

Metropolitan Council

Calendar Year 2022 Unified Budget & Levies

December 15, 2021- LCMG



Statutory Responsibilities

- **Planning**
 - Long-range Comprehensive Planning
 - Regional Transportation Planning
 - Regional Parks
- **Operations**
 - Regional Wastewater System
 - Regional Transit System
 - Metropolitan Housing and Redevelopment Authority
- **Grant Making**
 - Livable Communities Act
 - Regional Parks and Trails

Council Budget Development

Unified Budget

Operating Budget

Operations
Pass-through
Debt Service
OPEB

Capital Program

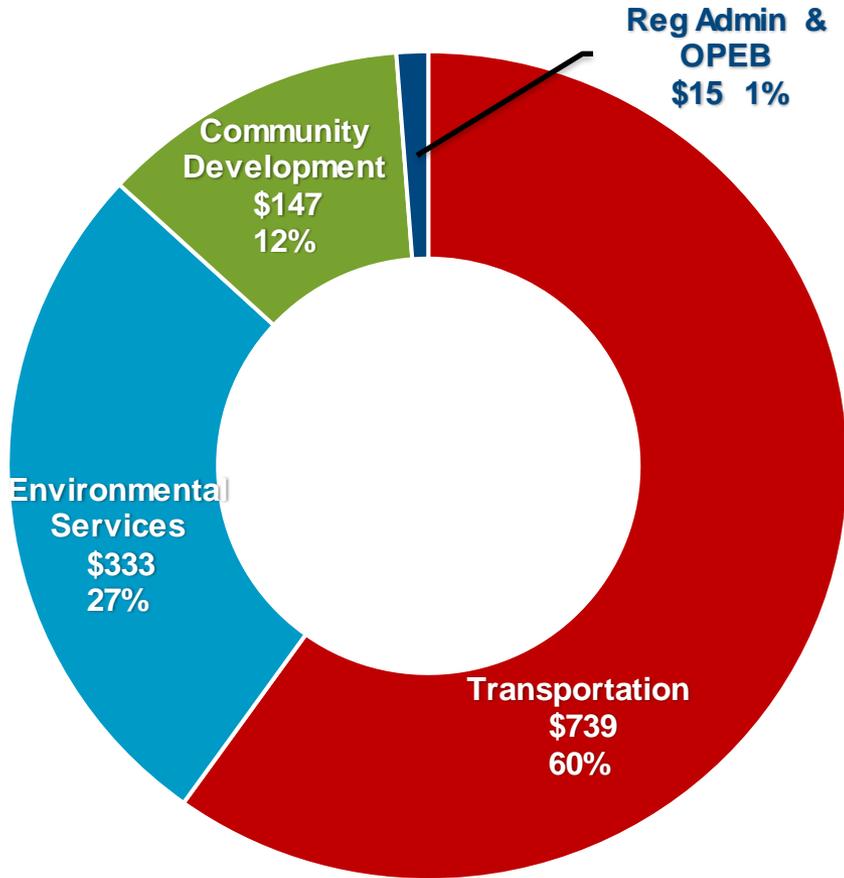
Authorized Projects
Planned (6-year)
Annual Spending

May-July	Staff - Budget Development Activities
Aug 25 (before Sept1)	Council - Adopt Preliminary Budget/Levies
Oct 13	Council - Capital Program Presentation
Oct 27	Council - Adopt Public Comment Draft Budget
Dec 08 (before Dec 20)	Council - Adopt Final Budget/Levies

