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**2014-15 Biennial Budget - Metroplitan Council**

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**Mission:**

The mission of the Metropolitan Council is to foster efficient and economic growth for a prosperous metropolitan region.

**Statewide Outcome(s):**

Metropolitan Council supports the following statewide outcome(s).

A clean, healthy environment with sustainable uses of natural resources.

Sustainable options to safely move people, goods, services and information.

**Context:**

The Metropolitan Council was created by the Legislature to plan and coordinate the orderly development of the seven county metropolitan area. In addition to land-use planning, the Council plans for the regional transportation, airports, wastewater treatment and water supply and regional parks. The Council operates transit and wastewater services and administers housing and other grant programs.

Regional population and jobs are forecasted to grow by roughly a third between 2010 and 2040. Households will grow even faster at a rate above 40 percent. This will increase congestion, put pressure on the region's natural resources and infrastructure as well as the availability and cost of land. The region has realized in excess of 13 percent growth between 2000 and 2010.

Funding for Council activities is provided by State, Federal and Local Governments, Property Tax Levies, and Fares and User Fees.

State funding is primarily for transit services, operation, maintenance and acquisition of regional parks and water supply planning.

**Strategies:**

Work with local communities to accommodate growth in a flexible, connected and efficient manner.

Plan and invest in multi-modal transportation choices, based on the full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.

Encourage expanded choices in housing location and types, and improved access to jobs and opportunities.

Work with local and regional partners to reclaim, conserve, protect and enhance the region's vital natural resources.

**Measuring Success:**

Regional Parks Success – measured by increases in the number of visits per capita.

Transit Operations Success – measured by increases in regional ridership.

Water Supply Success – measured by decreases in gallons of water used per capita and increases to the number of communities utilizing improved modeling techniques.

**Metropolitan Council**  
**Transportation: Bus and Rail Operations**  
<http://metrocouncil.org/>

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**Statewide Outcome(s):**

Transportation- Metropolitan Bus and Rail Operations supports the following statewide outcome(s).

Sustainable options to safely move people, goods, services and information.

**Context:**

The Metro Council is the major public transit provider for the Twin Cities region. The purpose of this program is to provide an efficient and effective transportation option for people who choose to use transit or who use transit out of necessity. Transit provides a sustainable option for relieving the region’s mounting roadway congestion and improving air quality in an environment of rising costs and tight fiscal constraints. The Council also serves as the designated Metropolitan Planning Organization (MPO) for the metropolitan region under Federal transportation law.

Approximately 80 percent of the region’s transit customers are commuting to work or school and would otherwise be contributing to peak period congestion on the region’s roadways. In addition, transit provides a transportation option to those without vehicles or who due to age or disability are unable to drive. While transit only moves people, providing an option to reduce the number of automobiles on roads also benefits the movement of goods.

Key partners include the suburban transit providers, county regional railroad authorities, Counties Transit Improvement Board (CTIB) as well as the cities, counties and MnDOT who provide roads and transit advantages for bus operations.

In addition to State Appropriations, the program is primarily funded through passenger fares, the Motor Vehicle Sales Tax, the Counties Transit Improvement Board sales tax and federal sources.

**Strategies:**

Operating and maintaining existing bus, light rail and commuter rail services that are appropriate for the particular transit market area being served.

Developing a network of rail and bus “transitways,” with mode and alignment selected and implemented in each corridor based on an extensive alternatives analysis and local input.

Adding new and expanding existing local, limited stop and express bus routes, as well as transit centers and park-and-ride facilities to meet growing demand.

Working with roadway agencies including MnDOT, cities and counties on transit enhancements such as bus-only shoulders, ramp meter bypasses and signal priority that give buses travel-time advantages in congested traffic;

**Results:**

Growth in ridership is an indication that more people are able to meet their mobility needs using transit. Ridership trends can be influenced by these strategies and factors controlled by the Council, such as more frequent and faster transit service, longer hours of service, and greater geographic service coverage. Ridership can also be influenced by external factors beyond the control of the Council, such as gas prices, population growth, aging population, and even the unemployment rate, since a large proportion of transit trips are work trips.

