 Thrive MSP 2040 and the 2040 Transportation Policy Plan.

During 2022, the Met Council coordinated with MnDOT's Metro District on several highway planning studies, including several ongoing interagency corridor studies, the Rethinking I-94 Environmental Impact Statement, Highway 252 and I-94 Environmental Impact Statement, and the I-494 – Minneapolis Airport to Highway 169 Project. In coordination with MnDOT, the Met Council also worked on the Intersection Mobility and Safety Study Regional Safety Action Plan.

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

## Transit planning

The Met Council performs long-range transit planning activities to implement the policy direction established in Thrive MSP 2040 and the 2040 Transportation Policy Plan. Every five years the Metropolitan Council develops and updates the 20-Year regional Transportation Policy Plan and annually produces the federally required four-year Transportation Improvement Program (TIP) for the metropolitan area.

The Met Council continued to participate with MnDOT, transit providers, cities, counties, and county regional railroad authorities to conduct feasibility, alternatives analysis, environmental, and engineering studies and implementation plans for several transitway corridors.

Transportation planning and regional transit play an essential role in the regional economy. Transit provides a sustainable, efficient, and effective option to mitigate increasing roadway congestion, improve air quality, and provide mobility options for those who can't or choose not to drive. Capital investments include the preservation of the region's vehicle fleet, customer facilities, support facilities, technological improvements, and rail projects. The capital plan also supports transitway development through the completion of the METRO Green Line Extension light rail (Southwest Corridor) and future bus rapid transit lines. We are moving forward to a Stronger and Better System by the building the network of the Future. This includes the METRO Green and Blue Line LRT Extensions, Gold line and Purple BRT Lines, B and E Arterial BRT and beginning of work on the F, G, H Lines.

When the Orange Line opened in late 2021, It featured innovations such as a new bus-only access ramp into and out of downtown Minneapolis at 12<sup>th</sup> Street, a median station at Lake Street, and the Knox Avenue transitway under I-494 that includes a multi-use trail for bicyclists and pedestrians.

Transportation planning also includes plans to move to electric fleet with continued review and testing of our first eight electric buses and construction of the new Minneapolis Bus Garage which will incorporate many features with environmental benefits.

The Year 2022 included the addition of community service officers as a new civilian presence that is welcoming and helpful to our transit customers while deterring crime and code-of-conduct violations. This program is based on much of what has been learned from similar programs at other large transit providers.

The 2021 Omnibus Transportation Legislation provided forecasted funding for Metro Mobility as part of the state budget beginning in state fiscal year 2026.

Continuing the partnership between the Metro Transit Police Homeless Action Team and Metropolitan Housing and Redevelopment Authority (Metro HRA). The two departments combine their expertise to meet the difficult challenge of connecting people experiencing homelessness who are sheltering on transit with housing and support services.

## **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 impacts of the transportation system in the metropolitan area.

In 2022, conformity analysis for the 2022-2025 Transportation Improvement Program (along with several amendments) was completed to ensure the construction of included projects would not violate federal air quality standards.

In 2022, the Council kicked off the Regional Transportation and Climate Change Multimodal Measures Study. The goal of this study, to be completed in 2025, is to review, improve, and develop methodologies for evaluating the greenhouse gas impacts of transportation projects in the Transportation Improvement Program, Regional Solicitation, and Transportation Policy Plan, and to produce a guide for calculating greenhouse gas emissions in the region and project scales.

## **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 obtains 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.

2022 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. Council staff also worked with consultants on several regional-scale highway and transit projects that required forecasts.,
- We continued refining our activity-based travel demand model, released in late 2015, and provided technical assistance in its application. Work continued on the next generation of travel forecasting models, by joining the national ActivitySim consortium Phase I of work on a local implementation of the region's next forecast model was completed in 2022 and Phase II continued through 2024.

- Work continued on the Travel Behavior Inventory. A 10-year 2019-2027 program has been developed that will involve more frequent and regular data collection and model improvements. Data collection for the 2021 Household Travel Survey began in mid-2021 and continued through January 2022. Data release occurred in mid-2022. Planning began on the 2023 Household Travel Survey in mid-2022. The 2022 Transit On-Board Survey began in late 2021, with the majority of data collection in 2022. Data release occurred in mid-2023.

### **Aviation planning activities**

The Metropolitan Council prepares and maintains a plan for the regional aviation system. We work 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.

## Metro Transit

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

Based on ridership, Metro Transit is the largest transit agency in Minnesota and provides about 85% of regular-route service in the Minneapolis/Saint Paul region. About 68% of rides are taken on the agency's buses and 32% on trains.

Its 3,116 employees transport customers nearly 119,000 times each weekday with service on 125 local, express and contract bus routes, as well as the METRO Blue Line, METRO Green Line and the NorthStar Commuter Rail Line. In total, Metro Transit provided 38.6 million rides in 2022.

Metro Transit's fleet includes 689 buses, 91 light-rail rail cars, 18 commuter rail cars and six locomotives. Metro Transit expects to achieve the goals set in the Met Council's 2040 Transportation Policy Plan by tailoring cost-effective service to diverse markets with an integrated system of core routes focusing on transit centers, an array of express bus services using park-and-ride facilities, and transit advantages on freeways and highways.

### Other Metro Transit highlights

#### COVID-19 operations and precautions

Due to the pandemic, operations in have included many significant operational changes.

- Daily cleaning and disinfecting of buses and rail cars and facilities
- Moving larger buses to our busiest routes and adding unscheduled trips to keep down the number of riders per vehicle
- Requiring face coverings for riders
- Installing barriers to separate riders and operators as we return to front-door boarding
- Providing protective equipment to our operators

### Transit safety and security

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

The Year 2022 included the addition of community service officers as a new civilian presence that is welcoming and helpful to our transit customers while deterring crime and code-of-conduct violations. This program is based on much of what has been learned from similar programs at other large transit providers.

## **METRO Green Line construction continues**

Construction on the METRO Green Line extension continued in 2022. When completed, the extension will provide an additional 14.5 miles of service on the Green Line, with new stops in Minneapolis, St. Louis Park, Hopkins, Minnetonka, and Eden Prairie.

## **METRO Blue Line route modification, anti-displacement work**

Following extensive community engagement and collaboration with local governments along the line, the METRO Blue Line Extension project released a report detailing potential route modification options for public comment in December 2021. In addition, the project worked to address potential risks for displacement in partnership with the University of Minnesota's Center for Urban and Rural Affairs. The project created an anti-displacement work group to help guide anti-displacement strategies and policy development by providing personal insight, local expertise and direct connections to communities impacted by the project.

The group is comprised of community leaders, residents, and business owners potentially at risk of displacement, as well as other experts and staff from key nonprofit, philanthropic and agency partners, including Hennepin County, Metropolitan Council and corridor cities.

## **Greater equity in fares**

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

## **Employee hiring and retention**

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

## **Ongoing commitment to sustainability**

The 2022-2027 Transportation Capital Improvement Program, approved in 2021, includes the Zero-Emission Fleet Plan to make progress on mitigating climate impacts. The capital program begins a shift to zero emission buses in the Metro Transit fleet with 100 electric vehicles funded through 2027.