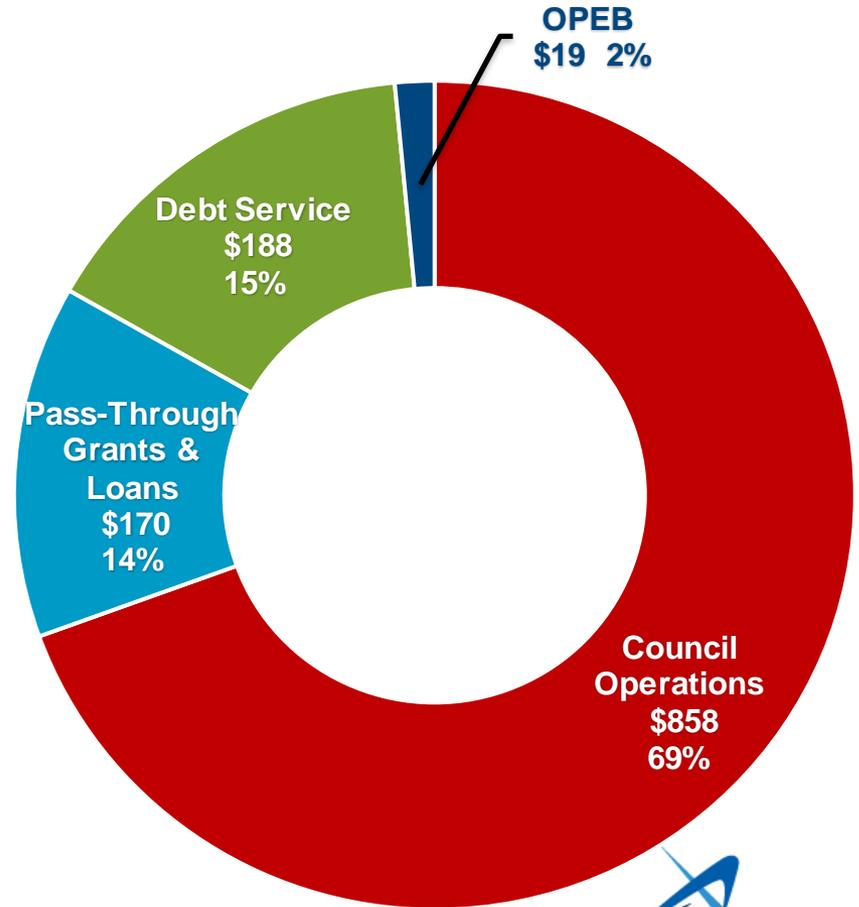
2022 Operating Budget

Uses by Division and Function: \$1.2 Billion

Uses by Division



By Function



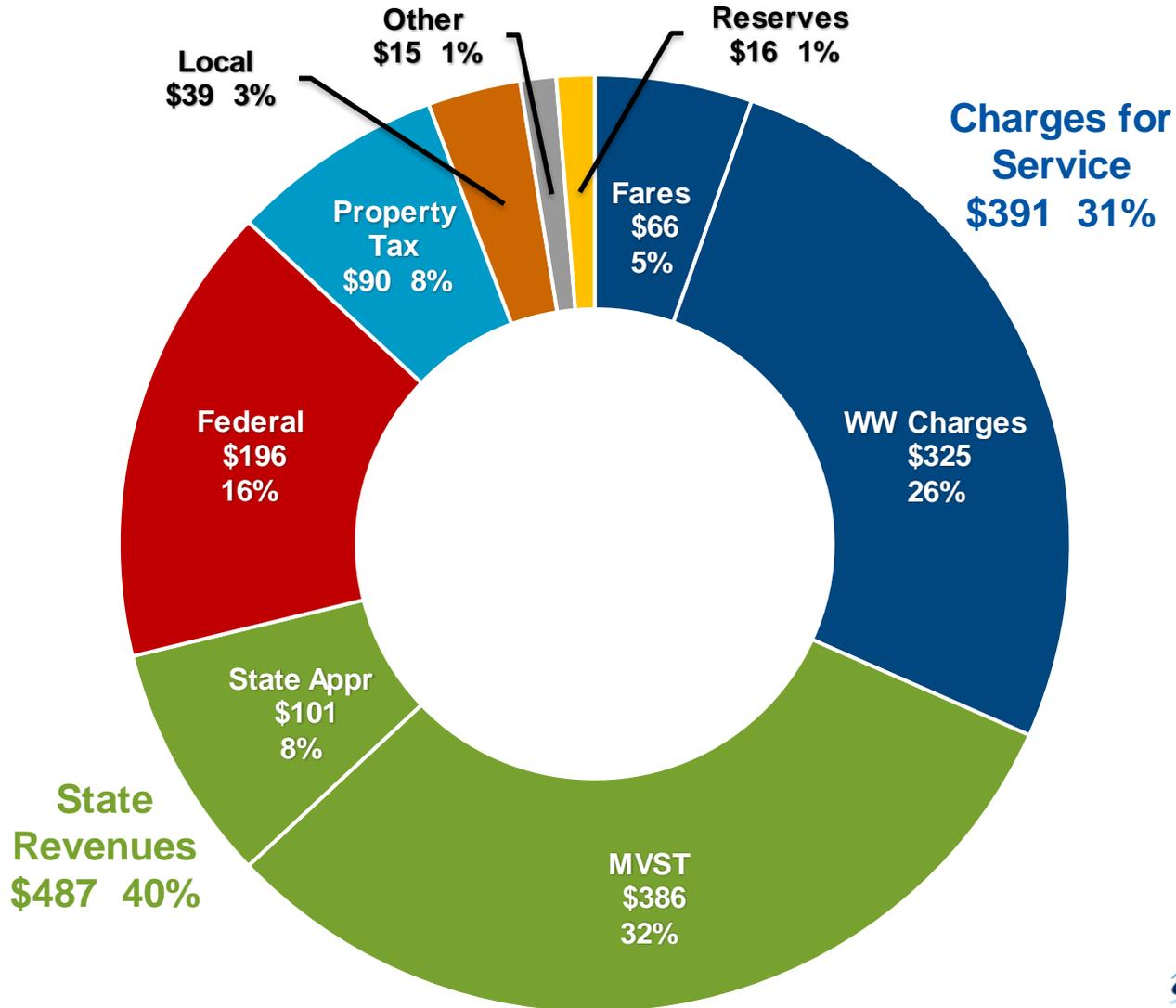
Dollars in millions

Adopted 12/8/2021



Operating Budget

Funding Sources - \$1.2 Billion

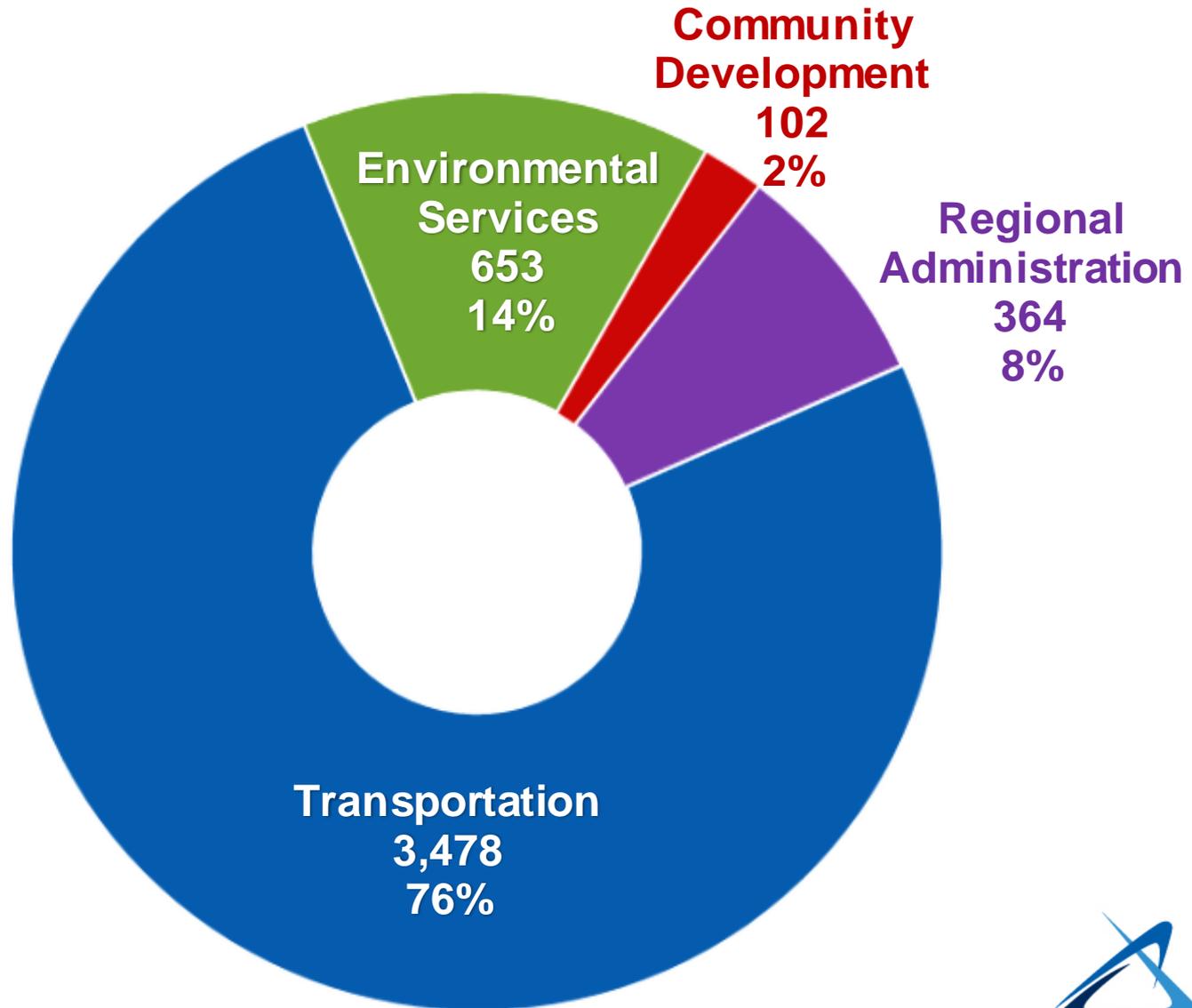


