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Metropolitan Council - Transportation

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AT A GLANCE

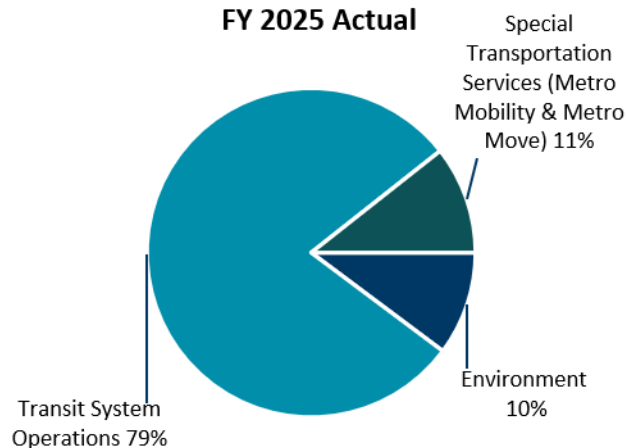
- 3,285,554 residents in the seven-county area in 2025 (Met Council April 2025 estimate based on 2020 Census)
- 51.0 million transit rides provided by the Council in 2025
- 1.95 million rides on Special Transportation Services (Metro Mobility and Metro Move) in 2025
- 250 million gallons of wastewater treated daily
- Over 100 communities provided with wastewater treatment service in 2025
- Over 69.1 million regional park visits in 2025
- 119 regional parks/trails, park reserves, and special recreation features; totaling over 65,300 acres, plus 450 miles of interconnected trails
- 7,200 low-income households provided affordable housing by the Council's Metro Housing and Redevelopment Authority (HRA) in 2025
- From 2020 to 2050 the Council forecasts the region will grow by:
 - 657,000 more people
 - 324,000 more households
 - 493,000 more jobs

PURPOSE

The Metropolitan Council is the regional policy-making body, planning agency, and provider of essential services for the Twin Cities metropolitan region. The Council's mission is to foster efficient and economic growth for a prosperous region in partnership with more than 180 communities and seven counties. We provide cost-effective transit and wastewater services, assist households with low and moderate incomes to find affordable housing, and support communities as they plan for anticipated growth.

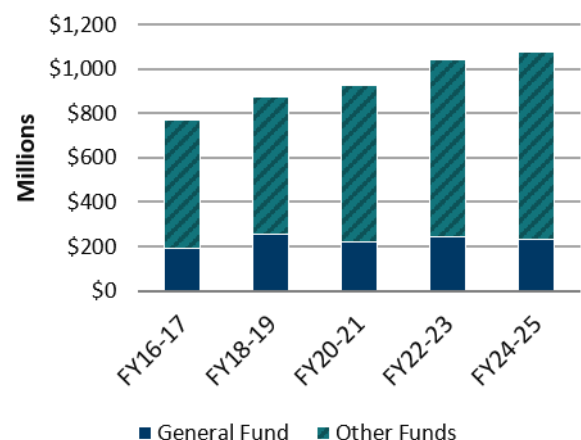
BUDGET

**Spending by Program
FY 2025 Actual**



Source: Budget Planning & Analysis System (BPAS)
Reflects only funds flowing through the state accounting system

Historical Spending



Source: Consolidated Fund Statement
Reflects only funds flowing through the state accounting system

The charts on the previous page show appropriations to the Metropolitan Council recorded in the state's financial system, which represents a subset of the Council's total budget. The Council's Unified Operating Budget for 2026 is \$1.79 billion. State appropriations for transit, parks operations, and water supply planning provided approximately 32% of agency funding in CY26. Most of the Council's operating funding comes from charges for services (wastewater fees and passenger fares), a regional transportation sales tax, federal funds, property taxes, and local funds.

Funding reflected above is for both the "Metropolitan Council – Transportation" and "Metropolitan Council – Environment" state budgetary entities. Funding from the state general fund is provided for Special Transportation Services (Metro Mobility and Metro Move), transit system operations, parks, and occasional varying amounts for specific transportation and park projects. Other funds flowing through the state's financial system to the Council that are a result of either ongoing statutory appropriations or occasional legislative appropriations include Transit Assistance Funds (derived from a portion of Motor Vehicle Sales Tax proceeds), parks and trails legacy funds, lottery in-lieu-of-sales tax funding for parks, clean water funds, and environment 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 for the region. To achieve our mission, we carry out planning initiatives and provide essential services to the region, primarily through the Imagine 2050 process.

The Metropolitan Council is required by M.S. 473.145 (<https://www.revisor.mn.gov/statutes/cite/473.145>) to prepare and adopt, after appropriate study and necessary policy hearings, a comprehensive development guide for the metropolitan area.

It consists of policy statements, goals, standards, programs, and maps prescribing guides for the orderly and economical development of the metropolitan area and future developments which will have an impact on the entire area. It includes but is not limited to such matters as land use, parks and open space land needs, the necessity for and location of airports, highways, transit facilities, public hospitals, libraries, schools, and other public buildings.

Imagine 2050, the regional development guide approved in February 2025, builds on the principle that together we can tackle challenges that individual communities may not be able to take on alone.

As the seven-county metro region's long-range plan, Imagine 2050 includes a vision and goals, and sets the policy foundation for land use, housing, transportation, water resources, and regional parks. It addresses critical issues that cross policy areas: climate, equity, natural systems, and public health, safety, and well-being. The guide shapes how this region will grow in the next 30 years.

The vision statement for Imagine 2050 is: "A prosperous, equitable, and resilient region with abundant opportunities for all to live, work, play, and thrive." The statement builds off the regional values and goals set by the Council to guide our policy work.

Regional goals

The Metropolitan Council has endorsed these goals for our region to achieve through our policies, practices, programs, and partnerships.

Our region is equitable and inclusive

Racial inequities and injustices experienced by historically marginalized communities have been eliminated; and all people feel welcome, included, and empowered.

Our communities are healthy and safe

All our region's residents live healthy and rewarding lives with a sense of dignity and wellbeing.

Our region is dynamic and resilient

Our region meets the opportunities and challenges faced by our communities and economy including issues of choice, access, and affordability.

We lead on addressing climate change

We have mitigated greenhouse gas emissions and have adapted to ensure our communities and systems are resilient to climate impacts.

We protect and restore natural systems

We protect, integrate, and restore natural systems to protect habitat and ensure a high quality of life for the people of our region.

