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www.metrocouncil.org

AT A GLANCE

- 2,950,000 residents served (51 percent of state total)
- Anticipated Growth from 2010 to 2040:
 - 824,000 more people (29%)
 - 391,000 more households (35%)
 - 549,000 more jobs (35%)
- 94 million transit rides in 2013
- 1.8 million rides on Metro Mobility in 2013
- 250 million gallons of wastewater treated daily
- 107 communities provided wastewater treatment
- 7 treatment plants and 600 miles of regional sewers
- 47 million regional park visits in 2013
- 52 regional parks and park reserves totaling 55,000 acres
- 38 regional trails totaling 340 miles
- 6,800 low-income households provided affordable housing

PURPOSE

The Metropolitan Council is the regional policy-making body, planning agency and service provider for the Twin Cities metropolitan area. Our mission is to foster efficient and economic growth for a prosperous metropolitan region. Our priorities are to create a financially sustainable 21st century transportation system, promote dynamic housing opportunities for all and to leverage investments that drive regional economic development

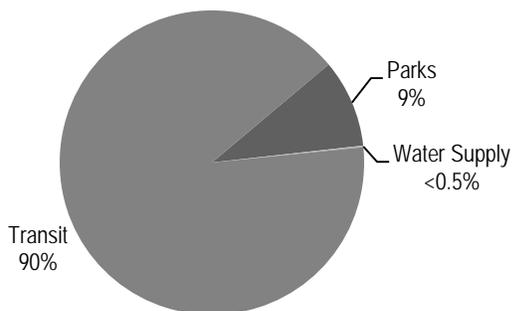
We bring together communities to develop policies and a shared vision for the region. We provide transit services and invest in a growing network of rail and bus transit ways. We collect and treat wastewater. We work to ensure adequate clean water. We plan for future growth in partnership with communities and the public. We develop a regional parks and trails system.

We provide affordable housing for low-income residents. Through our planning activities and the provision of regional services, we contribute to the following statewide outcomes.

- A thriving economy that encourages business growth and employment opportunities
- A clean, healthy environment with sustainable uses of natural resources
- Sustainable options to safely move people, goods, services & information

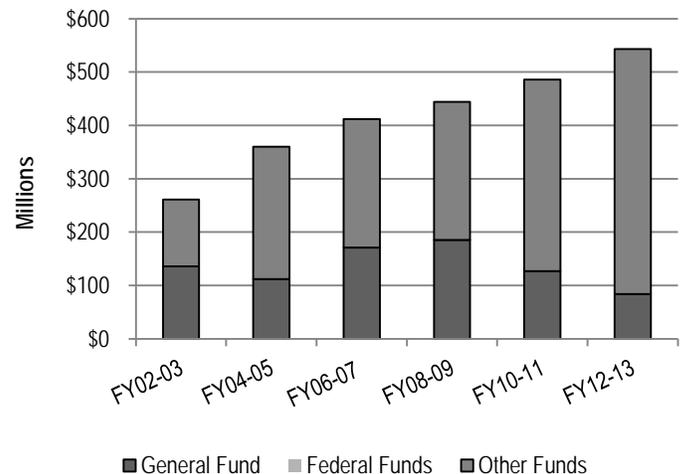
BUDGET

**Spending by Program
FY 13 Actual**



Source: SWIFT

Historical Spending



Motor vehicle sales tax revenues started in SFY 2003
Source: Consolidated Fund Statement

The charts show appropriations to the Metropolitan Council recorded in SWIFT. The Council's unified operating budget for calendar year 2013 was \$828 million. State appropriations for transit and parks operations and water supply planning provided approximately 35 percent of agency funding. Other funding came from wastewater fees, passenger fares, federal funds, property taxes and local funds.

STRATEGIES

Our governing body – the 17-member Metropolitan Council – plays a key convening role, bringing together communities to develop policies and a shared vision and direction for the region. To achieve our mission, we carry out planning initiatives and provide essential services to the region.

Planning Initiatives

- Our Thrive MSP 2040 initiative engaged residents to create a framework for a shared vision for a prosperous, equitable, and livable region.
- Our regional planning initiatives encompass transportation, parks, water resources, community planning, and housing.

Transportation

- Our Metro Transit bus and rail systems get people to work, school and services and help reduce road congestion so businesses can move their goods efficiently.
- Our Metro Mobility and Transit Link services transport people unable to use regular-route transit service.
- Our Transportation planners play a key role in creating our vision for roads, airports and transit to ensure effective and cost-efficient investments.