Performance Measures	Previous	Current	Trend
Regional Transit Ridership	73.3 M	93.9 M	Improving

Performance Measures Notes:

1. Regional ridership includes all transit providers in the region comparing 2003 (previous) to 2011 (current)

# Metropolitan Council

## Natural Resources: Parks and Water Supply Planning

<http://metrocouncil.org/>

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### Statewide Outcome(s):

The Metropolitan Regional Parks System and Water Supply Planning supports the following statewide outcome(s).

A clean, healthy environment with sustainable uses of natural resources.

### Context:

**Regional Parks:** The purpose of the Metropolitan Regional Park System is to meet the outdoor recreation needs of the residents and visitors to the metropolitan region through the acquisition, development, operation and maintenance of regional parks and trails that complement the State parks and trails in this region.

Planning and funding for the regional parks is a partnership between the Metropolitan Council and ten regional parks implementing agencies that own and operate the parks. The ten regional parks agencies are the counties of Anoka, Carver, Dakota, Ramsey, Scott, and Washington; Three Rivers Park District, Minneapolis Park & Recreation Board, and the Cities of Bloomington and St. Paul.

Approximately 75 percent of operations and maintenance funding is provided through property tax levies, 15 percent from user fees and merchandise sales and ten percent from State Appropriations.

Land acquisition and capital improvement funding is provided by Council bonding, federal grants, local bonding and property tax levies and state funding. State sources include capital bonding, the Parks and Trails Legacy Fund and the Environment and Natural Resources Trust Fund.

100 percent of state funding for Parks appropriated to the Council is passed through to the park agencies.

**Water Supply Planning:** The Metropolitan Council has responsibility for planning activities and implementation of the master water supply plan for the seven county metropolitan area plus the counties of Chisago, Isanti, Sherburne and Wright. The purpose of the Master Plan is to ensure a sustainable water supply for current and future generations in the area.

The primary customers of this activity are community planners (regional and local), municipal water suppliers, government officials, and interested citizens.

No permanent funding source exists for Master Plan Implementation. Work to date has been funded through three one-time appropriations totaling \$1.8 million from Minnesota's Clean Water Fund to conduct specific projects recommended by the Master Plan.

### Strategies:

**Regional Parks:** Acquire lands with high-quality natural resources that are desirable for regional parks system activities and put these lands in a protected status.

Provide adequate and equitable funding for the acquisition, rehabilitation and development of regional parks system units and facilities in a manner that provides the greatest possible benefits to the citizens of the region.

Promote master planning and help provide integrated resource planning across jurisdictions.

Protect public investment in acquisition and development by assuring that every element in the system is able to fully carry out its designated role as long as a need for it can be demonstrated.

**Water Supply Planning:** Develop local assessments, hydrogeologic studies and sustainable water supply options.

Enhance tools for stormwater and wastewater management, including reuse and water conservation

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Collect, analyze, and share technical information with communities

Update the regional groundwater model (Metro Model 2) and apply the model to simulate different approaches to water supply development

Implement a sustainable water management demonstration project.

**Results:**

Providing adequate and equitable funding for the acquisition, rehabilitation and development of regional parks system units in a manner that provides the greatest possible benefits to the citizens of the region is measured through the growth in annual visits to the Metropolitan Regional Park System relative to the region's population (annual visits per capita).

Planning and implementation of the master water supply plan is showing some success as measured by the number of gallons per capita used in a day and the number of communities utilizing the regional groundwater model in water supply development.

Performance Measures	Previous	Current	Trend
Park visits per capita	11.1	15.2	Improving
Municipal water use per capita in gallons per day	135	127	Improving
Number of communities utilizing Metro Model 2 in local models	None	20	Improving

Performance Measures Notes:

Park System visits per capita compares 2000 to 2011.

Municipal water use reduction is a one year change between 2009 and 2010.

Metro Model 2 was first made available in 2010 and 20 communities currently are utilizing it in their planning.