Minnesota Statutes, Chapter 473 (<https://www.revisor.mn.gov/statutes/cite/473>) provides the legal authority for the Metropolitan Council.

Program: Transit System Operations**Activity: Bus Operations**<https://metrocouncil.org/Transportation/Services/Metro-Transit.aspx>**AT A GLANCE**

- In calendar year 2025
 - 58.4 million total regional transit rides
 - 51.0 million total Council transit rides
 - 37.6 million total Council bus operations transit rides

PURPOSE AND CONTEXT

Transportation is the engine of our regional – and state – prosperity. A reliable, affordable, and efficient transportation system promotes a competitive economy, safety and security, a healthy environment, and a livable region.

As our region continues to grow and adds more vehicles to our transportation system, transit is an ever-more critical component to our transportation system. Transit provides a sustainable, efficient, and effective option to address increasing roadway congestion and improve air quality. It is one of the most important assets to businesses looking to attract and retain employees. Our transportation planners continually look for new and innovative ways to provide more efficient service that meets customer needs and to leverage the opportunities of emerging technologies to enhance customer experience and improve service performance.

Bus operations are funded by Motor Vehicle Sales Tax (MVST) revenues, state appropriations, the regional transportation sales tax, passenger fares, federal funds, advertising revenues, and other local sources.

A ¾ cent metro-area regional sales and use tax for transportation took effect on October 1, 2023. The tax creates a predictable and sustainable revenue source for transit operations, maintenance, and security. The transportation sales and use tax funds are used to support bus and rail operations, transit safety, capital maintenance projects, and technology improvements for the transportation programs, and are disbursed to other regional transit providers to maintain, expand, and improve their systems.

The Metropolitan Council prepares a long-range plan for the Twin Cities region every 10 years. The region's long-range plan, Imagine 2050, is informed by values and outcomes communicated to us through the comprehensive plans of the 181 cities and seven counties in the region. Imagine 2050 reflects imaginative solutions for today's challenges but the guide is far from imaginary. It sets policy and investment direction for the region's future. This will guide our work and our partners' work for years to come.

We work to create real choices for where we live, how we travel, and where we recreate for all residents – across race, ethnicity, economic means, and ability. Our transportation budget supports Imagine 2050 through investments and programs, including the Arterial Bus Rapid Transit (BRT) Program, Better Bus Stops, Better Bus Routes/Speed and Reliability, Transit Assistance Program (TAP), Metro Transit Police Department Homeless Action Team (HAT), and increasing transit personnel presence on vehicles and at stations.

SERVICES PROVIDED

The Metropolitan Council is responsible for the state’s largest public transit system, which provided nearly 51 million rides on bus and rail in the region in 2025. Metro Transit, which operates METRO light rail and bus services provides the bulk of those regional rides. Metro Transit has been at the forefront of improvements in our regional transit system, creating communities that are more equitable, economically competitive, and sustainable.

The American Public Transportation Association (APTA) named Metro Transit as the recipient of the Gold Award in the “Safe, Effective and Clean” category for Light Rail/Streetcar in 2026, recognizing efforts to advance the agency’s Safety & Security Action Plan (SSAP), developed after a Metropolitan Council Police Work Group engaged riders, transit workers, and community partners and put forward recommendations in 2022.

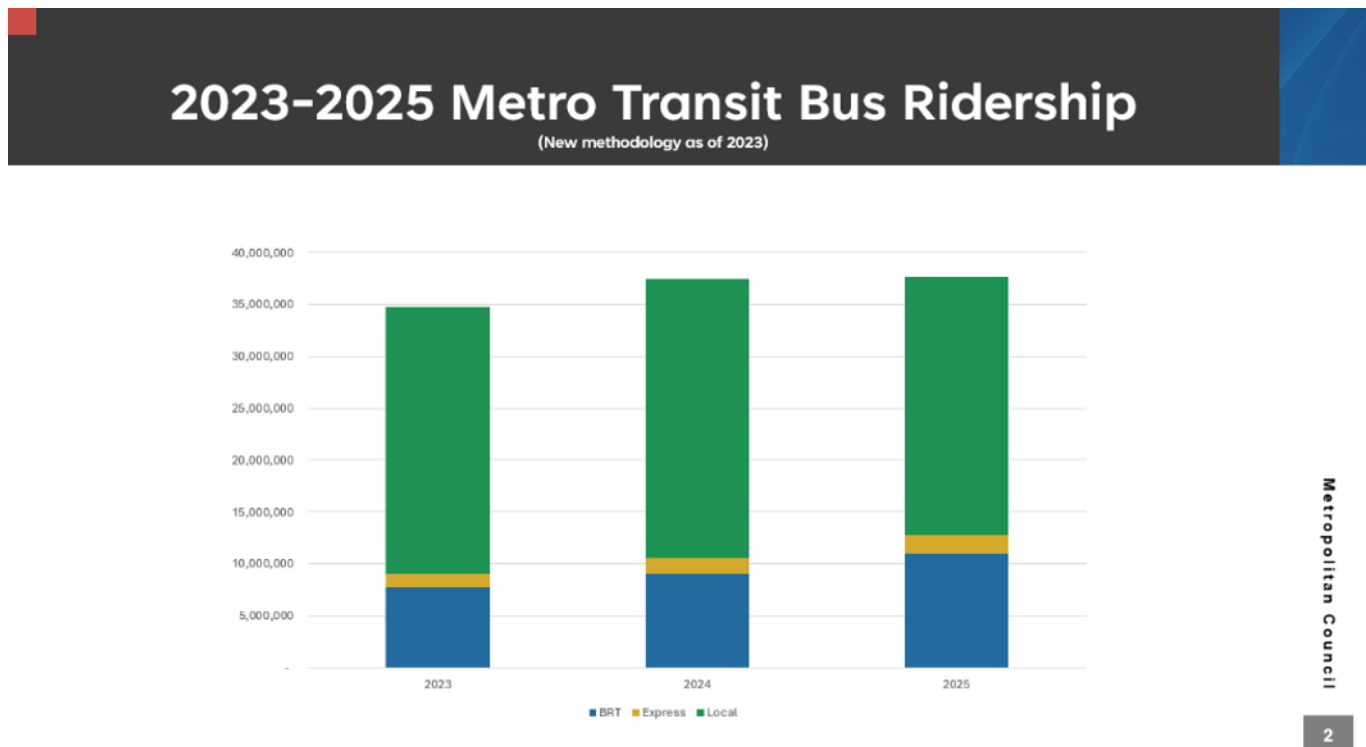
Metro Transit is the largest operator of regular-route bus service in the Twin Cities region and is a key part of the Council’s commitment to operating quality transit service that advances its mission of connecting people, strengthening communities, and improving lives. Metro Transit provides nearly 95% of the regular-route public transportation rides in the Minneapolis St. Paul metro area. Metro Transit directly operates a network of regular routes served by a fleet of 642 buses on a network of 101 fixed routes. All Metro Transit buses are equipped with wheelchair lifts or ramps, and racks for bicycles.