Dollars in millions

Adopted 12/08/2021



2022 FTEs (Full Time Employee's) 4,597

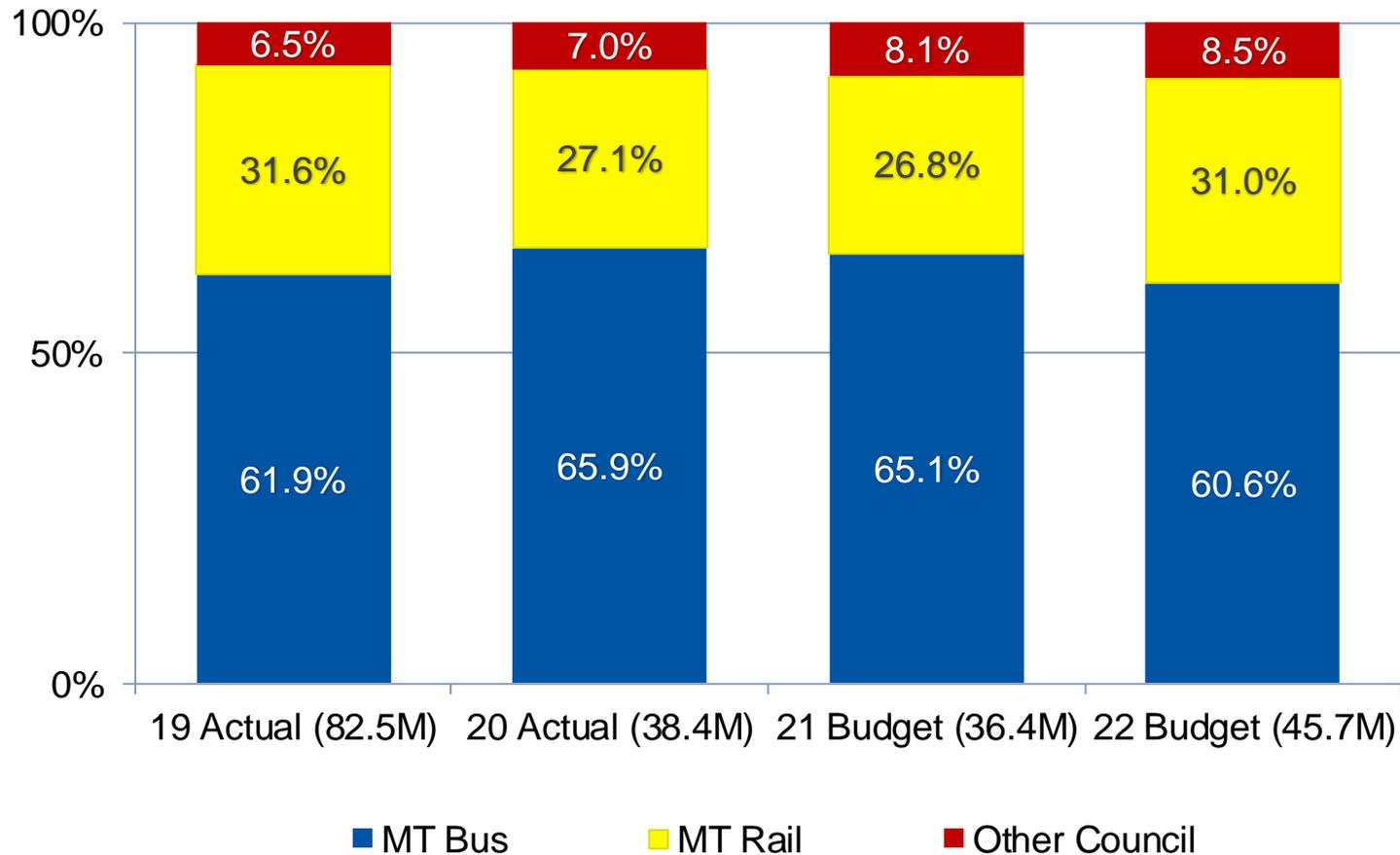


Adopted 12/8/2021

Wastewater Charges - \$325M

- Municipal Wastewater Charge: +4.0%
- Sewer Availability Charge: No Change
 - \$2,485 per SAC (flat since 2014)
- COVID-19 Testing – Monitor levels in wastewater