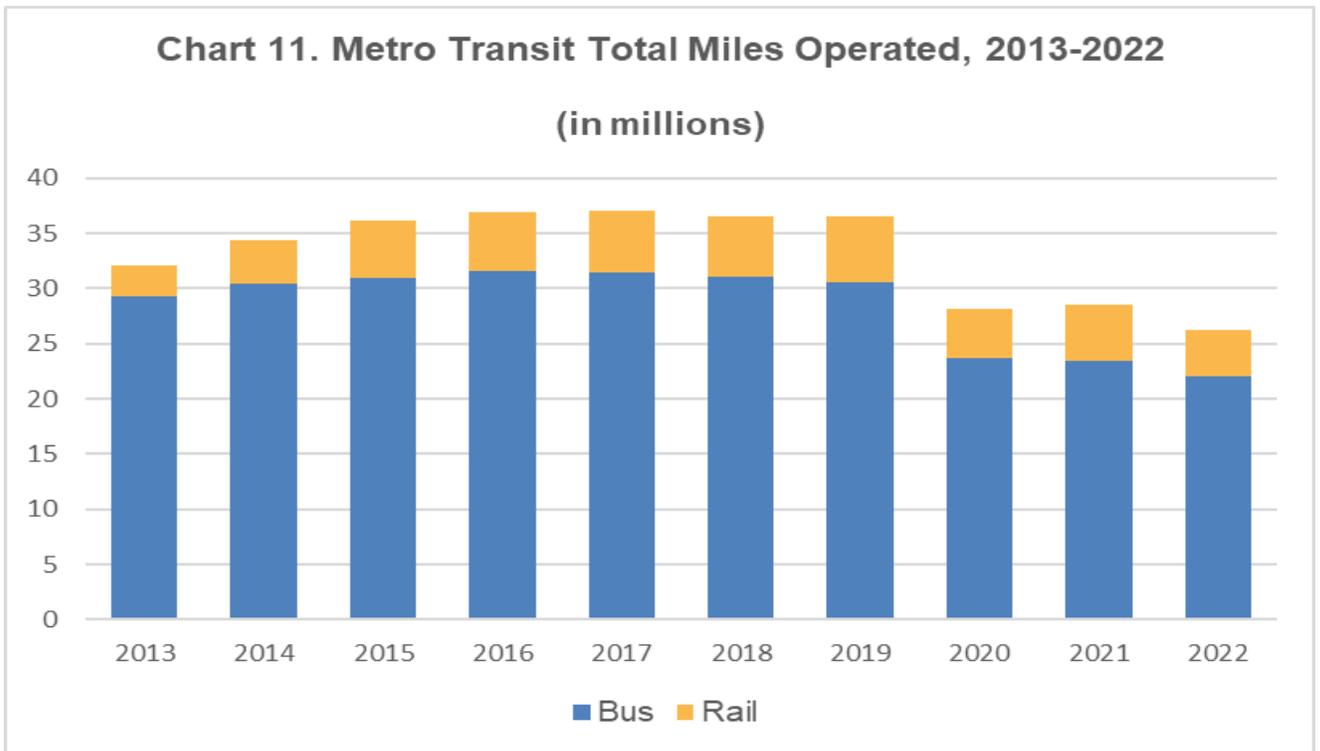
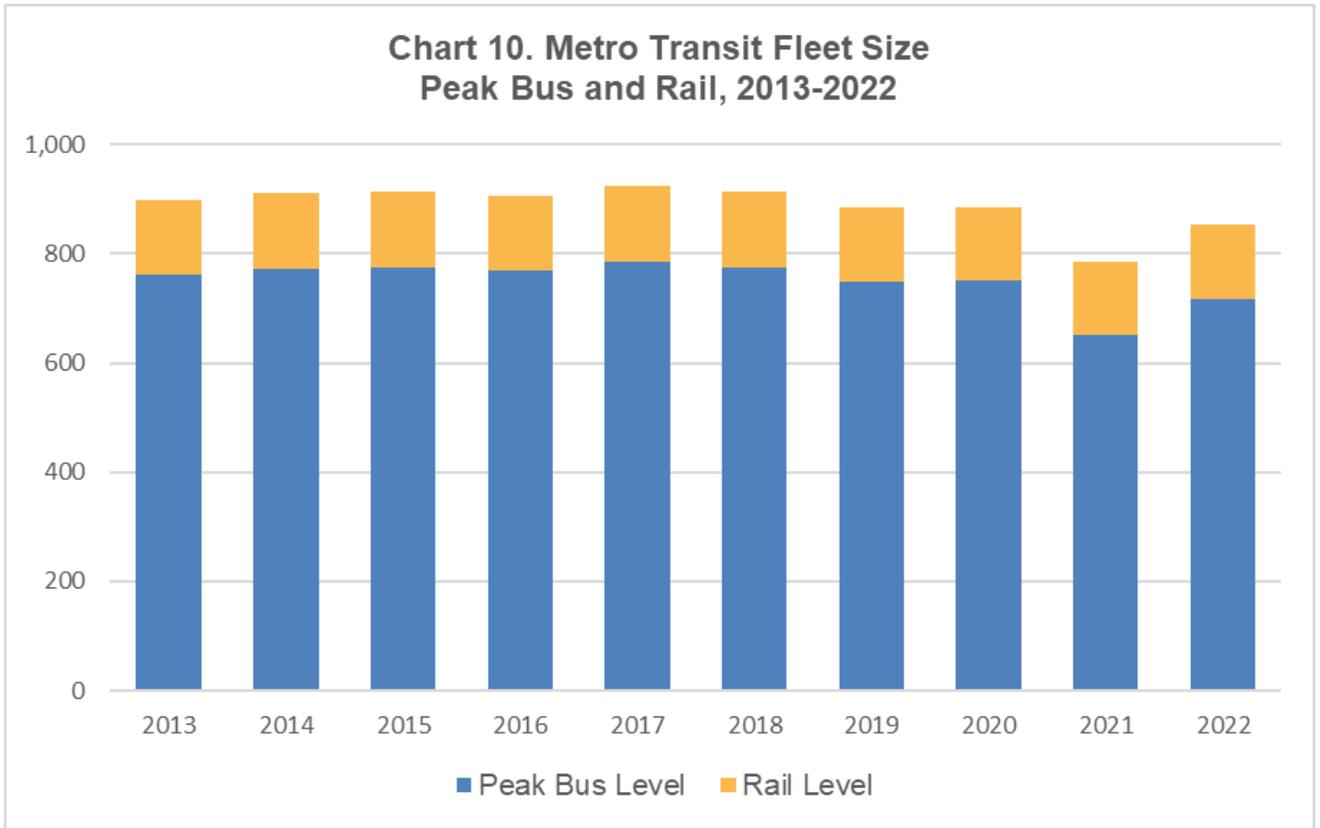
## **Bus rapid transit projects advancing**

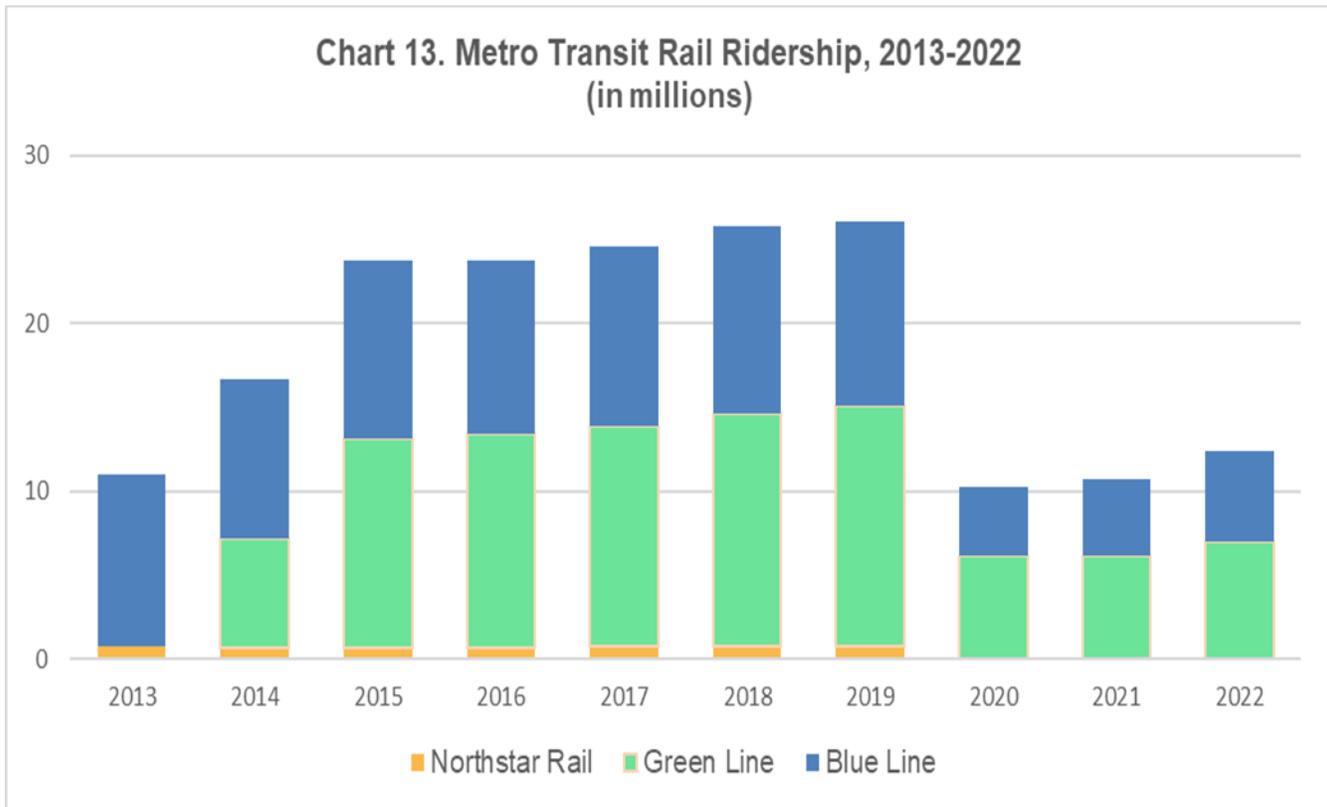
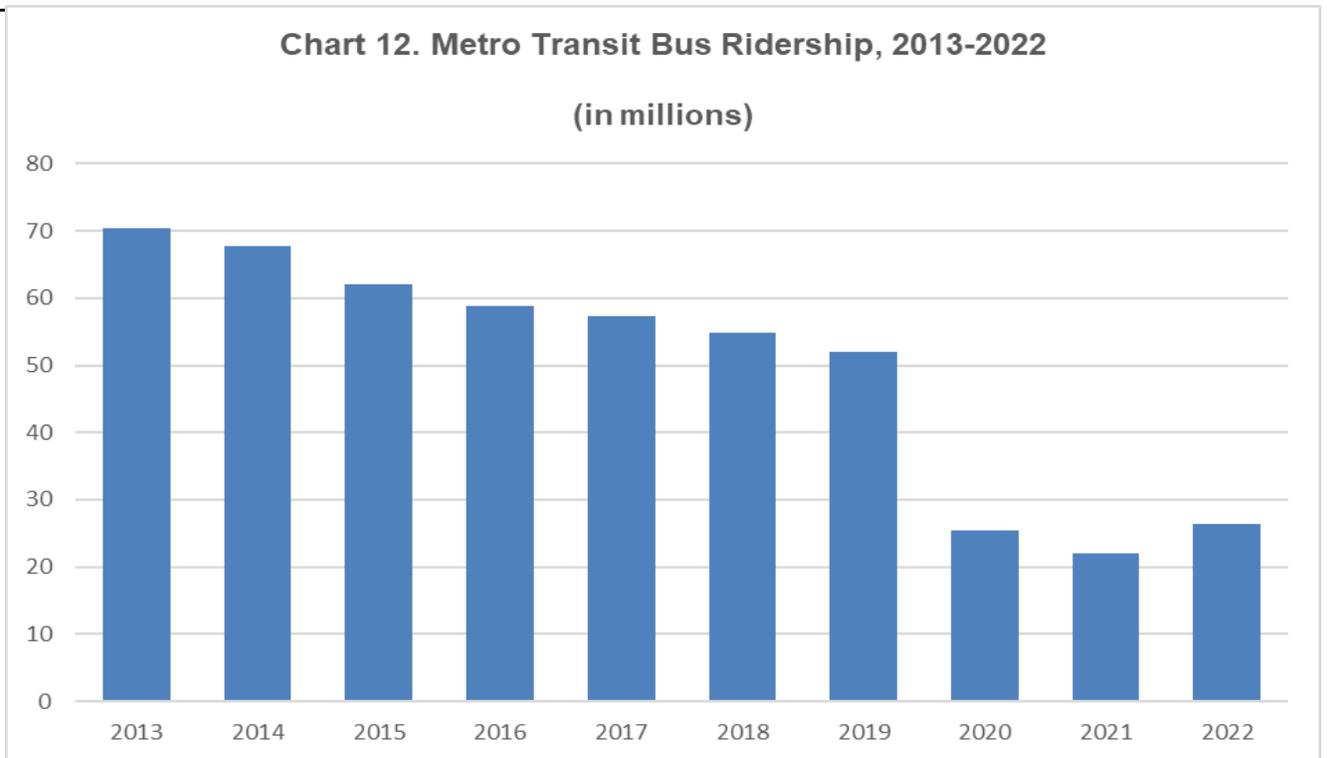
The METRO Gold Line proceeded into construction in 2022. Plans for the METRO bus rapid transit line in the Interstate 94 corridor east of Saint Paul continued advancing throughout the year with plans to open in early 2025.