RESULTS

Part A: Performance Data

Transit Ridership

This chart shows transit ridership provided by Metro Transit Bus Operations. The Metropolitan Council now uses Automatic Passenger Counter (APC) as a primary source for all fixed route reporting. Ridership using the unified APC method is available for Metro Transit, Maple Grove, and Metropolitan Transportation Services (MTS) fixed route starting in 2023.



The Metro Transit bus operations ridership in 2025 had 37.6 million rides, with an average of 114,160 rides per weekday. Metro Transit bus operations ridership was also positively impacted by ridership results on the region's ABRT (Arterial Bus Rapid Transit) lines, including A Line ABRT Corridor, C Line ABRT Corridor, METRO Orange Line, and the D Line ABRT Corridor which opened in late 2022, and METRO Gold Line BRT line and two new ABRT Lines: the B Line and E line in 2025. Metro Transit plans to open the Gold Line Extension BRT and Phase 1 of the ABRT G Line in 2027.

BRT Bus Line Service

Metro Transit opened the region's first arterial rapid bus line in June 2016. The A Line operates along Snelling Avenue, Ford Parkway, and 46th Street, connecting the METRO Blue and Green lines and several other destinations. Rapid bus is a package of transit enhancements that adds up to a faster trip and an improved experience. A Line's ridership success has been driven by strong connections to the light rail system, shopping destinations, and colleges and universities on the corridor. The A Line was the first of several planned arterial rapid bus lines that will bring faster, more frequent service to the region's busiest transit corridors.

In 2017, Metropolitan Council broke ground on the C Line, which substantially replaced Route 19, running primarily on Penn Avenue and Olson Memorial Highway. The C Line opened for revenue service in June 2019 and provided nearly 1.9 million rides in 2025.

In 2022, the Metropolitan Council opened the D Line for revenue service, which replaced Route 5, the region's single busiest bus route. During rush hour, Route 5 buses make up less than 2% of vehicle traffic but carry more than 20% of people traveling through the Route 5 corridor by automobile or bus. In 2025 the D Line provided over 4.6 million rides.

In 2025, the Metropolitan Council opened the Gold Line BRT in March 2025, B Line in June 2025 which replaced Route 21, and the E Line in December 2025 which replaced Route 6.

In 2027, the Metropolitan Council plans to open the Gold Line Extension which will replace Route 94 and launch phase 1 of the G Line which will run between Little Canada and Downtown St. Paul. The G Line is being opened by phases in coordination with planned street construction in the corridor. Phase 2 is anticipated to be constructed by the end of 2028.

Benchmarking

Metro Transit uses industry benchmarking partnerships to compare our agency's operational performance to our peers (10+ partner agencies of similar size) using over 100 key performance metrics and administer an annual customer experience survey. We participate annually in American Bus Benchmarking Group (ABBG) benchmarking. We also participate in the benchmarking forums from each respective group to gather best practices to improve performance and address challenges with proven, research-based solutions.

Part B: Evidence of Effectiveness

This program has not yet been evaluated using randomized control or quasi-experimental design methods.

The legal authority for Bus Operations comes from:

M.S. 473.385 (<https://www.revisor.mn.gov/statutes/cite/473.385>)

M.S. 473.3925 (<https://www.revisor.mn.gov/statutes/cite/473.3925>)

M.S. 473.371 (<https://www.revisor.mn.gov/statutes/cite/473.371>)

Program: Transit System Operations**Activity: Contracted Transit Services**<https://metro council.org/Transportation/Services.aspx>**AT A GLANCE**

- The Contracted Services unit provides service through contracts with private and governmental organizations.
- In calendar year 2025:
 - 58.4 million total regional transit rides
 - 51.0 million total Council transit rides
 - 2.1 million contracted rides

PURPOSE AND CONTEXT

Transportation is the engine of our regional – and state – prosperity. A reliable, affordable, and efficient transportation system promotes a competitive economy, safety and security, a healthy environment, and a livable region.

As our region continues to grow and adds more vehicles to our transportation system, transit is an ever-more critical component to our transportation system. Transit provides a sustainable, efficient, and effective option to address increasing roadway congestion and improve air quality. It is one of the most important assets to businesses looking to attract and retain employees. Our transportation planners continually look for new and innovative ways to provide more efficient service that meets customer needs and to leverage the opportunities of emerging technologies to enhance customer experience and improve service performance.

Transit functions are funded by Motor Vehicle Sales Tax (MVST) revenues, state appropriations, the regional transportation sales tax, passenger fares, local (county) sales taxes, federal revenue, advertising revenues, and other local sources.

A ¾ cent metro-area regional sales tax for transportation took effect on October 1, 2023. The tax creates a predictable and sustainable revenue source for transit operations, maintenance, and security. The transportation sales and use tax funds will be used to support bus and rail operations, transit safety, capital maintenance projects, and technology improvements for the transportation programs, and will be disbursed to other regional transit providers to maintain, expand, and improve their systems.

The Metropolitan Council prepares a long-range plan for the Twin Cities region every 10 years. The region's long-range plan, Imagine 2050, is informed by values and outcomes communicated to us through the comprehensive plans of the 181 cities and seven counties in the region. Imagine 2050 reflects imaginative solutions for today's challenges but the guide is far from imaginary. It sets policy and investment direction for the region's future. This will guide our work and our partners' work for years to come.

We work to create real choices for where we live, how we travel, and where we recreate for all residents – across race, ethnicity, economic means, and ability. Our transportation budget supports Imagine 2050 through investments and programs, including the Arterial Bus Rapid Transit (BRT) Program, Better Bus Stops, Better Bus Routes/Speed and Reliability, Transit Assistance Program (TAP), Metro Transit Police Department Homeless Action Team (HAT), and increasing transit personnel presence on vehicles and at stations.