Parks

- We plan, acquire land and develop facilities for regional parks and trails, preserving natural resources and providing recreational opportunities throughout the region.

Clean water and wastewater treatment

- We're fostering a safe and healthy environment through our award-winning and cost-effective wastewater treatment services, water supply planning and water quality monitoring initiatives.

Planning and development

- Our Livable Communities grants clean polluted land for redevelopment and create new models for Transit-Oriented Development, stimulating and leveraging private investment and increasing communities' tax base.
- We coordinate local communities' local comprehensive plans, providing technical assistance and resources, to ensure coordinated, orderly and efficient development in the region.

Housing

- Our Housing Policy Plan will identify regional housing needs and priorities, connect housing to other Council system plans, and provide guidance for local housing planning
- Our Metro HRA provides affordable housing for more than 6,800 low-income residents in nearly 100 communities.

Minnesota Statutes, Chapter 473 <https://www.revisor.mn.gov/statutes/?id=473> provides the legal authority for Metropolitan Council.

Program: Transit

<http://metrocouncil.org>

AT A GLANCE

- Over 94 million total transit rides in 2013 - 315,000 rides per weekday
- 1.8 million rides on Metro Mobility in 2013
- METRO Green Line (Central Corridor) service initiated June 2014
- Green Line attracted \$2.7 billion in development and created over 5,400 jobs
- 15,000 housing units developed near Blue Line (Hiawatha)

PURPOSE & CONTEXT

Transportation matters because it connects us to the people and places that matter most and transit is an important part of our transportation system. Transit provides a sustainable, efficient, and effective option to relieve the region's roadway congestion and improve air quality in an environment of rising costs and tight fiscal constraints.

Transit functions are funded by passenger fares, state appropriations, Motor Vehicle Sales Tax (MVST), Counties Transit Improvement Board sales tax, federal revenue and other local sources.

SERVICES PROVIDED

We operate the state's largest public transit system. Bus and rail operations provide efficient and effective transportation for people who choose to use transit or who use transit out of necessity. Citizens unable to access or use regular bus or rail route service are served by Metro Mobility and Transit Link. Metro Mobility provides rides to certified riders who are unable to use regular fixed-route buses due to a disability or health condition. Transit Link is the Twin Cities dial-a-ride small bus service for the general public, where regular route transit service is not available. We:

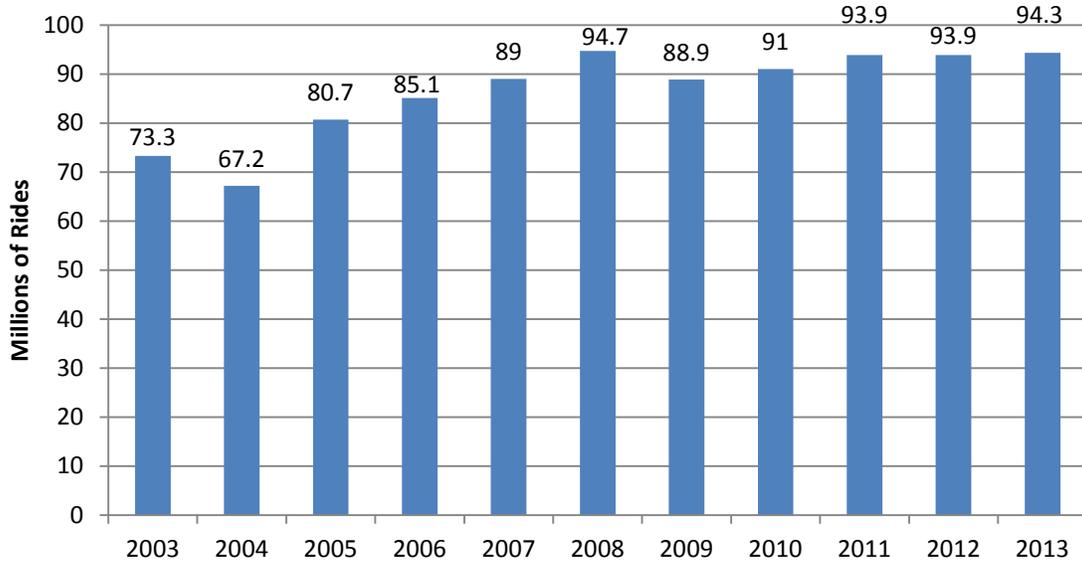
- Operate and maintain bus, light rail and commuter rail services;
- Add new and expand existing bus routes to meet growing demand;
- Develop a network of rail and bus "transitways", with service mode and alignment selected and implemented based on an extensive alternatives analysis and local input. Transitways include bus and rail transit that enable fast, reliable travel times and an improved passenger experience on high-demand corridors in the region; and
- Work with MnDOT, counties, and cities to increase the travel speed of transit through initiatives including bus-only shoulders, ramp meter bypasses and signal priority.