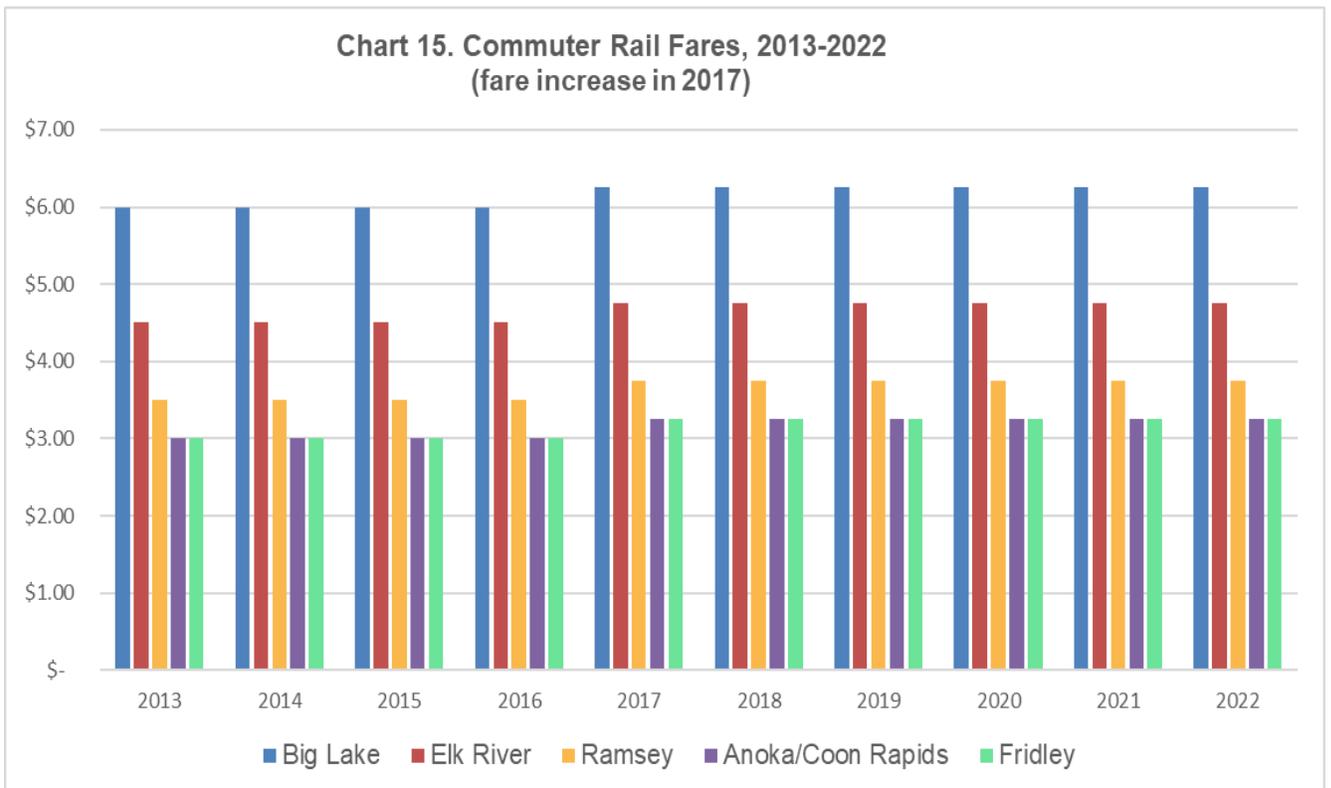
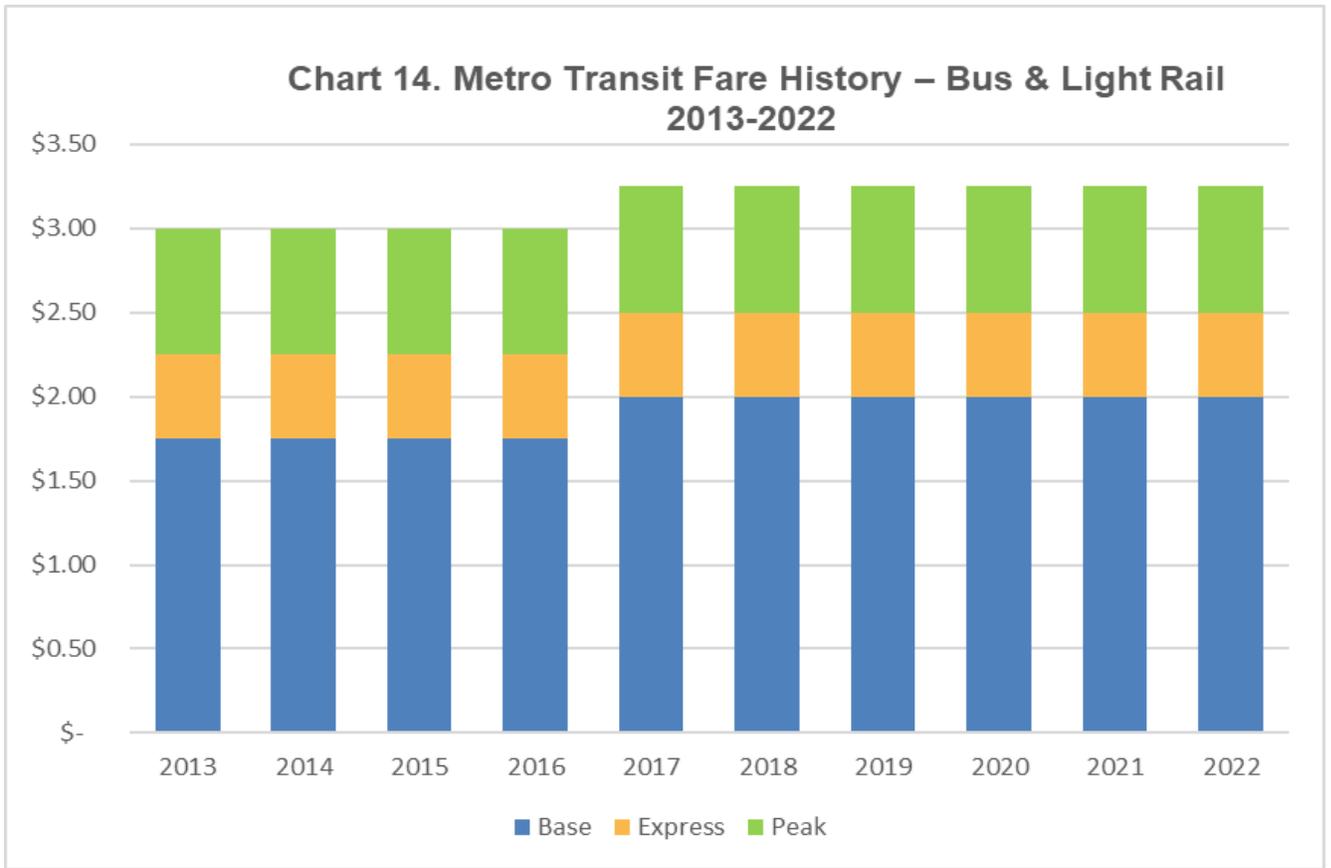
With the opening of the METRO Orange Line in December 2021 and METRO D Line in December 2022, the region currently has five operating bus rapid transit lines, including the METRO Red Line, METRO Orange Line, the METRO A Line, and the METRO C Line and METRO D Line.