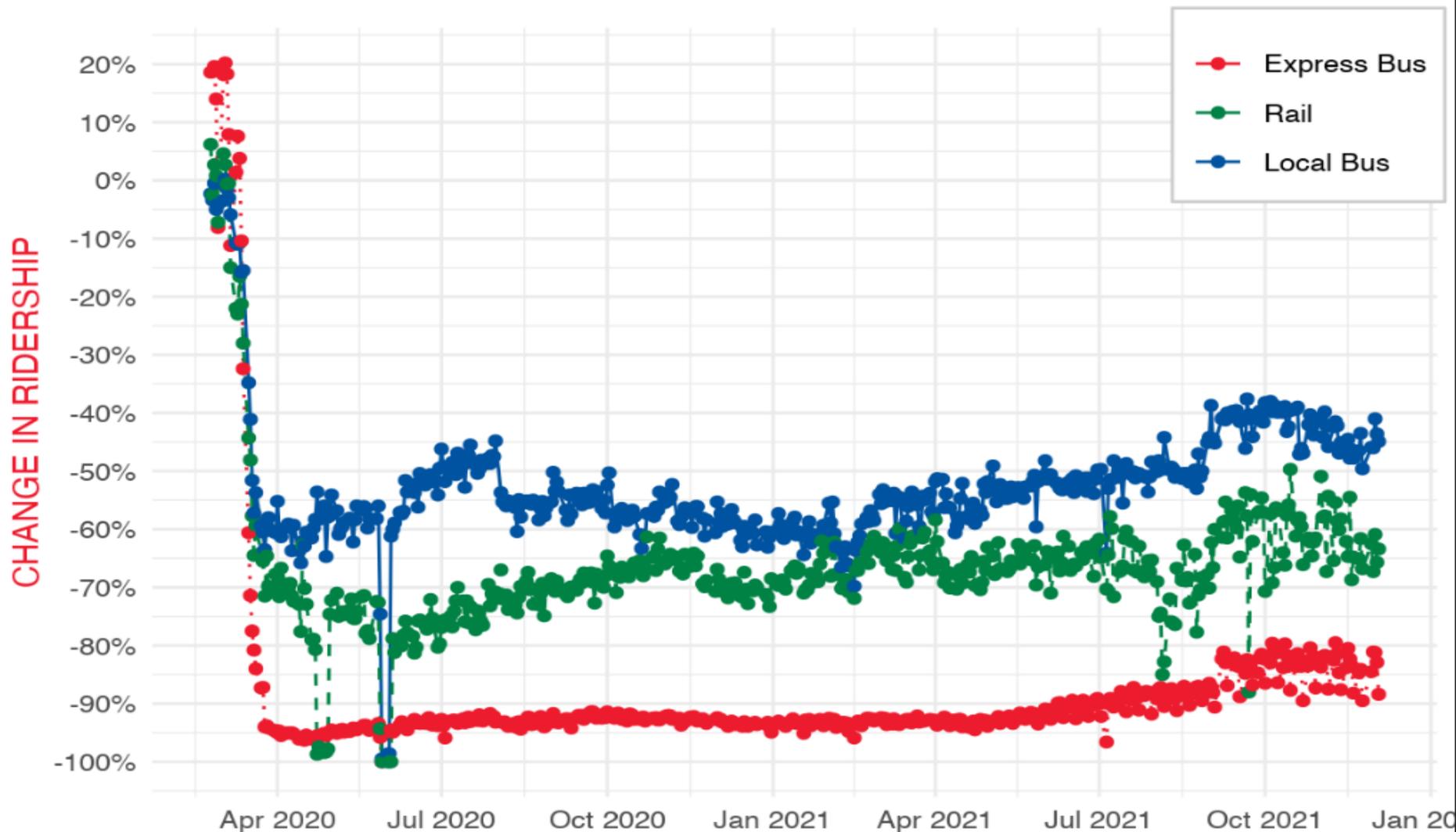
Transit Ridership



- Other programs includes: Metro Mobility, Contracted Regular Route Bus, Transit Link, and Metro Vanpool. Excludes Suburban Transit Provider and University of Minnesota Rides

Percent Change in Weekday Ridership

(Compared to average weekday ridership 2/24–2/28)



**Preliminary estimates, subject to change*

Metropolitan Council Transportation Budget Summary

State Fiscal Years

CY 2021– Amended Budget Feb 21 Forecast	2020- 2021	2022 - 2023	2024- 2025	2026- 2027
Base Revenues for Operations	\$1,025.6	\$1,110.4	\$1,237.9	\$1,461.5
Metro Mobility Forecasted GF Support	-	-	-	213.2
Operating Expenses	1,275.8	1,241.8	1,479.1	1,601.9
Structural Position	\$ (250.2)	\$ (131.4)	\$ (241.2)	\$ (140.4)
One-Time Funding Solutions:				
Non-Base State Appropriation	36.2	-	-	-
Federal Relief Funds (CARES, CRRSA, ARP)	222.9	298.7	204.2	-
(Add)/Use of Available Program Reserves	(7.4)	(59.0)	58.0	81.0
Transit Safety Initiative	(1.5)	(14.2)	(28.3)	(32.4)
Transfer MVST to 6-Year CIP	-	(94.3)	-	-
Financial Position	\$ 0.0	\$ (0.2)	\$ (7.3)	\$ (91.8)

Dollars in Millions



November 2021 Forecast Change Motor Vehicle Sales Tax

State Fiscal Years

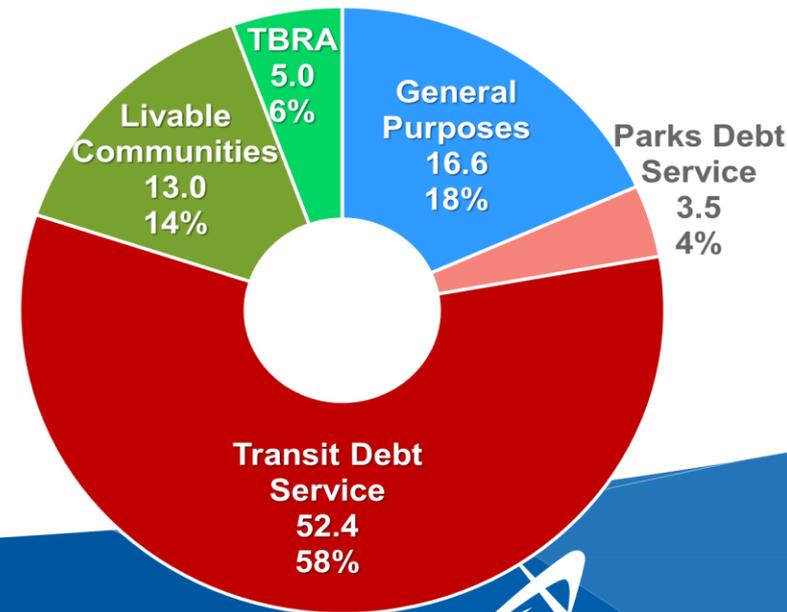
Forecast Change	2022	2023	2024	2025
November 2021	366.3	385.8	384.8	396.0
February 2021	331.8	341.8	359.0	380.3
Forecast Gain - \$144.8M	34.5	44.0	25.8	15.7
CY 2022 Budget Impact	CY 2021 Budget			
Met Council Bus Operations & Planning, Reserve (5%)	34.6			
Suburban Transit Providers	4.7			
Total CY 2022 Budget Impact	39.3			