SERVICES PROVIDED

Contracted Transit include Special Transportation Services, Contracted Regular-Route, Transit Link, Metro micro and Metro Vanpool. These services are provided through contracts with private and governmental organizations.

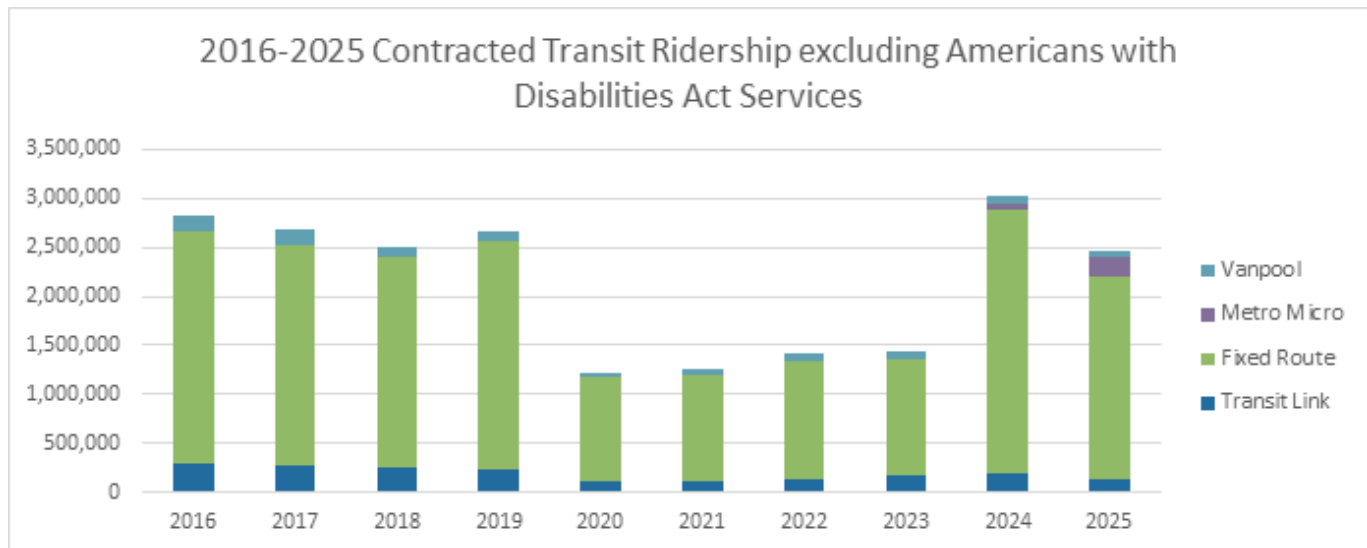
- Special Transportation Services include two dial-a-ride programs for qualified individuals. Metro Mobility is for individuals certified as eligible under the Americans with Disabilities Act (ADA). Metro Move is for individuals served by Department of Human Services programs to include Brain Injury, Community Alternative Care, Community Access for Disability Inclusion, and Development Disabilities Waivers.
- Contracted Regular-Route service provides regular route bus service, primarily supporting local and suburban local routes across the Metro Transit service area.
- Transit Link provides dial-a-ride transit service, primarily to customers in the region where regular-route service is not available. In some areas, weekly circulators or limited on-demand service are also available.
- Metro Vanpool provides coordination of vanpools which are typically formed either in areas without regular route service or serve people who work shifts that are outside of normal commuting times.
- “Metro Transit micro” is tech-enabled, general public shared ride transportation that operates in the space between traditional fixed route transit and traditional dial-a-ride service. Customers schedule rides, typically through use of a smart phone app.

RESULTS

Part A: Performance Data

Transit Ridership

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. Contracted Services ridership grew 91% between 2023 and 2024 as a result of regular route services moving from Metro Transit to third-party contractors as well as the new Metro Micro service. Ridership dipped slightly in 2025.



Part B: Evidence of Effectiveness

This program has not yet been evaluated using randomized control or quasi-experimental design methods.

The legal authority for Contracted Services comes from:

M.S. 473.371 (<https://www.revisor.mn.gov/statutes/cite/473.371>)

M.S. 473.388 (<https://www.revisor.mn.gov/statutes/cite/473.388>)

Program: Transit System Operations**Activity: Light Rail**<https://metrocouncil.org/Transportation/Services/Metro-Transit.aspx>**AT A GLANCE**

- In calendar year 2025
 - 58.4 million total regional transit rides
 - 51.0 million total Council transit rides
 - 13.3 million total Council METRO light rail transit rides

PURPOSE AND CONTEXT

Transportation is the engine of our regional – and state – prosperity. A reliable, affordable, and efficient transportation system promotes a competitive economy, safety and security, a healthy environment, and a livable region.

As our region continues to grow and adds more vehicles to our transportation system, transit is an ever-more critical component to our transportation system. Transit provides a sustainable, efficient, and effective option to address increasing roadway congestion and improve air quality. It is one of the most important assets to businesses looking to attract and retain employees. Our transportation planners continually look for new and innovative ways to provide more efficient service that meets customer needs and to leverage the opportunities of emerging technologies to enhance customer experience and improve service performance.

Light rail operations are funded by state appropriations, the regional transportation sales tax, passenger fares, federal funds, advertising revenues, and other local sources.

A ¾ cent metro-area regional sales and use tax for transportation took effect on October 1, 2023. The sales tax creates a predictable and sustainable revenue source for transit operations, maintenance, and security. The transportation sales tax funds are used to support bus and rail operations, transit safety, capital maintenance projects, and technology improvements for the transportation programs, and are disbursed to other regional transit providers to maintain, expand, and improve their systems.

The Metropolitan Council prepares a long-range plan for the Twin Cities region every 10 years. The region's long-range plan, Imagine 2050, is informed by values and outcomes communicated to us through the comprehensive plans of the 181 cities and seven counties in the region. Imagine 2050 reflects imaginative solutions for today's challenges but the guide is far from imaginary. It sets policy and investment direction for the region's future. This will guide our work and our partners' work for years to come.

We work to create real choices for where we live, how we travel, and where we recreate for all residents – across race, ethnicity, economic means, and ability. Our transportation budget supports Imagine 2050 through investments and programs, including the Arterial Bus Rapid Transit (BRT) Program, Better Bus Stops, Better Bus Routes/Speed and Reliability, Transit Assistance Program (TAP), Metro Transit Police Department Homeless Action Team (HAT), and increasing transit personnel presence on vehicles and at stations.

