

Table of Contents
2014-15 Governors Budget - Metropolitan Council-Tran

Transportation	1
Current, Base and Governor's Recommended Expenditures for Met Council - Transportation	2
Sources and Uses for Met Council - Transportation	3

Metropolitan Council

Transportation: Bus and Rail Operations

<http://metrocouncil.org/>

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-Transportation
Current, Base and Governor's Recommended Expenditures

(Dollars in Thousands, Biennial Totals)

	General Funds	Other State Funds	Federal Funds	All Funds
Current Biennium Expenditures (FY 2012-13)	\$78,076	\$413,150		\$491,226
Current Law Expenditures (FY 2014-15)	\$129,859	\$458,933		\$588,792
Governor's Recommended Expenditures (FY2014-15)	\$83,059	\$458,933		\$541,992
\$ Change from FY 2014-15 Current Law to Governor's Rec	(46,800)	\$0		(46,800)
% Change from FY 2014-15 Current Law to Governor's Rec	(36%)	0%		(8%)

Metropolitan Council-Transportation**Sources and Uses**

(Dollars in Thousands)

	Biennium FY14-FY15			
	General Funds	Other State Funds	Federal Funds	Total Funds
REVENUE		\$458,933		\$458,933
APPROPRIATION	\$83,059			\$83,059
SOURCES OF FUNDS	\$83,059	\$458,933		\$541,992
EXPENDITURES	\$83,059	\$458,933		\$541,992
PAYROLL EXPENSE				
GRANTS, AIDS AND SUBSIDIES	\$83,059	\$458,933		\$541,992
USES OF FUNDS	\$83,059	\$458,933		\$541,992