Dollars in Millions



2022 Property Tax Levies - \$90.5M

	Certified 2021	Proposed 2022	Pct Chg	Levy Limit
<u>Non-Debt Service Levies</u>				
General Purposes	\$ 16.139	\$ 16.580	2.731%	\$ 16.580
Highway Right of Way	-	-	0.0%	4.457
Livable Communities:				
- Demonstration Acct	12.668	13.014	2.731%	13.014
- Tax Base Revitalization	5.000	5.000	0.0%	5.000
Total Non-Debt Levies	\$ 33.807	\$ 34.594	2.327%	\$ 39.051
Levy as Pct of Limit		88.6%		
<u>Debt Service Levies</u>				
Parks	\$ 1.800	\$ 3.477	93.2%	
Transit	53.132	52.443	-1.3%	
Total Debt Levies	\$ 54.932	\$ 55.920	1.8%	
Total All Levies	\$ 88.739	\$ 90.514	2.0%	



Livable Communities Levies (Grant Programs)

- **Tax Base Revitalization Account Levy**

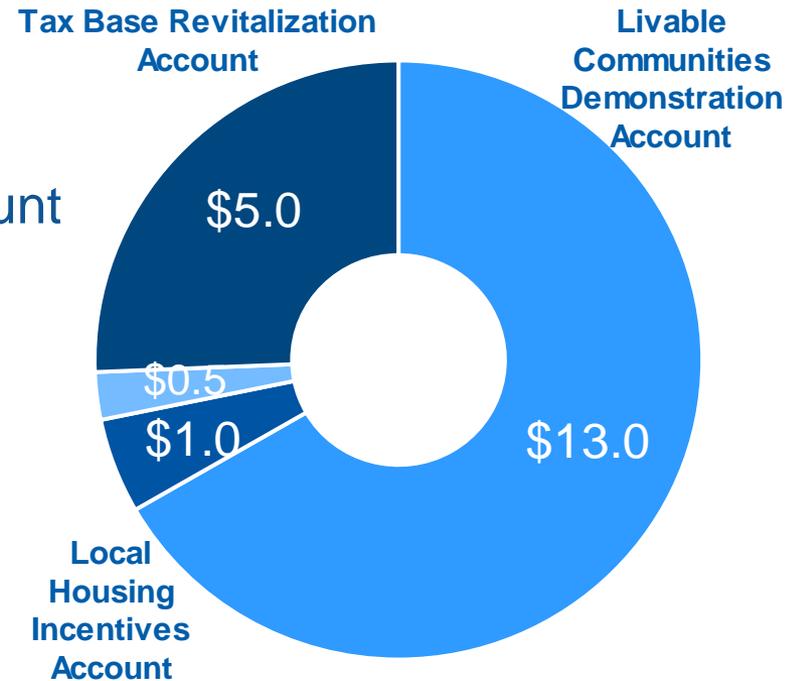
- \$5M annually from regional fiscal disparities pool
- Clean up polluted land in the metropolitan area

- **Livable Communities Demonstration Account Levy**

- \$13.0M proposed levy for 2022
- Strategy: Grow to accommodate TOD Component
- Limitation: Capped by implicit price deflator

- **Local Housing Incentives Account**

- Statutory transfer from LCDA (\$0.5M) and General Purposes Levy (\$1.0M)