SERVICES PROVIDED

The Metropolitan Council is responsible for the state's largest public transit system, which provided nearly 51 million rides on bus and rail in the region in 2025. Metro Transit, which operates METRO light rail and bus services, provides the bulk of those regional rides. Metro Transit has been at the forefront of improvements in our regional transit system, creating communities that are more equitable, economically competitive, and sustainable.

The American Public Transportation Association (APTA) awarded Metro Transit the Gold Award in the Safe, Effective and Clean category for Light Rail/Streetcar in 2026, recognizing efforts to advance the agency's Safety & Security Action Plan (SSAP), developed after a Metropolitan Council Police Work Group engaged riders, transit workers, and community partners and put forward recommendations in 2022.

The METRO Blue Line is a 12-mile light rail transit line linking downtown Minneapolis and the Mall of America via the Minneapolis-Saint Paul International Airport and was completed in 2004. It was extended in 2009 to provide service to Target Field. The corridor travels through Minneapolis and Bloomington with 19 stations, including five stations shared with METRO Green Line in downtown Minneapolis.

The METRO Blue Line operates at least every 15 minutes during most of the day. There are park-and-ride facilities at Fort Snelling and 28th Avenue stations, and there is connecting bus service available at most other stations. In 2025, the METRO Blue Line provided 5.7 million rides. The METRO Blue Line also provides special event service.

The METRO Green Line, completed in June 2014, is 11 miles long and connects downtown Saint Paul and downtown Minneapolis via University Avenue and the University of Minnesota. The METRO Green Line operates at least every 15 minutes during most of the day. In 2025, the METRO Green Line provided 7.5 million rides. The corridor also travels through the State Capitol complex and the Midway area. The line has 18 stations and shares five stations with the METRO Blue Line in downtown Minneapolis. The Line makes three stops in downtown St. Paul, connects directly to the U.S. Bank Stadium Station and Target Field.

In 2027, the Metropolitan Council plans to open the Green Line Extension (also known as the Southwest Light Rail, or SWLRT). This is a generational investment in our region's transit system that adds 14.5 miles to the existing METRO Green Line, which connects downtown Minneapolis and downtown St. Paul. The new segment adds more stations in Minneapolis, extends through St. Louis Park, Hopkins, Minnetonka and ends in Eden Prairie.

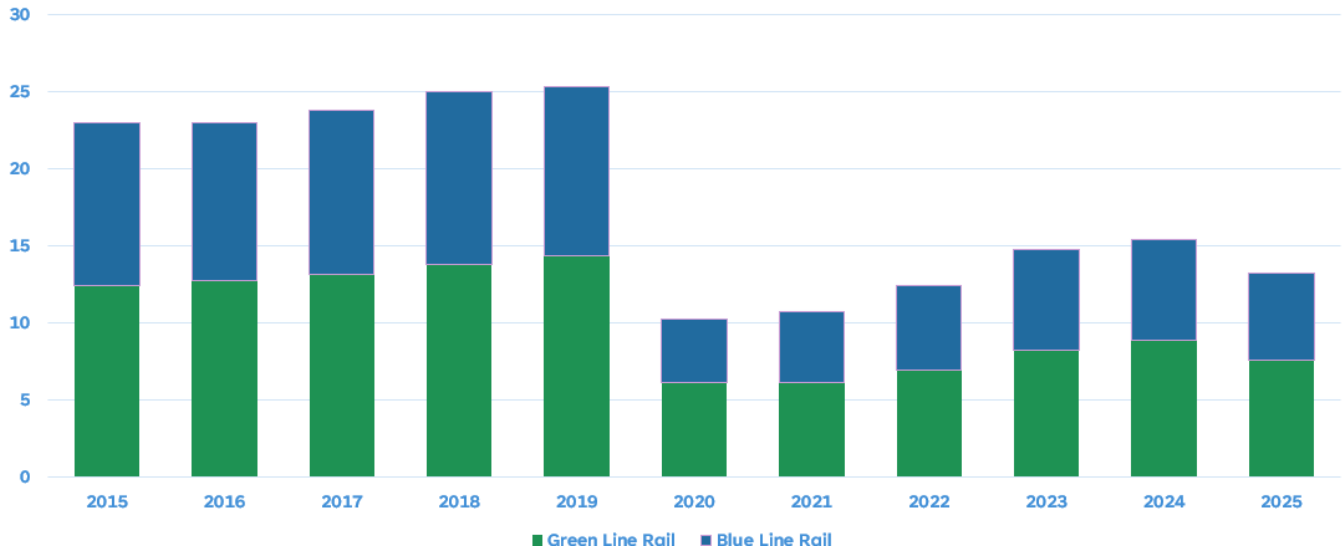
RESULTS

Part A: Performance Data

Transit Ridership

This chart shows transit ridership provided by METRO Light Rail (Blue and Green lines).

2015-2025 Metro Transit LRT Ridership



In 2025, the METRO Green Line LRT carried 7.5 million annual rides, with average weekday rides of 22,179. In 2025, the METRO Blue Line LRT had 5.7 million annual rides, with average weekday rides of 16,297.

Benchmarking

Metro Transit uses industry benchmarking partnerships to compare our agency's operational performance to our peers. We participate in Group of American Light Rail Systems benchmarking.

Part B: Evidence of Effectiveness

This program has not yet been evaluated using randomized control or quasi-experimental design methods.

The legal authority for Light Rail comes from:

M.S. 473.3993 (<https://www.revisor.mn.gov/statutes/cite/473.3993>)

M.S. 473.3997 (<https://www.revisor.mn.gov/statutes/cite/473.3997>)

M.S. 473.3999 (<https://www.revisor.mn.gov/statutes/cite/473.3999>)

M.S. 473.4051 (<https://www.revisor.mn.gov/statutes/cite/473.4051>)

Program: Transit System Operations**Activity: Planning**

[https://metrocouncil.org/Transportation/Planning-2/Transportation-Planning-Process/Metropolitan-Planning-Organization-\(MPO\).aspx](https://metrocouncil.org/Transportation/Planning-2/Transportation-Planning-Process/Metropolitan-Planning-Organization-(MPO).aspx)

AT A GLANCE

The Metropolitan Council serves as the region's federally designated Metropolitan Planning Organization (MPO) for the Twin Cities metro area. As such it works closely with the Transportation Advisory Board (TAB), a 34-member board made up of local elected officials, agency representatives, and Council-appointed citizen members, to:

- Prepare a long-range (20-year) Transportation Policy Plan for the region every five years;
- Select \$225 million in multimodal transportation projects for federal funding every two years through a process known as the Regional Solicitation; and
- Prepare a four-year Transportation Improvement Program (TIP) that includes all federally funded transportation projects expected within the region.