RESULTS

Transit Ridership (Result)

Ridership measures transit system accessibility, quality, and system growth. Growth in ridership is an indication that more people are able to meet their mobility needs using transit. Regional ridership includes all transit providers in the region.

Regional Transit Ridership 2003 to 2013

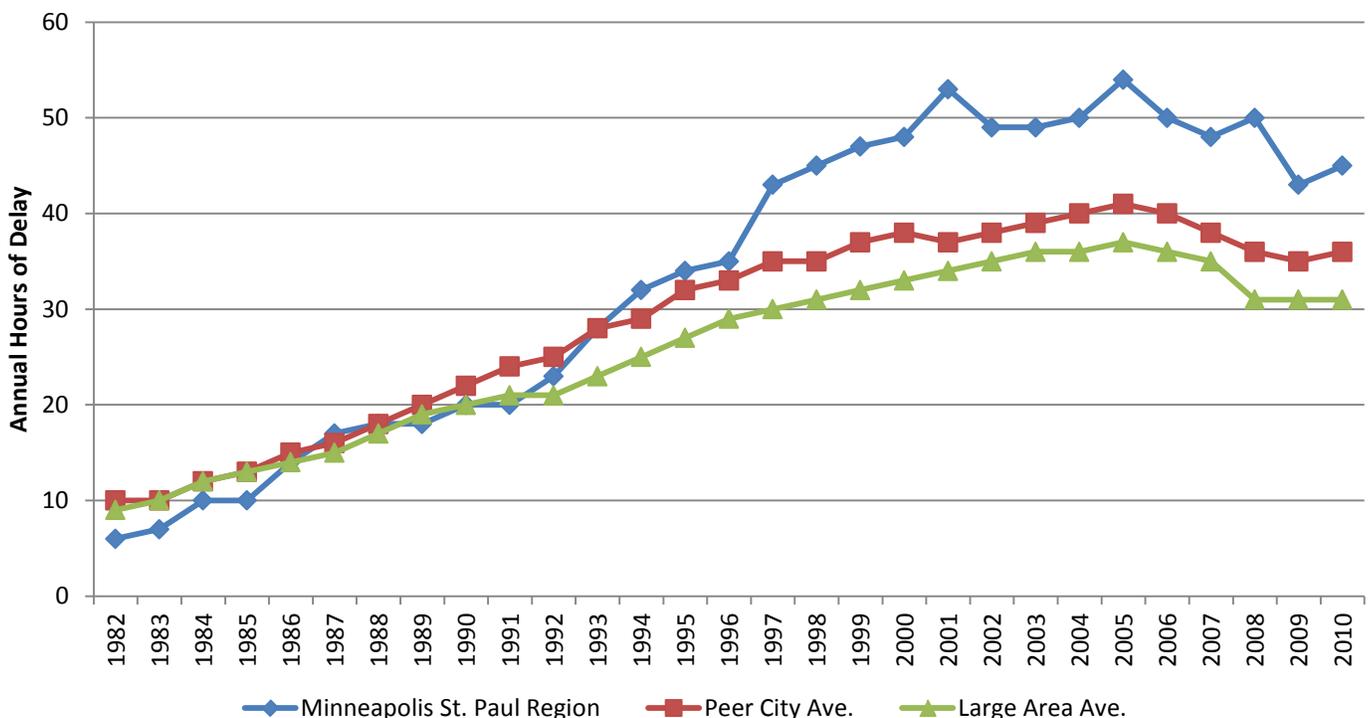


Hours of Delay Caused by Congestion (Result)

Transit helps our citizens use roads more efficiently, and therefore, benefits all road users, not just transit riders. Metro congestion affects many people throughout the state, not just those of us who live in the metro. If your business ships goods or needs to receive shipments, you have a stake in well-functioning, less congested metro area roads. If your workers travel to the metro area on business, you have a stake in ensuring they can get to and from their destination in a reasonable amount of time.

The number of hours spent in congestion is an indicator of roadway performance and of transportation-related impacts to air quality. Traffic congestion causes problems for travelers and shippers including extra travel time, unreliable travel time, and increased fuel costs. Congestion impacts air quality through increased carbon dioxide (CO₂) emissions.