Dollars in Millions

Impact on the Taxpayer

Counties 28.3%

Cities & Towns 31.8%

Schools 34.2%



Other Special Districts 4.3%

Metropolitan Council 1.4%

Impact on the Taxpayer



\$250,000
Market Value

Transit Tax Communities

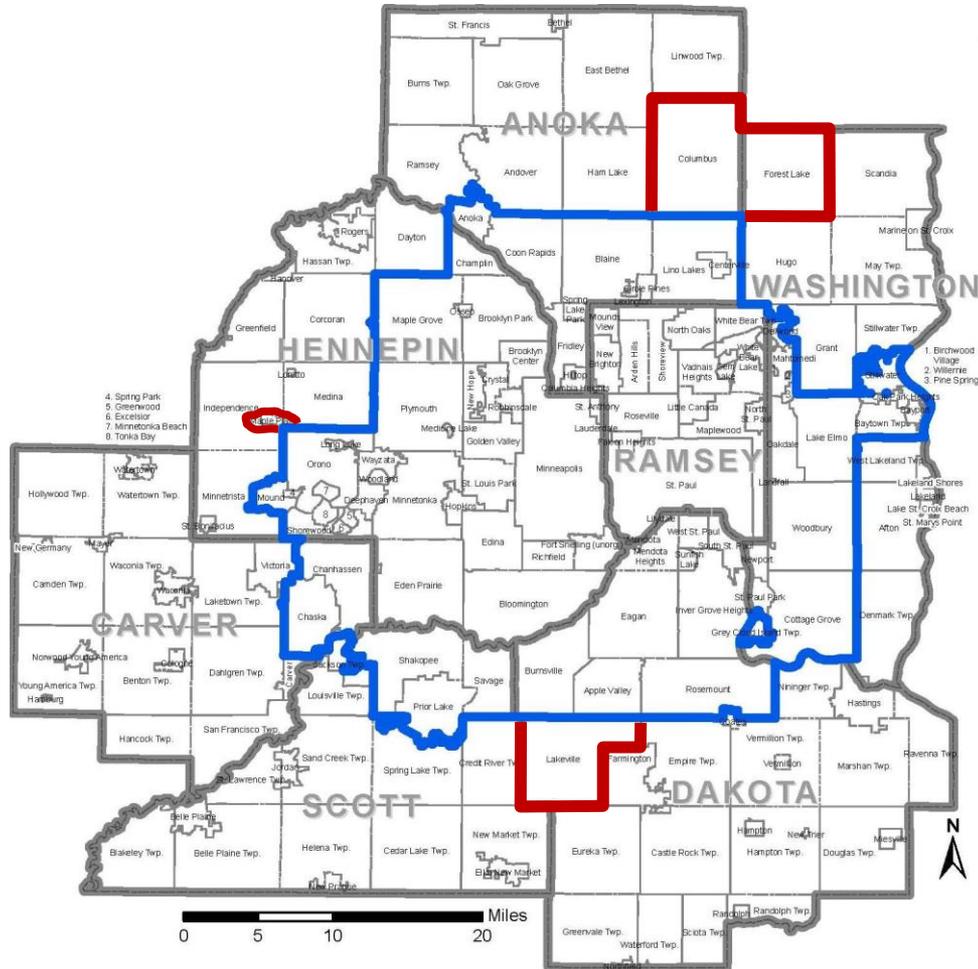
Inside

\$47.89

Outside

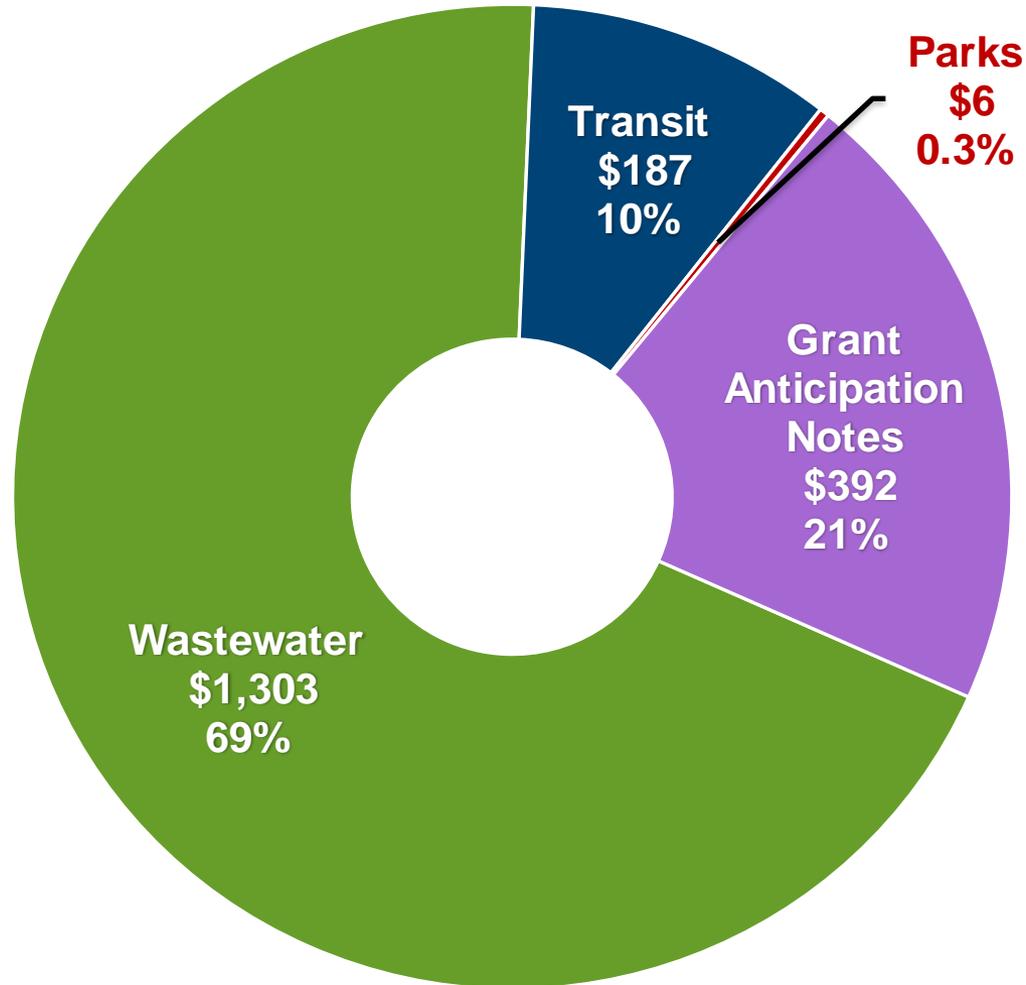
\$17.12

Metro Area Transit Debt Service Levy



Outstanding General Obligation Debt as of December 31, 2021 - \$1.89 B

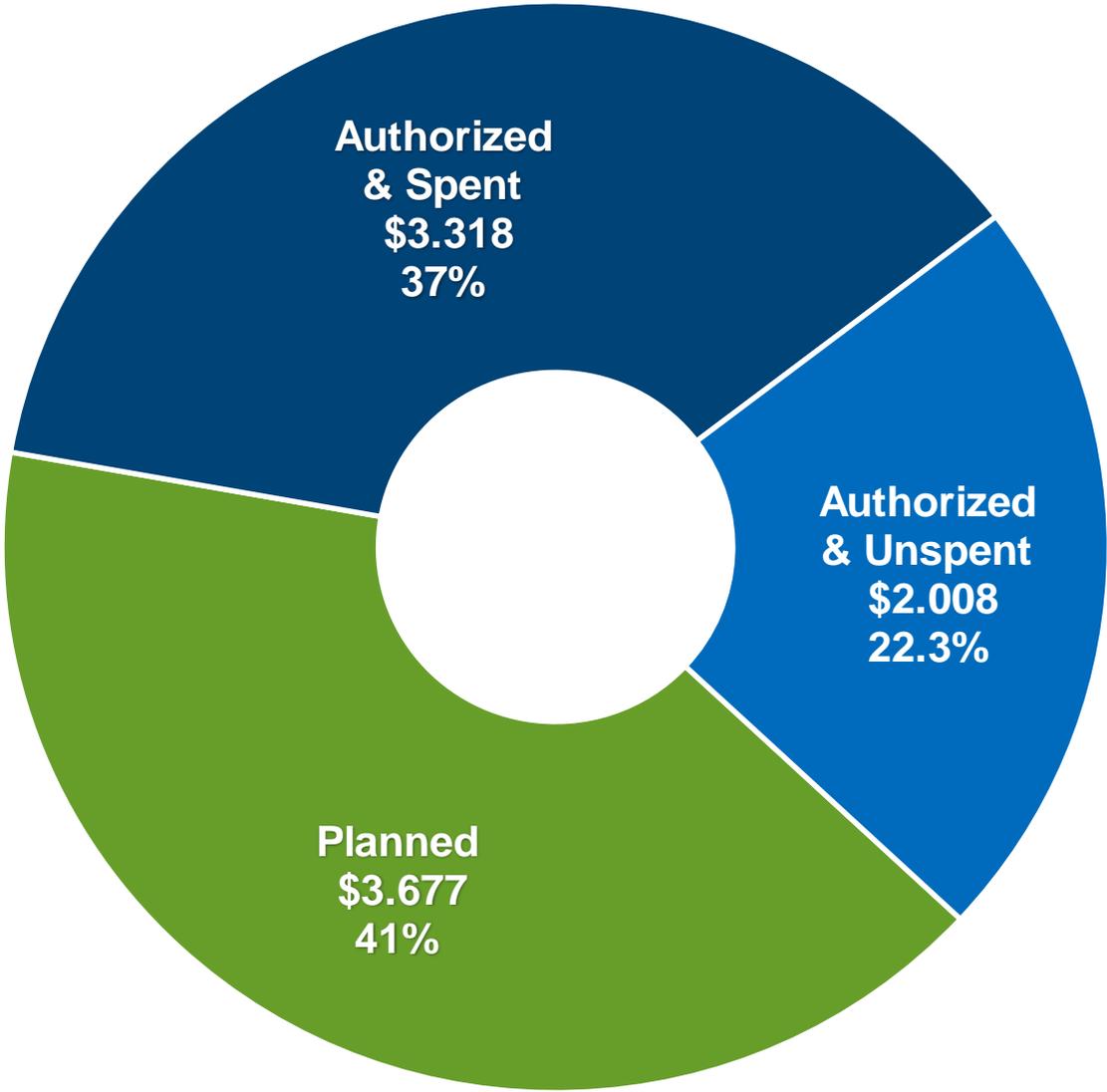
AAA/Aaa Bond Rating



Dollars in millions

Adopted 12/08/2021

2022 Capital Program - \$9.0B

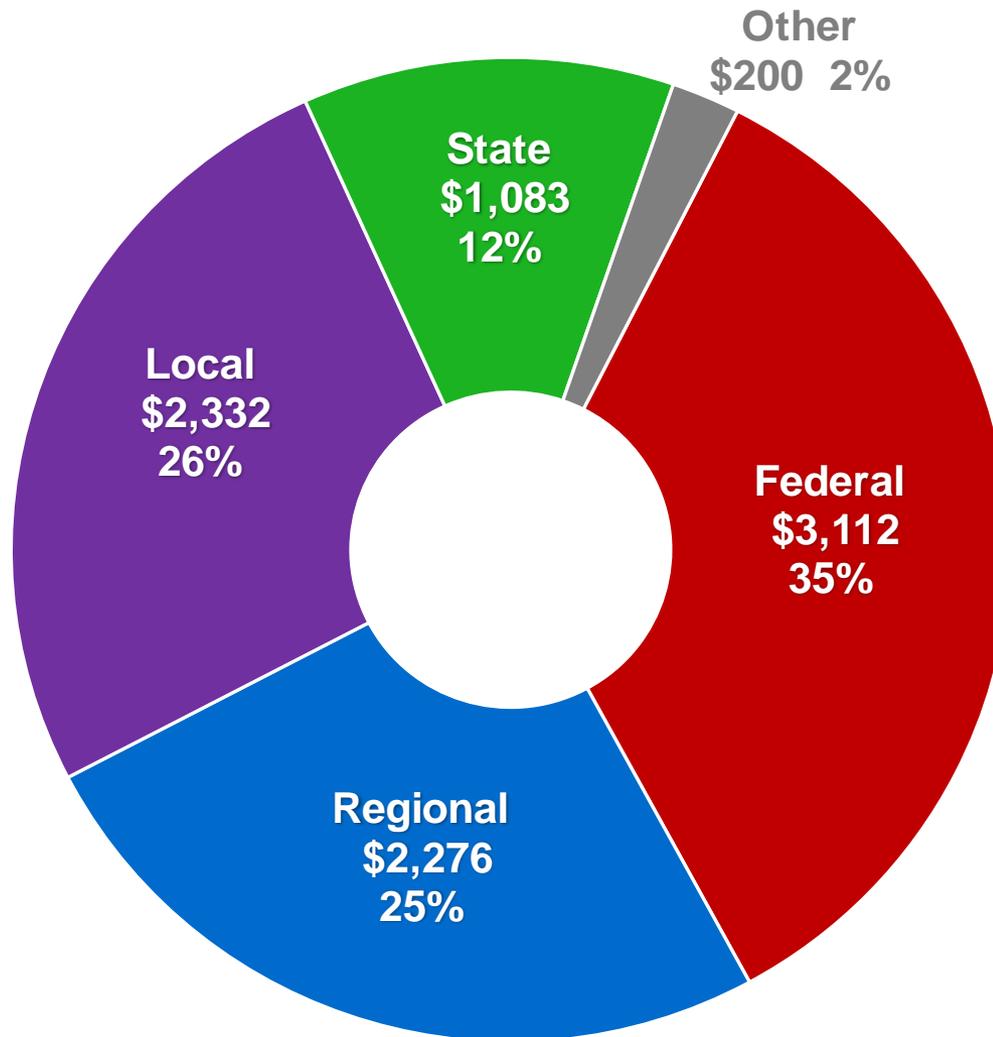


Dollars in billions

Adopted 12/08/2021



Capital Program by Funding Source - \$9.0B

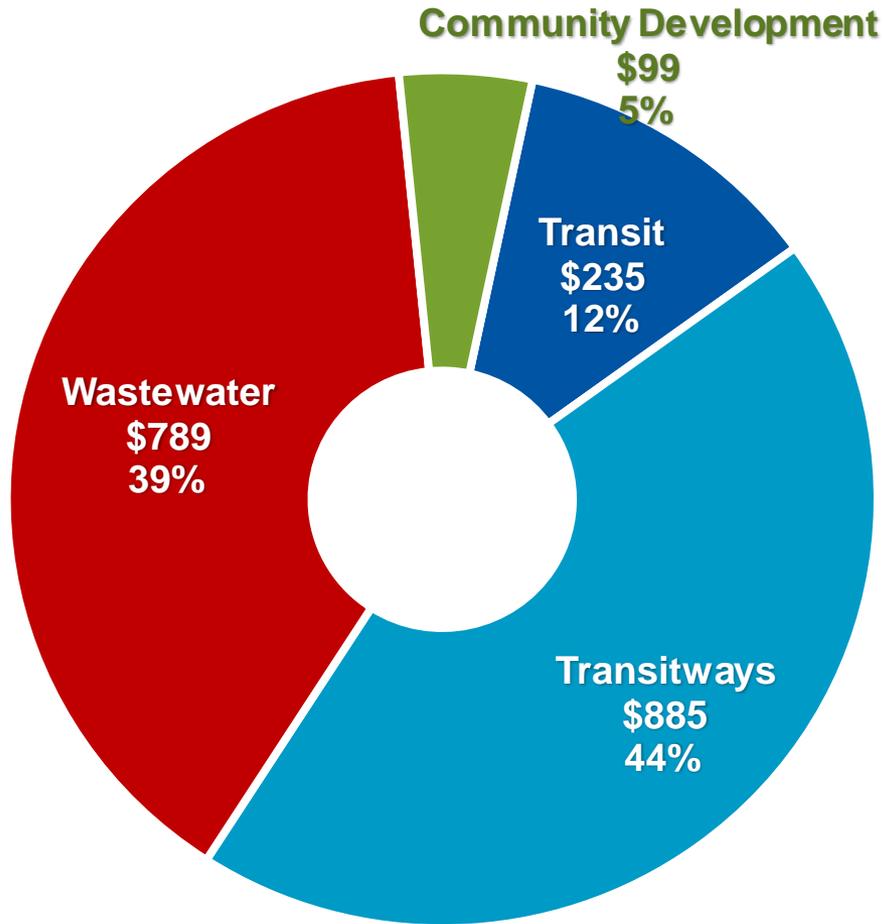


Dollars in millions

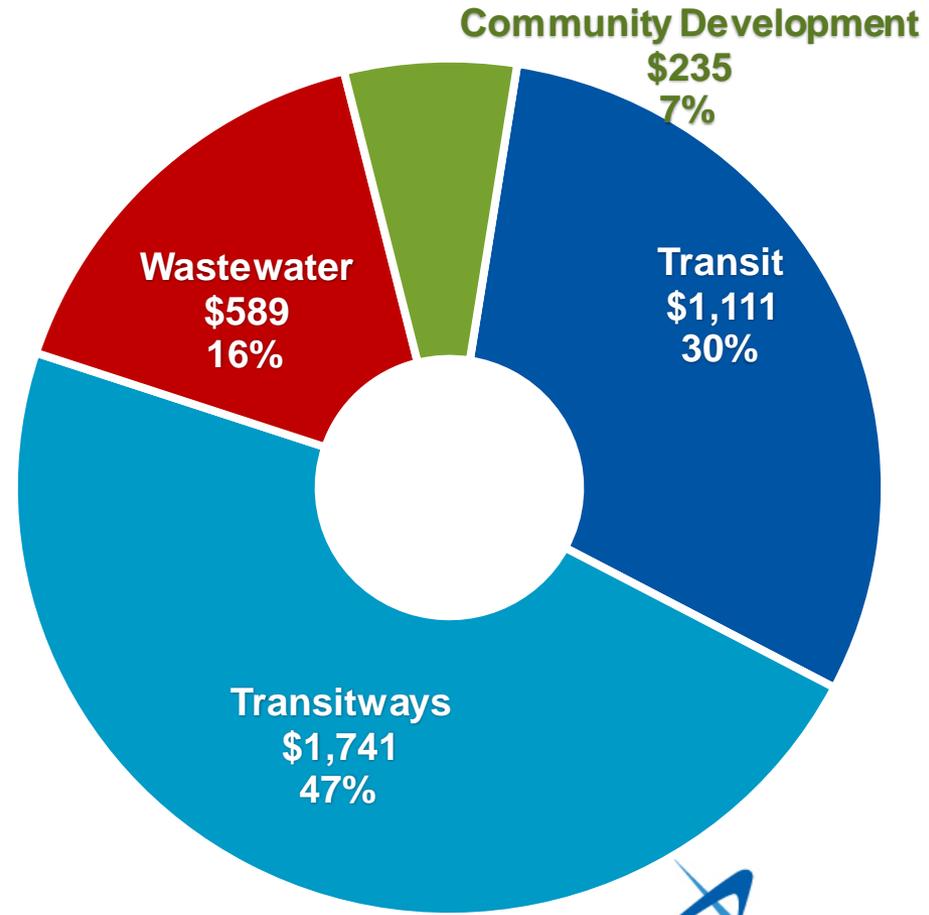
Adopted 12/08/2021