PURPOSE AND CONTEXT

Transportation is the engine of our regional – and state – prosperity. A reliable, affordable, and efficient transportation system promotes a competitive economy, safety and security, a healthy environment, and a livable region.

The Metropolitan Council serves as the federally designated Metropolitan Planning Organization (MPO) for the Twin Cities metro area. Federal funding for transportation projects and programs is channeled through the MPO planning process. Congress created MPOs to ensure that existing and future expenditures of governmental funds for transportation projects and programs are based on a "continuing, cooperative, and comprehensive (3-C)" planning process.

Our planning work supports Imagine 2050 through leading the policy direction and investment of funds awarded through the regional solicitation process and investments in the regional highway and transit systems made by MnDOT Metro District, Metro Transit, and counties and cities. The regional solicitation process allocates approximately \$200 million in federal transportation funds and \$40-\$50 million in regional sales tax funds designated for active transportation every two years to locally initiated projects that help meet regional transportation needs. As the region's federally designated MPO, the Council works with the Transportation Advisory Board to review and allocate these funds, using an objective, data-driven, and transparent process.

SERVICES PROVIDED

The Metropolitan Council is responsible for regional transportation planning, including for the regional highway, transit, bicycle, pedestrian, freight, and aviation systems. As the federally designated MPO for the seven-county metropolitan area, the Council must provide a continuing, coordinated, comprehensive transportation planning process in order to obtain federal transportation funds.

The Council must prepare a long-range (20-year) Transportation Policy Plan for the region at least every five years. We select projects for federal funding and prepare a four-year Transportation Improvement Program (TIP) through the Transportation Advisory Board (TAB), which is made up of local elected officials, agency representatives, and citizen members. The TIP includes all federally funded transportation projects and is developed with significant input from citizens and interested groups.

The region's Transportation Policy Plan comes together by collaborating with counties, cities, and townships to create a vision for a shared transportation system. The Metropolitan Council builds these partnerships to help make a stronger system that serves people's daily transportation needs and connects places across the region. Our responsibility is to listen to our partners and the people who live in the region to hear what they need in a transportation system. We then translate a shared vision for our region's transportation system into investment plans and decisions that help build and maintain that system.

RESULTS

Part A: Performance Data

Measure	Measure type	Measure data source	Historical trend	Most recent data
Transportation Policy Plan Update	Quantity	Council process	Updated 2018, 2020, 2025	N/A
Allocate Federal Funds through Regional Solicitation Process	Quantity	Council process	Allocated, 2020, 2022, 2024, 2026	N/A

We maintain and use future-year travel forecast models to support planning for new transportation facilities. We periodically conduct travel surveys -- through a program known as the Travel Behavior Inventory, which includes a variety of survey types -- to validate the regional travel models used to forecast regional travel demands.

The Council and the TAB select projects to receive federal transportation funding through the regional solicitation process. The two-year selection process involves soliciting projects from MnDOT, cities, counties, and transit providers. TAB and its Technical Advisory Committee then evaluate and rank the projects and select the final approved projects.

Part B: Evidence of Effectiveness

This program has not yet been evaluated using randomized control or quasi-experimental design methods.

Legal authority for Planning comes from:

M.S. 473.371 (<https://www.revisor.mn.gov/statutes/cite/473.371>)

M.S. 473.1466 (<https://www.revisor.mn.gov/statutes/cite/473.1466>)

Program: Transit System Operations**Activity: Regional Administration**<https://metro council.org/About-Us/What-We-Do/Departments/Regional-Administration.aspx>**AT A GLANCE**

- The calendar year 2026 adopted budget for Regional Administration was \$140.1 million and 481 FTEs

PURPOSE AND CONTEXT

Regional Administration includes Council leadership and centralized administrative services that support the operating divisions. Costs associated with these support services are allocated to divisions using a method approved in the Council's Federal Cost Allocation Plan to ensure equitable distribution.

SERVICES PROVIDED

The Metropolitan Council's administrative services currently consist of Regional Administration and the Chair's Office, Information Services, Human Resources, General Counsel, Government Affairs, Communications, Community Relations, Risk Management, Risk and Compliance, Audit, Procurement, Office of Civil Rights and Small Business, Real Estate, Central Services, and Finance and Budget.

RESULTS**Part A: Performance Data**

Each year, the State Auditor audits the Council's financial statement. The Council also submits the financial statement to the Government Finance Officers Association of the U.S. and Canada, which awards Certificates of Achievement for Excellence in Financial Reporting. The Council's annual comprehensive financial report (ACFR, or Annual Report) has achieved this prestigious award for over 40 consecutive years. In order to be awarded a Certificate of Achievement, a governmental unit must publish an ACFR that is easily readable and efficiently organized. The Council's Annual Report satisfies both Generally Accepted Accounting Principles (GAAP) and applicable legal requirements.

In 2020, the Council's changes to its procurement process included implementing electronic signatures and utilization of electronic submissions for bids and proposals. The Council also implemented a prevailing wage policy for locally funded construction projects that are expected to exceed \$175,000. In 2024, a suspension and debarment policy was implemented to address vendor non-performance. In 2025, the Council made procurement policy changes pursuant to Minnesota Statute 473.142 to increase the locally funded micro purchase threshold for suppliers participating in the Metropolitan Council Underutilized Business (MCUB) Program to \$100,000. Additionally, pursuant to MN Statute 473.129, the threshold for small purchases for construction or maintenance was increased to \$250,000.

Measure	Measure type	Measure data source	Historical trend	Most recent data	Notes
Metropolitan Council Underutilized Business Program (MCUB) Utilization – Construction and Contracted Services	Quantity	Application data and follow up monitoring data	CY 2024 15.6%	CY 2025 7.0%	Met Council Goal: 14%
MCUB Utilization – P-Card Spend	Quantity	Application data and follow up monitoring data	CY 2024 3.3%	CY 2025 3%	Met Council Goal: 10%
MCUB Utilization – Total Payments (Black, Hispanic, Indigenous, Asian)	Quantity	Application data and follow up monitoring data	CY 2024 \$16,787,803	CY 2025 \$16,407,665	2.3% Decrease

A major goal of the MCUB Program is to increase the utilization of small business firms owned by people of color, women, veterans, and people with disabilities through Council procurements using local and state funds. In 2020, the Council increased MCUB goals from 12% to 14% for Council expenditures on construction and from 8% to 10% for Council expenditures on professional and technical goods and services.