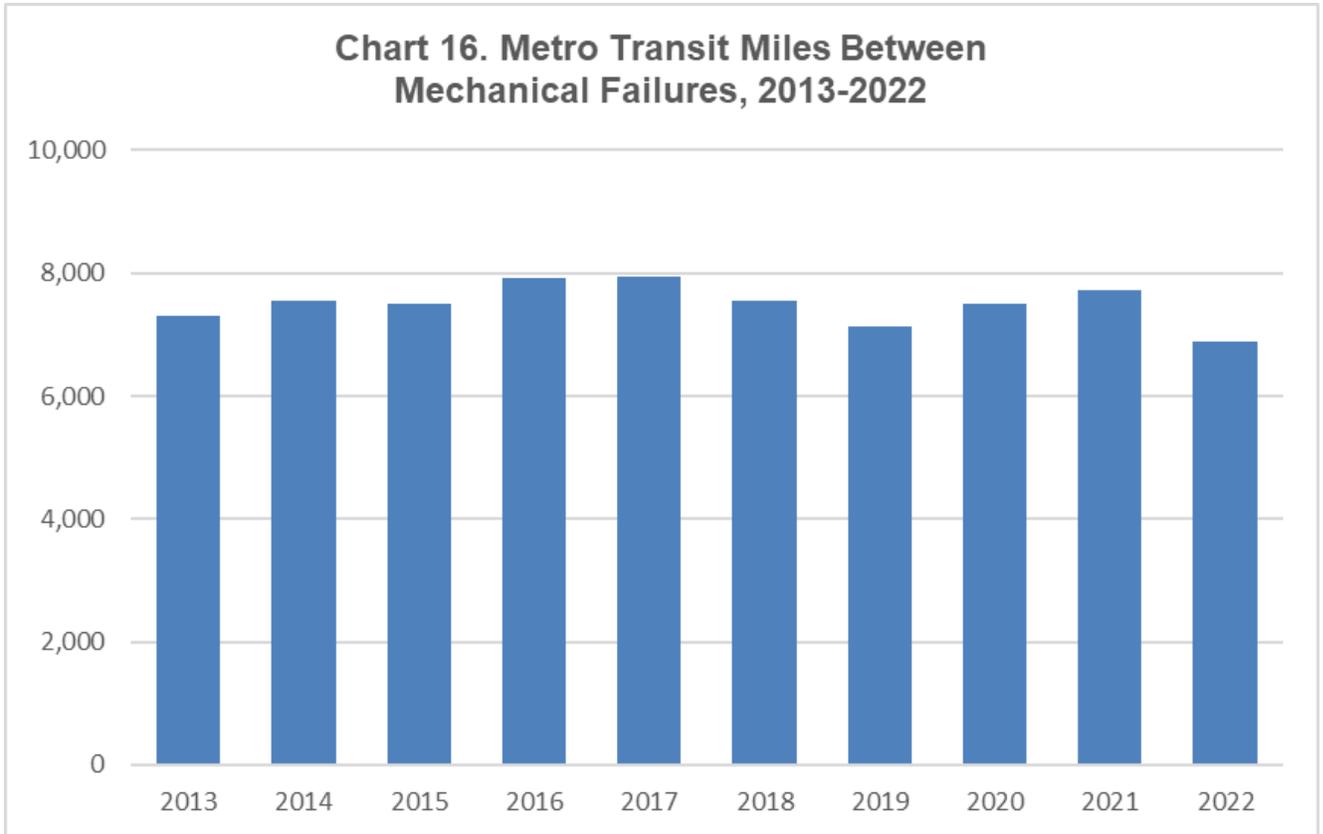
## **Metro Transit by the numbers**

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

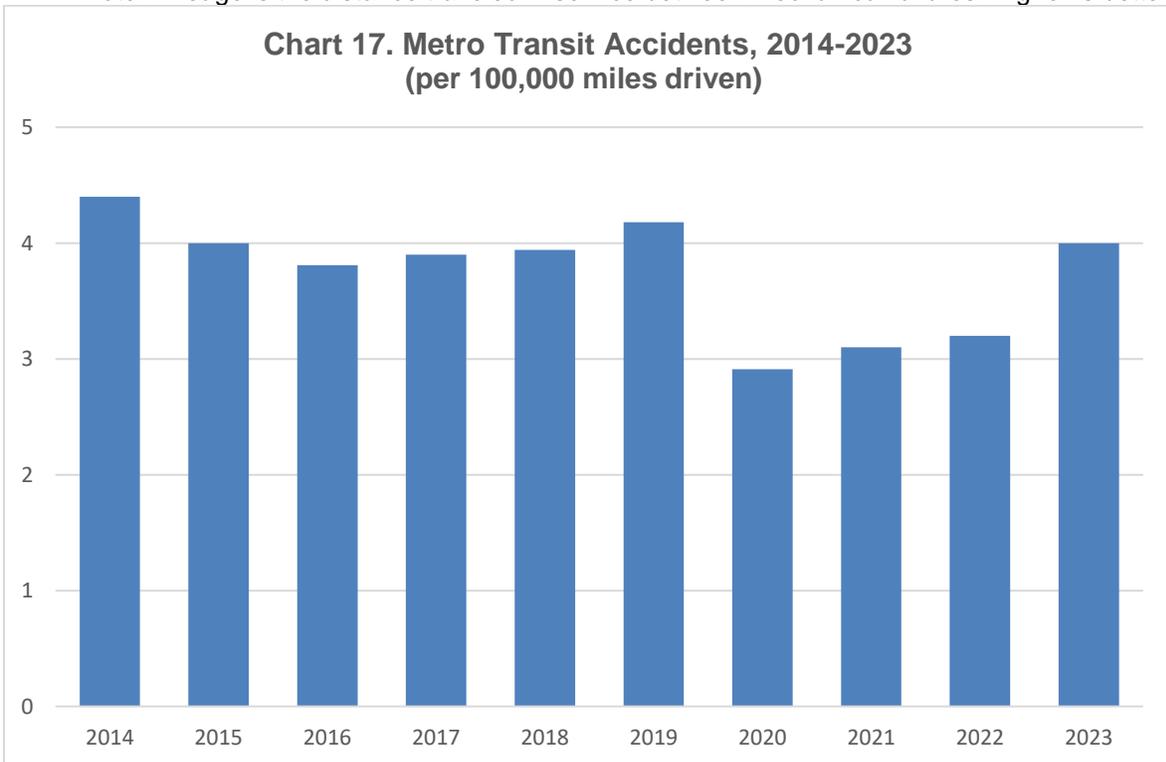








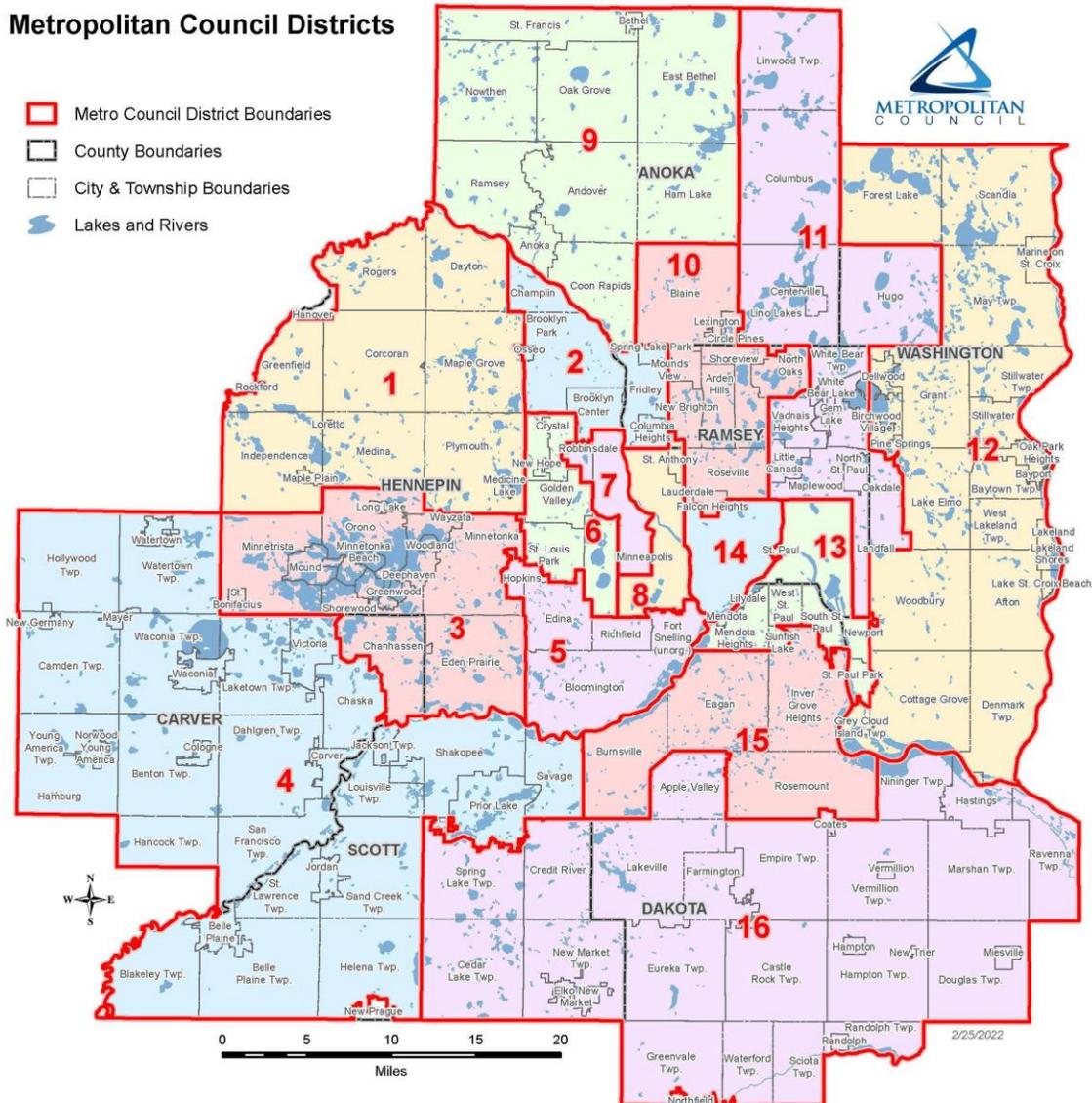
Note: Mileage is the distance traveled in service between mechanical failures. Higher is better.