Annual Hours of Delay per Peak Auto Commuter

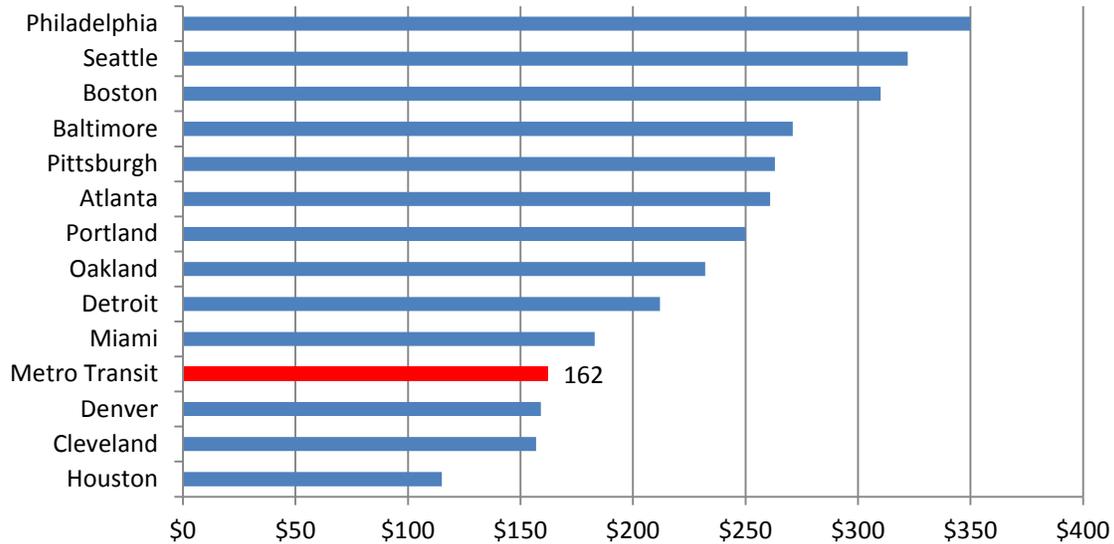


Metro Transit Annual Operating Funding Per Capita (Quantity)

We run a top-rate system but we are not growing as fast as our growing population or our employers need us to grow. Compared to our peers, we have a highly efficient, effective transit system today, but are not growing at the rate of peer regions.

Data from the National Transit Database indicates that Twin Cities residents pay an average of \$162 a year for transit operations – 1/3 less than the peer average. In 2011, Twin Cities residents paid an average of \$158 a year for transit operations.

2012 Annual Operating Funding Per Capita



<http://metrocouncil.org>

AT A GLANCE

- 47 million regional park and trail visits in 2013
- 59 regional parks, special recreation features and park reserves totaling 55,000 acres
- 39 regional trails totaling 340 miles
- 10 regional park implementing agencies that own/manage regional parks and trails

PURPOSE & CONTEXT

The purpose of the Metropolitan Regional Parks System is to meet the outdoor recreation needs of residents and visitors and to preserve natural resources. Regional parks and trails complement State parks and trails in the Metropolitan Area.

SERVICES PROVIDED

Metropolitan Council and 10 regional park implementing agencies partner to plan and finance the Metropolitan Regional Parks System. The 10 agencies are:

Anoka County Parks
 Carver County Parks
 Dakota County Parks
 Ramsey County Parks
 Scott County Parks

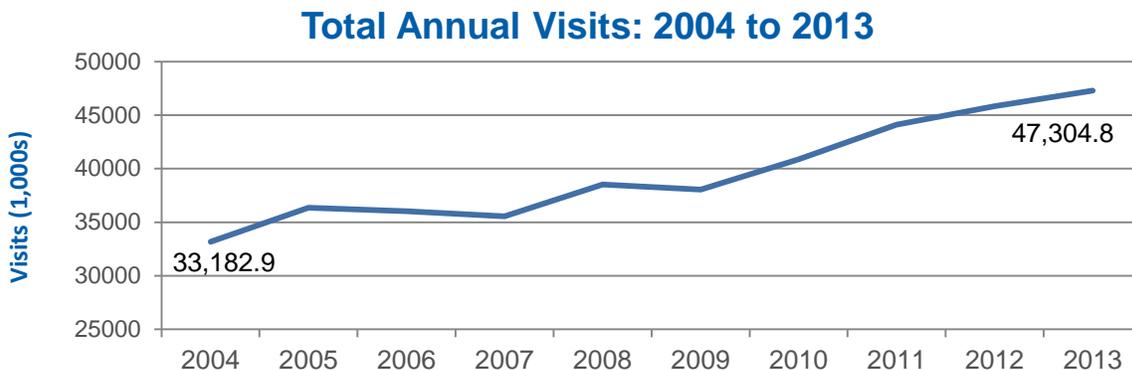
Washington County Parks
 Three Rivers Park District
 Minneapolis Park & Recreation Board
 City of Bloomington Parks (portion of one park reserve)
 City of St. Paul Parks