Part B: Evidence of Effectiveness

These programs have not yet been evaluated using randomized control or quasi-experimental design methods.

The legal authority for Regional Administration comes from:

M.S. 473.123 (<https://www.revisor.mn.gov/statutes/cite/473.123>)

M.S. 473.125 (<https://www.revisor.mn.gov/statutes/cite/473.125>)

M.S. 473.13 (<https://www.revisor.mn.gov/statutes/cite/473.13>)

M.S. 473.132 (<https://www.revisor.mn.gov/statutes/cite/473.132>)

M.S. 473.142 (<https://www.revisor.mn.gov/statutes/cite/473.142>)

M.S. 473.143 (<https://www.revisor.mn.gov/statutes/cite/473.143>)

Program: Special Transportation Services (Metro Mobility and Metro Move)<https://metro council.org/Transportation/Services.aspx>**AT A GLANCE**

- Metro Mobility is a shared-ride public transportation service for certified riders who are unable to use regular fixed-route buses due to a disability or health condition.
- Metro Move serves people who have a disability and certain waiver participants by linking them to day support programs, work, and other community destinations.
- In calendar year 2025
 - 60.1 million total regional transit rides
 - 55.4 million total Council transit rides
 - 1.95 million Special Transportation Services rides

PURPOSE AND CONTEXT

Transportation is the engine of our regional – and state – prosperity. A reliable, affordable, and efficient transportation system promotes a competitive economy, safety and security, a healthy environment, and a livable region.

As our region continues to grow and adds more vehicles to our transportation system, transit is an ever-more critical component to our transportation system. Transit provides a sustainable, efficient, and effective option to address increasing roadway congestion and improve air quality. It is one of the most important assets to businesses looking to attract and retain employees. Our transportation planners continually look for new and innovative ways to provide more efficient service that meets customer needs and to leverage the opportunities of emerging technologies to enhance customer experience and improve service performance.

Metro Mobility (<https://metro council.org/Transportation/Services/Metro-Mobility-Home.aspx>) is a shared-ride public transportation service for certified riders who are unable to use regular bus or train routes because of a disability or health condition. The service is on-demand and is mandated under the Americans with Disabilities Act, as well as state law. Trips are provided for any purpose, helping people get to jobs, medical appointments, and social events.

As demand grows, our focus stays on maintaining the service we have, meeting new riders' needs, and delivering the quality service riders deserve.

The federal Americans with Disabilities Act (ADA) guidelines determine eligibility for Metro Mobility services. People are generally eligible if any of the following conditions apply:

- A person is physically unable to get to the bus because of their disability or health condition within an area that the fixed-route system serves.
- A person is unable to navigate the regular fixed-route system because of their disability.
- A person is unable to board or exit the bus at some locations because of their disability.

Metro Move (<https://metro council.org/Transportation/Services/MetroMove.aspx>) serves people who have a disability and are served by a Brain Injury (BI) waiver, Community Access for Disability Inclusion (CADI) waiver, or a Developmental Disability (DD) waiver. The service links waiver participants to day support programs, work, and other community destinations. This service opens access for those receiving waiver services to reach many communities across the Twin Cities region. Service began in spring 2024.

As of state fiscal year 2026, Special Transportation Services are a forecasted program in the state general fund budget. The state’s general fund forecasted spending for this program – and appropriated amounts – reflect the net costs to the Council to operate the service. Net costs refers to the difference between 1) amounts necessary to maintain service levels and the general existing condition of the bus fleet including replacement of the fleet, as well as amounts necessary to match the difference in actual costs in the prior year and forecasted costs; and 2) funding from nonstate sources.