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

## Appendix: Maps and Budget Summary

### Metropolitan Council Districts



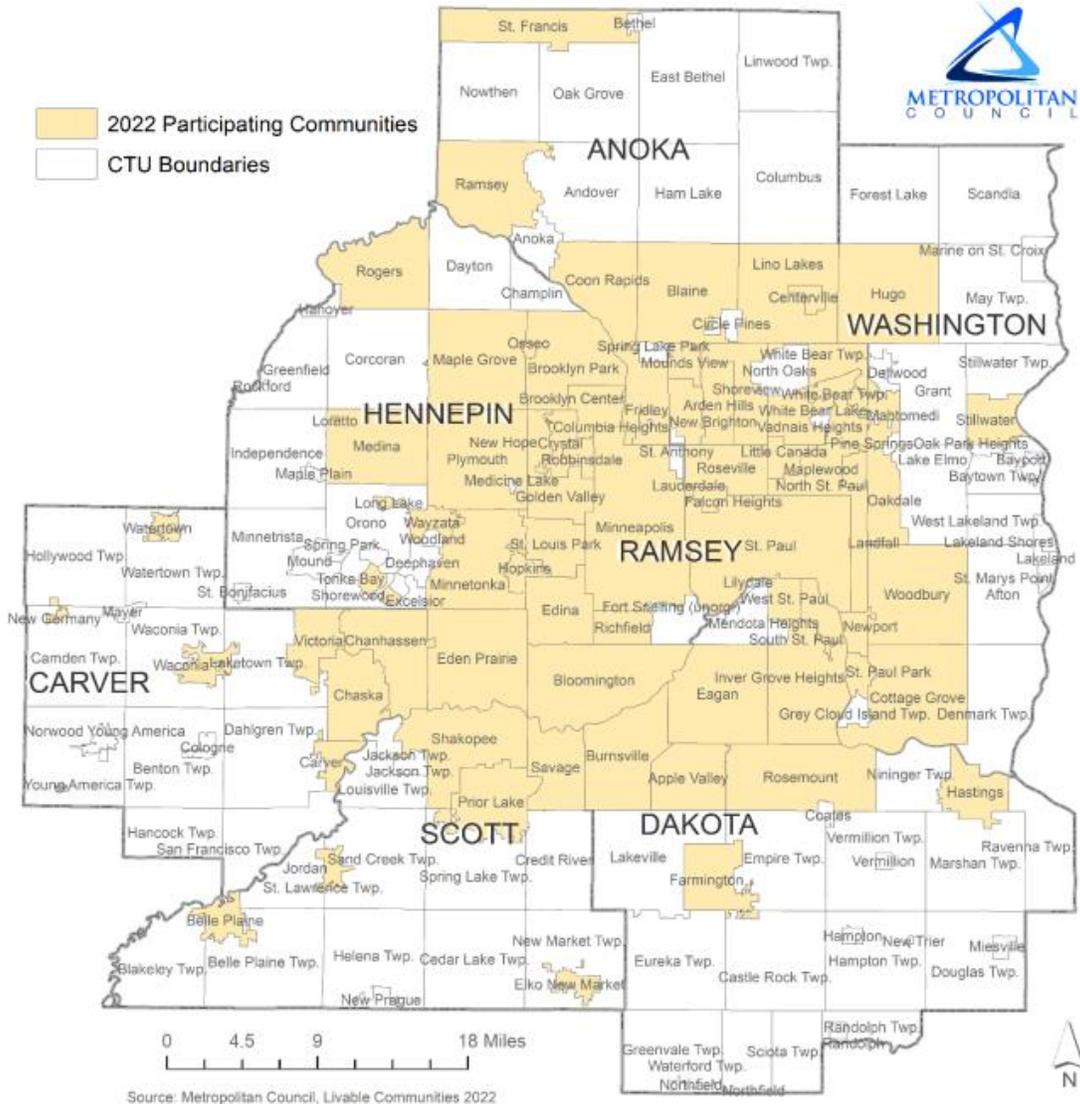
**Chair** Charlie Zelle

District	Member
1	Judy Johnson
2	Reva Chamblis
3	Vacant
4	Deb Barber
5	Molly Cummings
6	John Pacheco Jr.
7	Robert Lilligren
8	Abdirahman Muse

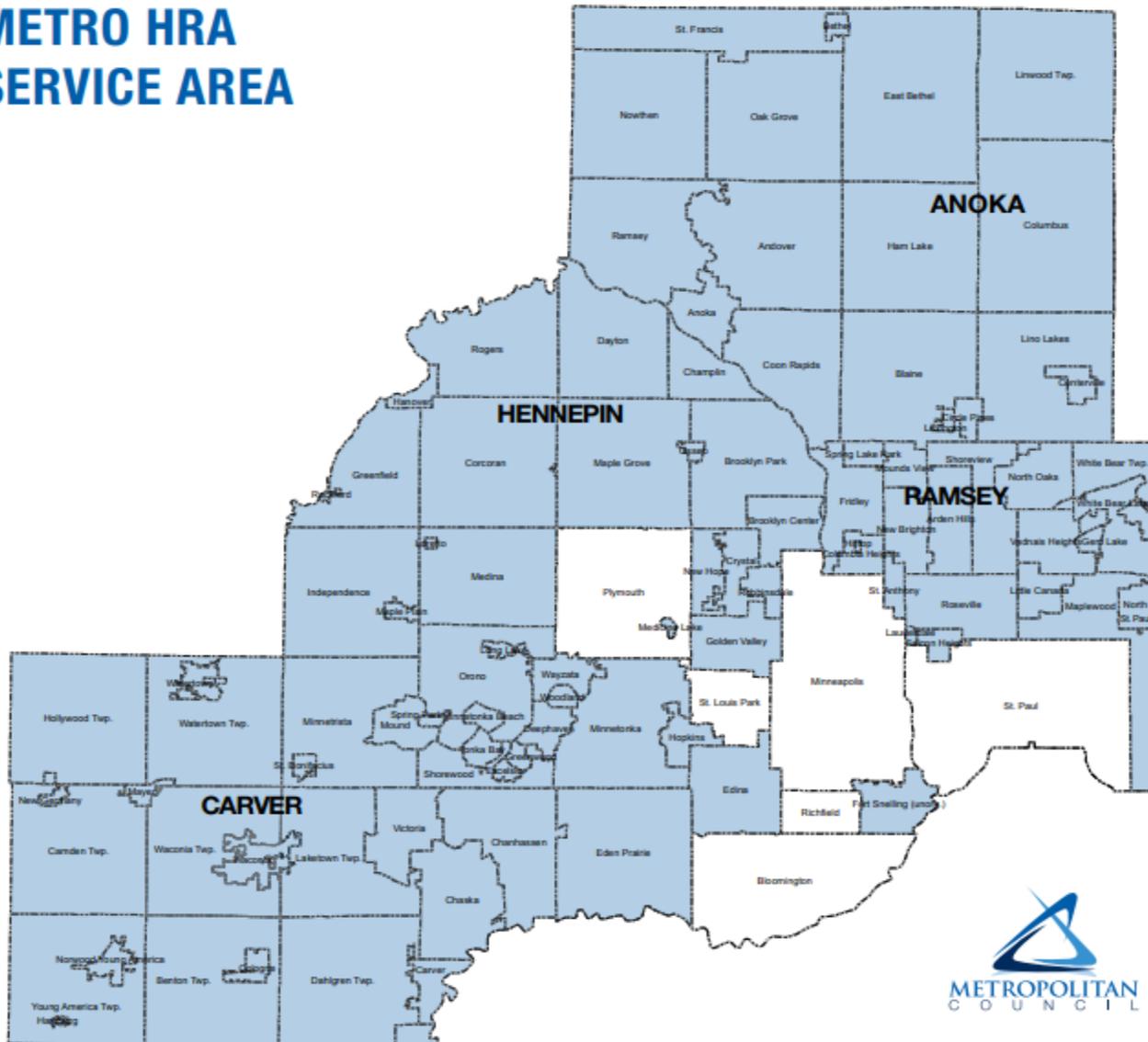
District	Member
9	Raymond Zeran
10	Peter Lindstrom
11	Susan Vento
12	Francisco Gonzalez
13	Chai Lee
14	Kris Fredson
15	Phillip Sterner
16	Wendy Wulff

Source: Metropolitan Council Redistricting Plan passed by the state legislature on May 17, 2013. Boundaries re-aligned with municipal and county boundaries and NCompass Street Centerlines.