Metropolitan Council:

- Sites new regional parks and trails to serve the region's growing population and to protect natural resources.
- Reviews and approves park and trail master plans and plan amendments that define a park or trail's location and costs for recreation facilities.
- Surveys park and trail visitors to measure what activities they prefer, how far they travel, and how often they visit a park or trail.
- Disburses funds to park agencies to finance operations/maintenance, recreation facility construction and recreation programs/staff.

RESULTS

From 2004 to 2013, annual visits to regional parks and trails increased 29.9%, or 3% annually.



MS 473.351 and M.S. 297A.94 (e) (3) authorize funds for operating and maintaining regional parks and trails. MS 85.53, Subd. 3 authorize allocations of Parks and Trails Legacy Fund appropriations among 10 regional park agencies.

Program: Parks
 Activity: Water Sustainability

<http://metrocouncil.org>

AT A GLANCE

- 186 communities, 105 water supply providers
- 74% of residents use groundwater as their source of water
- Current Municipal Water Use: 450 Million Gallons per day; 330 Million Gallons from Groundwater and 120 Million Gallons from Mississippi River
- Projected Municipal Water Use (2030): 580 Million Gallons per day; 450 Million Gallons from Groundwater and 130 Million Gallons from Mississippi River
- 120 gallons is average per capita water use per day

PURPOSE & CONTEXT

The purpose of the Metropolitan Water Supply Planning is to ensure that supplies of potable water are sustainable and adequate for the region's current population and projected growth.

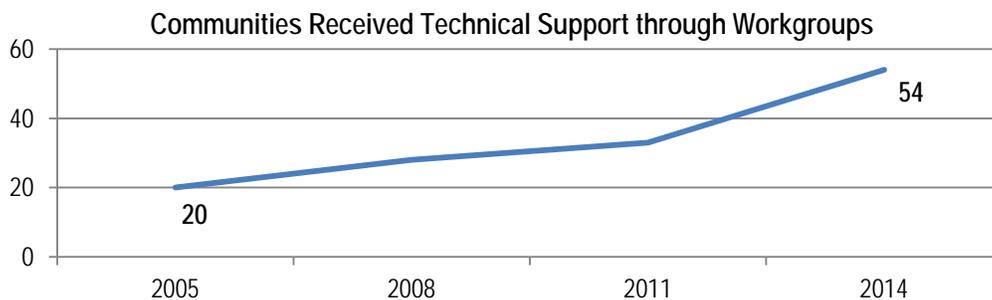
SERVICES PROVIDED

The data and tools generated and projects implemented by the Council's Water Supply Planning Program benefit communities technically and financially, enhance communities' planning processes, and ensure a more coordinated and regionally sustainable approach to water supply.

Council Role In Water Supply	
Council Role	Outcome/Goal
Provide Technical Assistance: information and tools	Better understanding of water supply issues and trends
Develop and Update Regional Master Water Supply Plan	Guidance for local water supply systems and regional investments
Provide assistance in plan development and review services to local and state entities	Consistency of local water supply plans with the regional master plan (103G.291, Subd.3, Paragraph b)
Analyze regional and local water supply emerging issues and providing solutions	Local government units make informed and effective water supply decisions
Facilitate cooperation between communities and support local effort	Regional, cost effective, long-term, reliable and sustainable solutions to current and potential problems

RESULTS

From 2005 to 2014, number of communities received technical support from the council through facilitated sub-regional workgroups increased 63%.



MS 473.1565 Directs the Council to carry out water supply planning activities including development of a Master water Supply Plan. MS 103G.291 require that all local water supply plans in the metropolitan area, must be consistent with the [Master Water Supply Plan](http://www.metrocouncil.org/Wastewater-Water/Planning/Water-Supply-Planning/Master-Water-Supply-Plan.aspx) (<http://www.metrocouncil.org/Wastewater-Water/Planning/Water-Supply-Planning/Master-Water-Supply-Plan.aspx>).