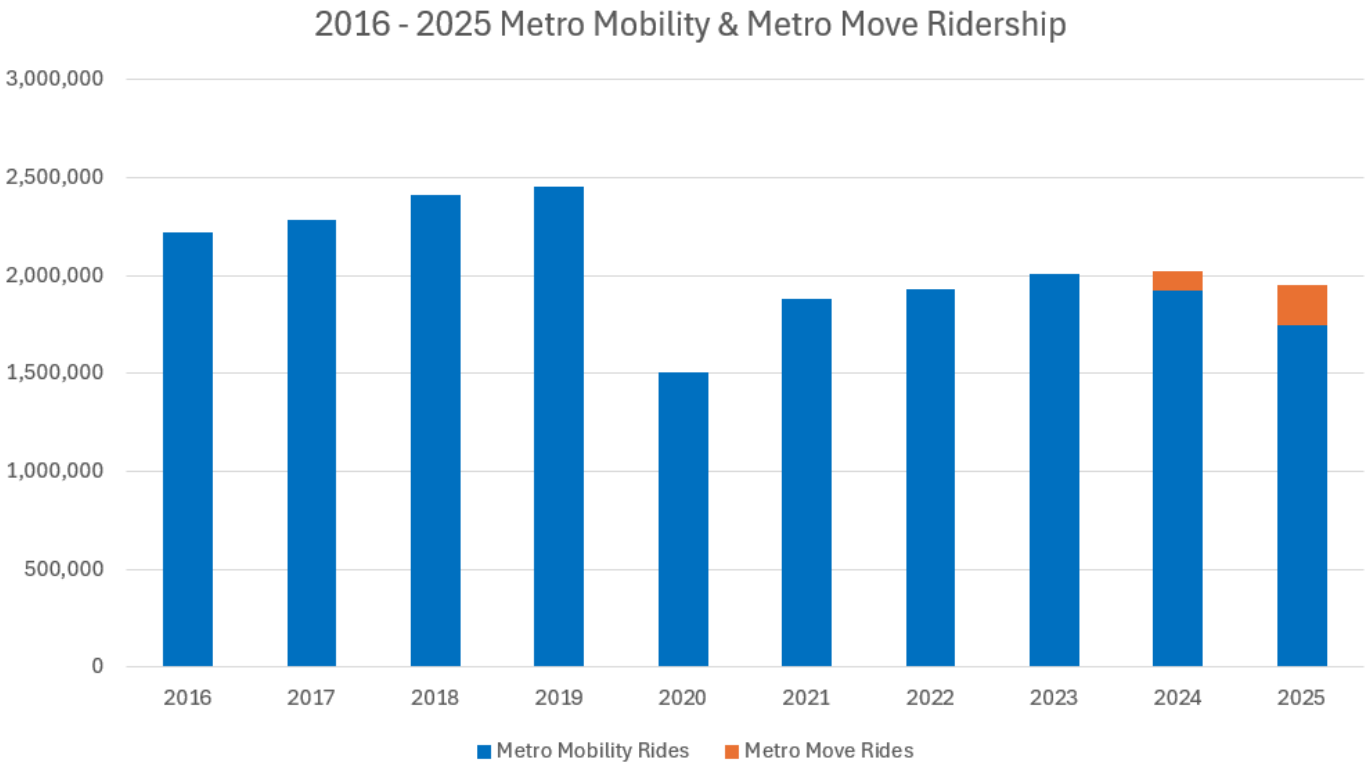
SERVICES PROVIDED

Metro Mobility provides on-demand transit service for certified riders whose disabilities prevent them from using the regular-route transit system. Metro Move is a new transit service that serves people who have a disability and are served by a Brain Injury (BI) waiver, Community Access for Disability Inclusion (CADI) waiver, or a Developmental Disability (DD) waiver. The service links waiver participants to day support programs, work, and other community destinations. These Special Transportation Services provide service in the region to complement regular-route service, as required by the Americans with Disabilities Act.

RESULTS

Part A: Performance Data

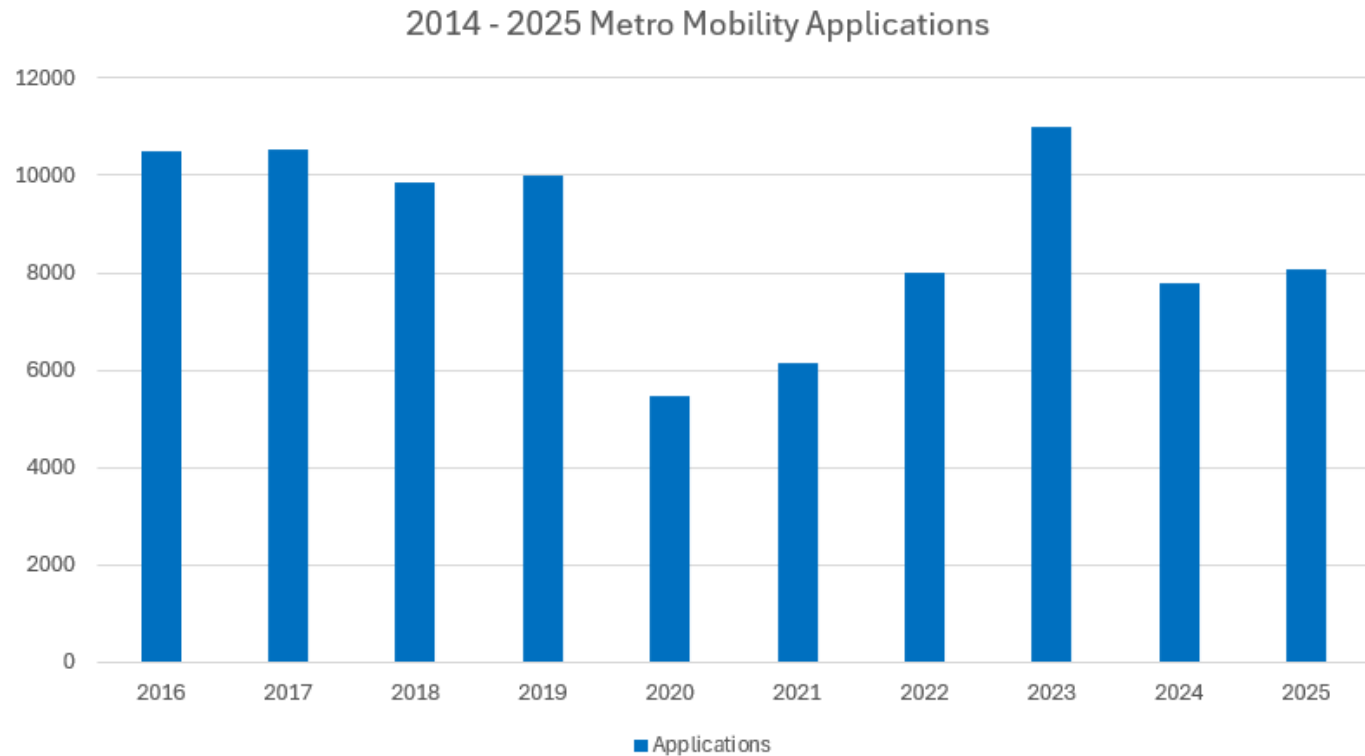
Transit Ridership



Metro Mobility ridership was significantly impacted by Covid-19 in 2020. In 2019, system ridership exceeded 2.3 million rides, an increase of 6% over 2017. Beginning in March 2020, Metro Mobility ridership initially fell 80%, but had returned to 85% of pre-pandemic ridership by 2022. Regular Metro Mobility weekly ridership slowly increased in 2023 to over 87% of pre-pandemic levels. Total system ridership fell slightly in each of the last two years and was at 1.7 million for 2025. Metro Move ridership is nearly entirely made up of ridership that would have otherwise been provided on Metro Mobility, so this decrease makes sense. Overall Special Transportation

Services ridership for both programs combined has stayed fairly flat over the last 2 years at approximately 2 million rides for 2024 and 2025.

Metro Mobility has an increasing number of active customers using the service. Active customers are defined as customers who used Metro Mobility within the past year. Prior to the pandemic, the number of applications for new certifications grew – in 2019, 63% of applications were new, compared to 48% in 2014. Applications dropped significantly in 2020 but have been recovering since. Current trends show the vast majority of Metro Mobility applications coming from new applicants -- 82% in 2025.



Active Metro Mobility Riders by Year										
Year	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Active Riders	20,794	20,626	21,475	21,982	19,090	17,550	18,636	18,780	19,457	19,215

Part B: Evidence of Effectiveness

This program has not yet been evaluated using randomized control or quasi-experimental design methods.

The legal authority for Metro Mobility comes from:
M.S. 473.386 (<https://www.revisor.mn.gov/statutes/cite/473.386>)
Americans with Disabilities Act (<https://www.ada.gov/>)