# Livable Communities Act Participating Communities 2022



# 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

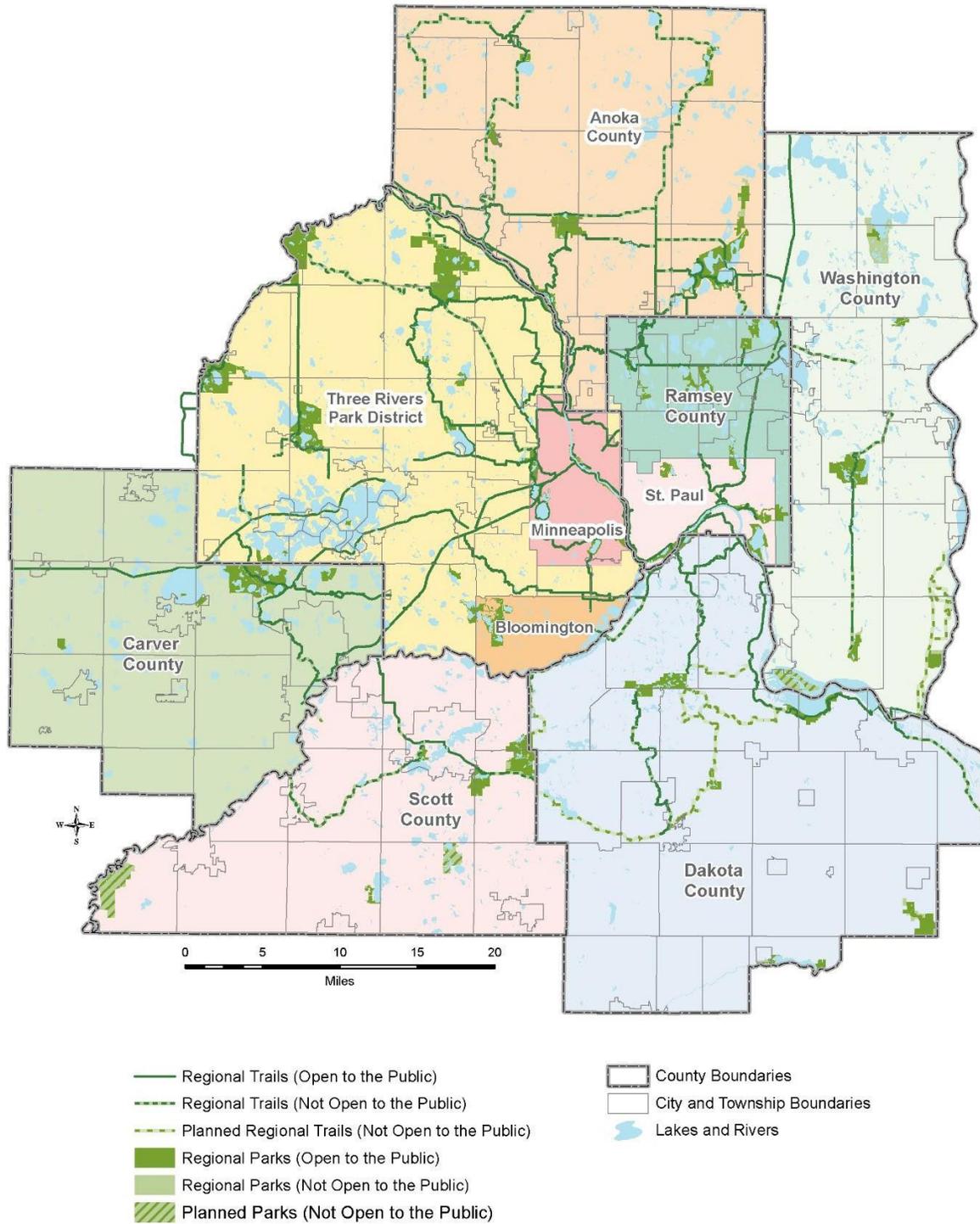
Columbia Heights  
Columbus  
Coon Rapids  
Corcoran  
Crystal  
Dahlgren Twp.  
Dayton  
Deephaven  
East Bethel  
Eden Prairie  
Edina  
Excelsior  
Falcon Heights  
Fort Snelling  
Fridley  
Gem Lake

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

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

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

## Regional Parks Implementing Agencies



## Metro Mobility ADA Service Areas

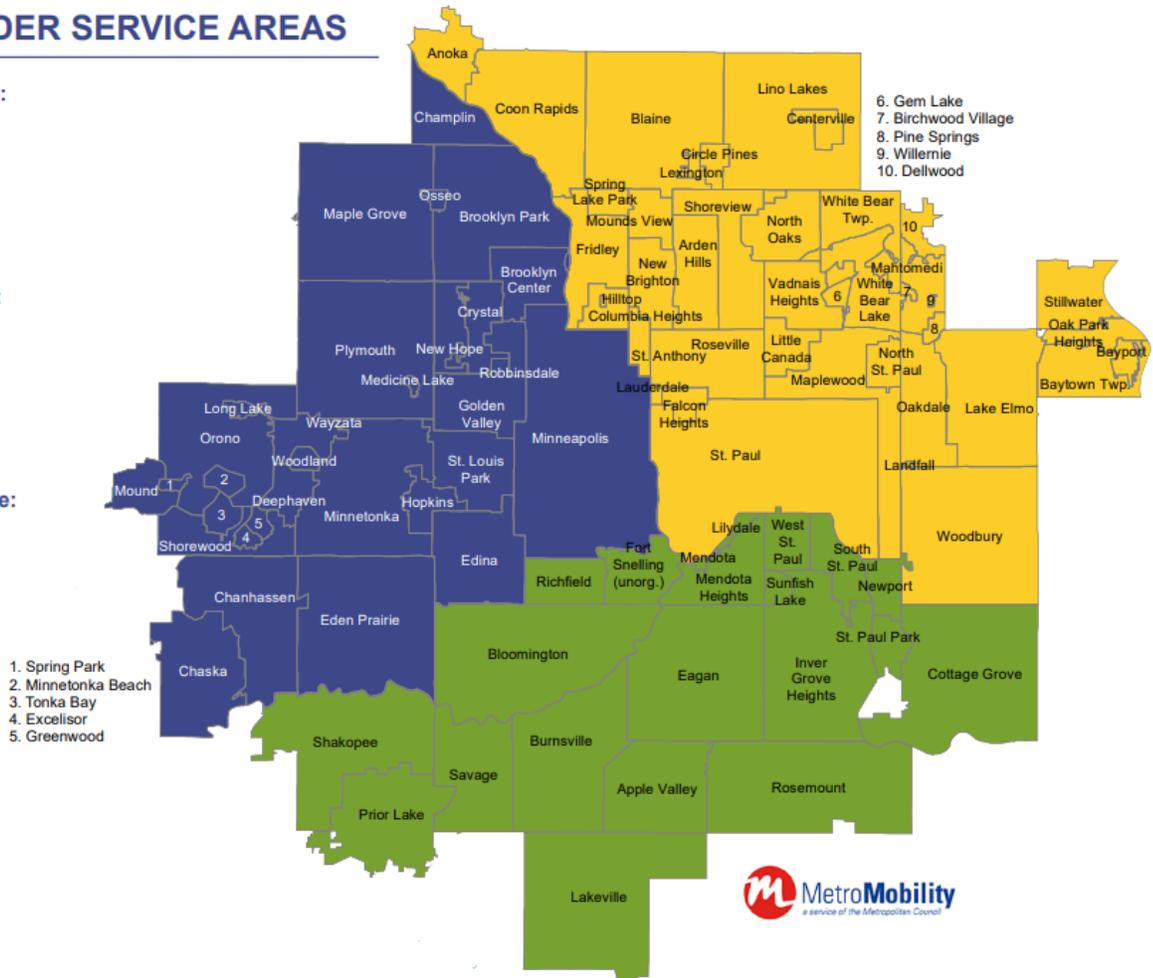
# METRO MOBILITY SERVICE ZONES

### TRIP PROVIDER SERVICE AREAS

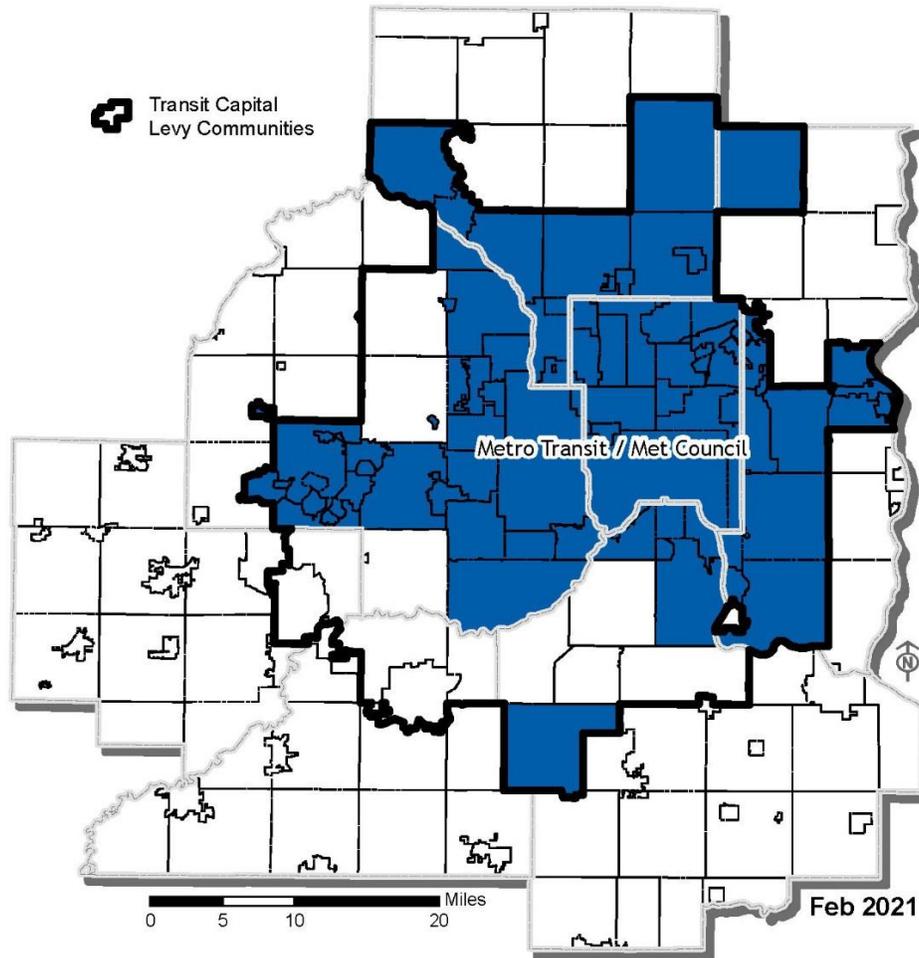
#### Metro West Zone:

#### Metro East Zone:

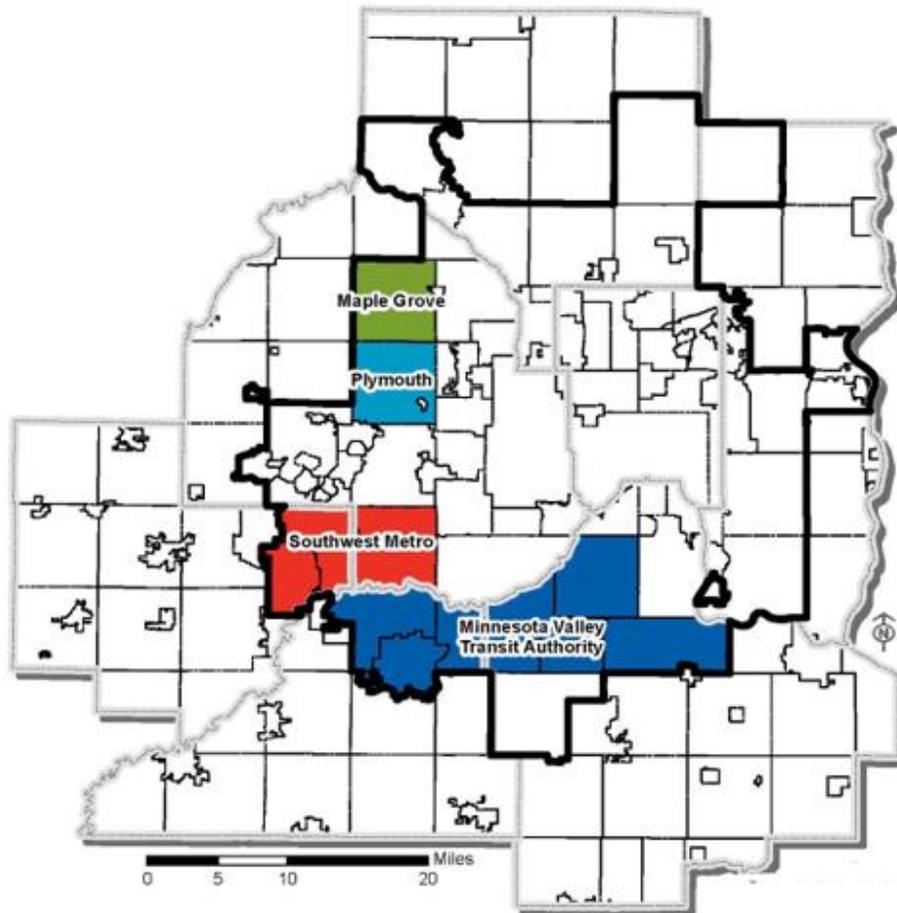
#### Metro South Zone:



## Metro Transit / Metro Council Service Area

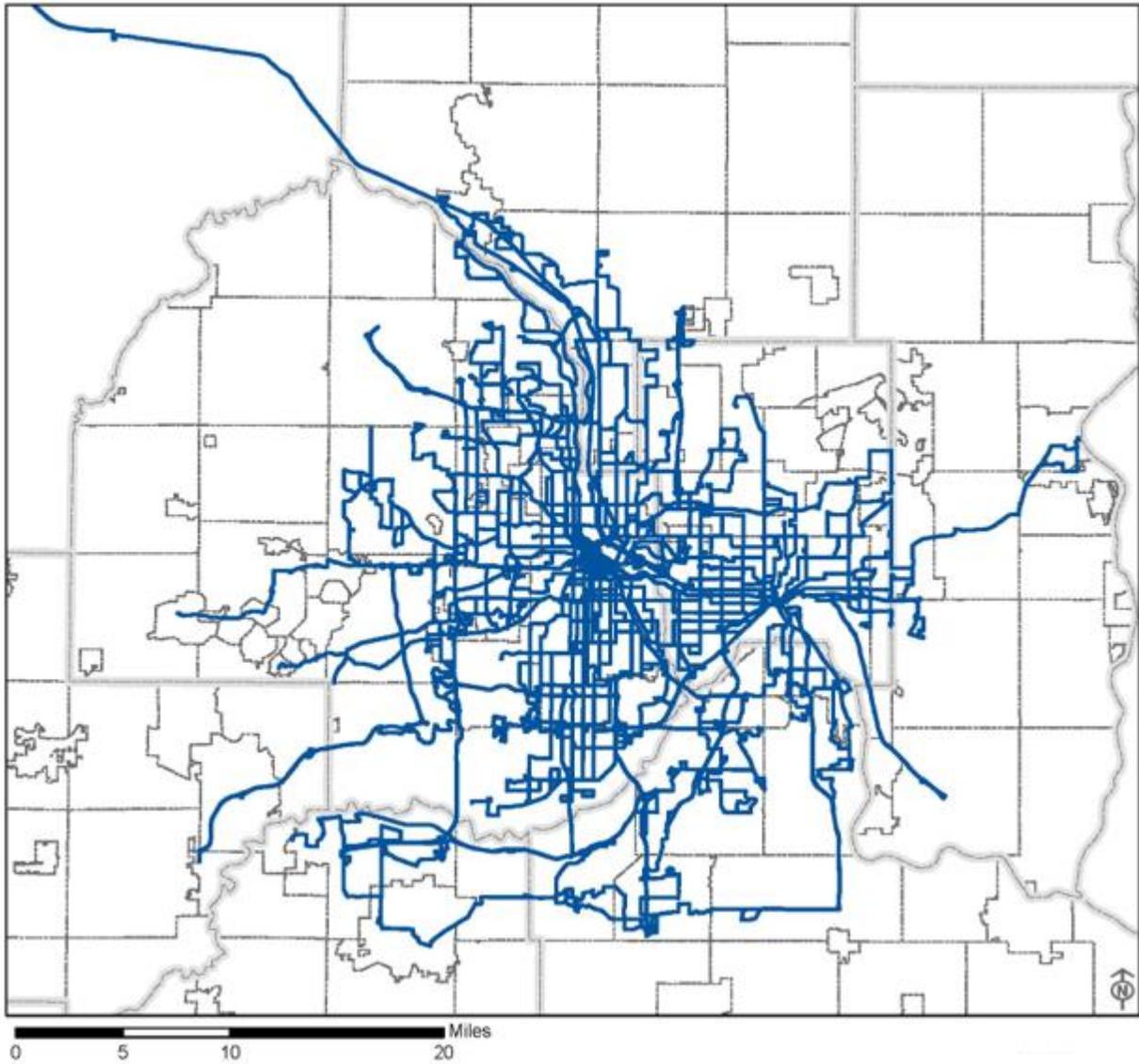


## Suburban Transit Providers

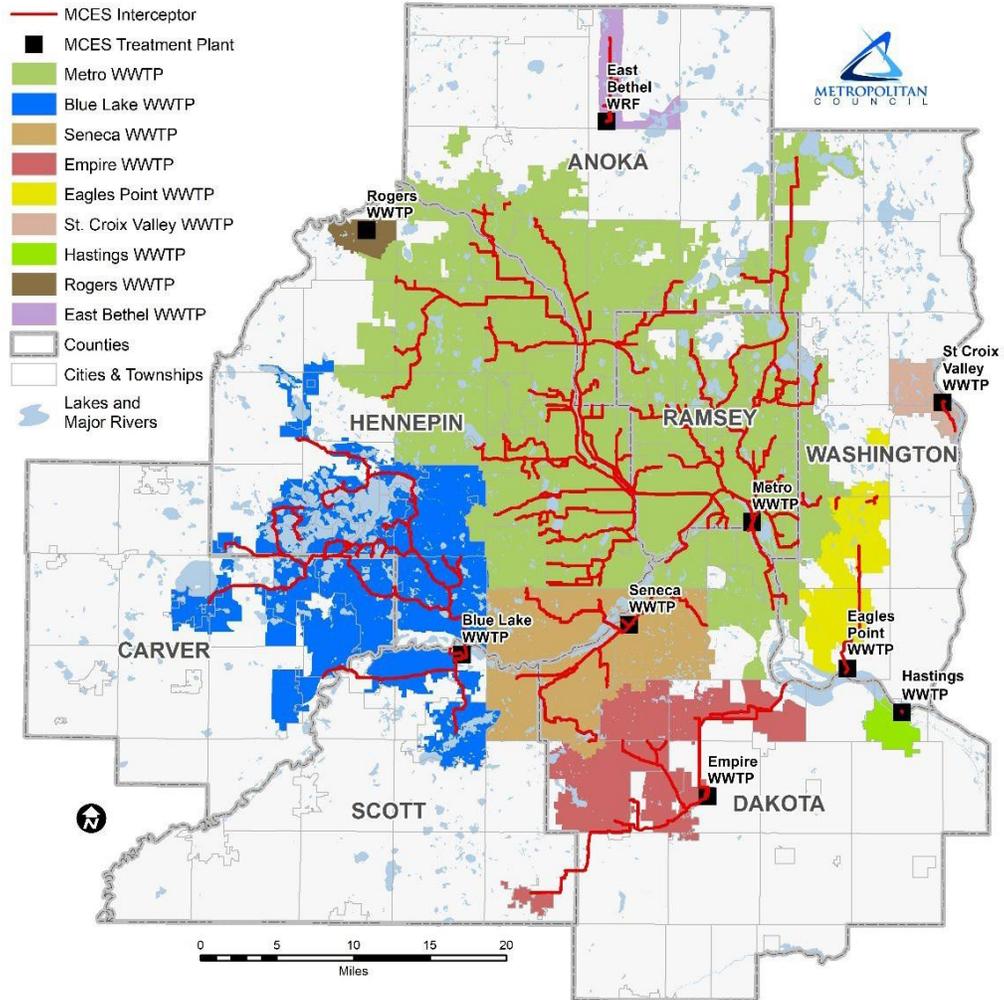




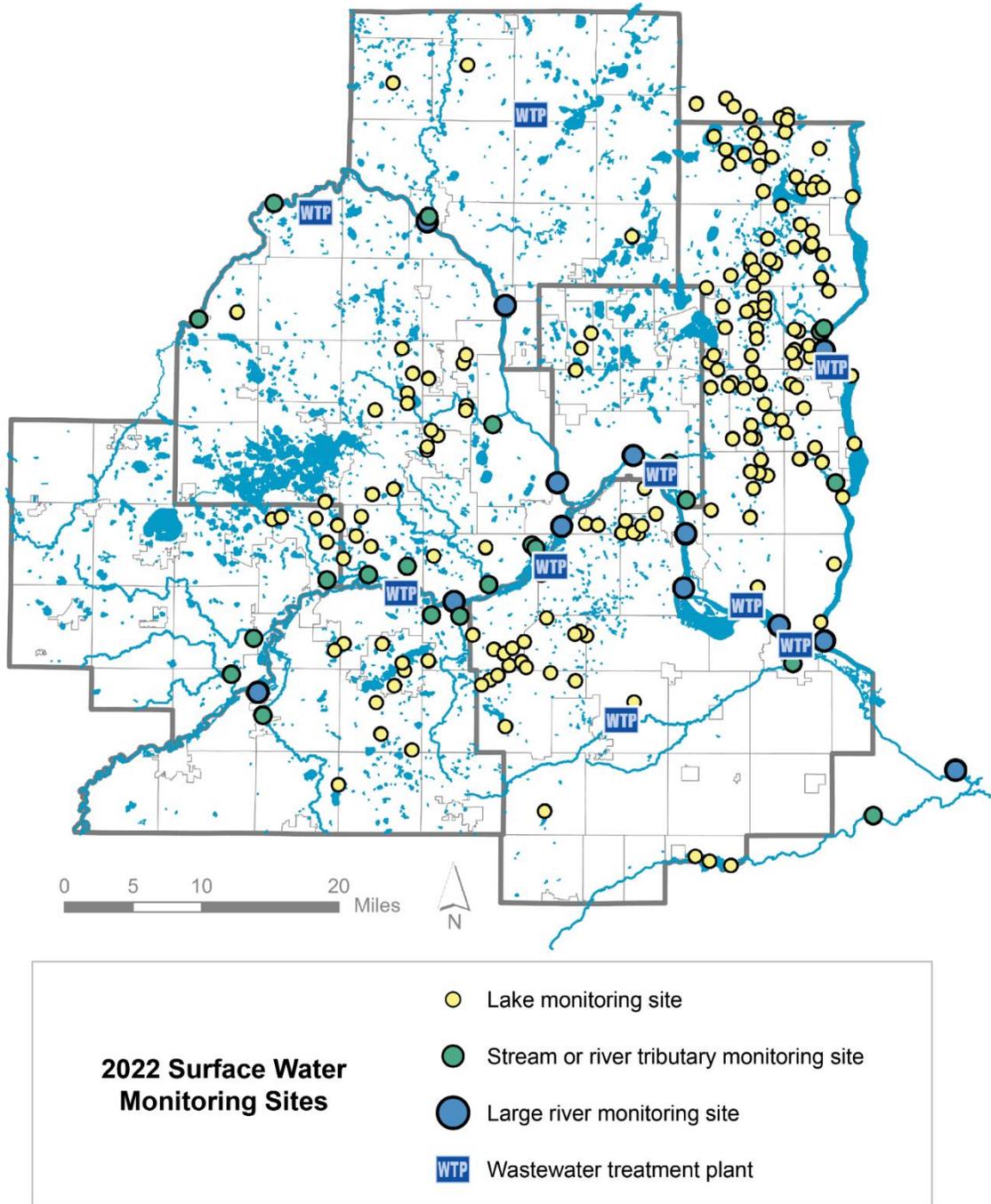
## Metropolitan Area Regular-Route Transit Service



## Wastewater Treatment Plants and Interceptors



Surface Water Monitoring Sites



## Metropolitan Council 2022 Adopted Budget

<i>Revenues</i>		
<i>Sources</i>		<i>Dollars (000s)</i>
Net Property Tax		90,514
Federal Revenues		196,098
State Revenues		460,672
Local Revenues		38,505
Municipal Wastewater Charges		249,955
Industrial Wastewater Charges		15,301
Passenger Fares, Contract & Special Events		65,669
Investment Earnings		1,419
Other Post-Employment Benefit Investment Earnings		5,500
Other Revenues		8,471
<b>Total Revenues</b>		<b>1,132,104</b>
<b>Other Sources</b>		
MVST Transfers In		26,845
SAC Transfers In		59,620
<b>Total Other Sources</b>		<b>86,465</b>
<b>Total Revenues and Other Sources</b>		<b>1,218,569</b>

<i>Expenses</i>		
<i>Categories</i>		<i>Dollars (000s)</i>
Salaries & Benefits		518,816
OPEB Benefit Payments		14,728
Consulting & Contractual Services		77,467
Materials & Supplies		40,152
Fuel		25,233
Chemicals		10,481
Rent & Utilities		36,929
Printing		705
Travel		2,223
Insurance		8,808
Transit Programs		102,939
Operating Capital		2,318
Government Grants		2,308
Other Expenses		17,391
Passthrough Grants & Loans		170,961
Debt Service Obligations		192,448
<b>Total Expenses</b>		<b>1,223,907</b>
<b>Other Sources and (Uses)</b>		
Transfers Out/Other Uses		(11,000)
<b>Total Other Sources and (Uses)</b>		<b>(11,000)</b>
<b>Total Expenses and Other Sources and (Uses)</b>		<b>1,234,907</b>
<b>Change in Fund Balance</b>		<b>(16,338)</b>

390 Robert Street North  
Saint Paul, MN 55101-1805

651-602-1000

TTY 651-291-0904

public.info@metc.state.mn.us  
metro council.org

Follow us on:

[Twitter.com/metcouncilnews](https://twitter.com/metcouncilnews)

[facebook.com/MetropolitanCouncil](https://facebook.com/MetropolitanCouncil)

[youtube.com/MetropolitanCouncil](https://youtube.com/MetropolitanCouncil)