Future Capital Program Spending - \$5.69B

Authorized Capital Program - \$2.01B



6-Yr Capital Improvement Plan - \$3.68B



Environmental Services Capital Program Objectives

Preserve Assets



Rehabilitate and replace assets to preserve value and performance

Improve Quality



Respond to more stringent regulations, reuse treated wastewater, increase system reliability and conserve or generate energy

Meet Capacity Requirements



Provide capacity through plant expansions and interceptor extensions or improvements

Authorized Future Spending \$ 789M – Planned \$589M

\$1,231

\$228

\$235

Fleet - \$944M

Authorized Future Spending \$103M

- Maintain the current system
- Replacements per Fleet Plan
- Non-Revenue Vehicles

Planned \$841M

- Replacements
- Meet Metro Mobility Demand
- ABRT Bus Procurement (CMAQ)
- Overhaul of Rail Vehicles



Fleet – Service Vehicles



Regional Fleet Purchases

Small	1,136
30'/40'/45'	162
Artic	11
Van/SUV	37

Metro Transit Purchases

Standard	369
Artic	167
Electric	78

Rail Overhauls

Blue Line	44
Green Line	47
NorthStar	18

Zero Emission Fleet Plan

- Zero emission transportation system is important strategy to help make progress on mitigating climate change
- CIP begins a shift to zero emission buses in the Metro Transit fleet
- Zero Emission Bus Plan will guide the investment plan and transition timeframe
- Fleet needs to meet reliability and range requirements
- Electric bus with a charger is assumed in CIP at \$800k more than a diesel bus
- 100 buses in the CIP are funded as electric



Transitways - \$2.6 B

Authorized Future Spending
– \$884 M



Also Partial Funding for BRT/ABRT's

Planned - \$1.741 B

- METRO Green and Blue Line Extensions
- Partial Funding for METRO Gold BRT/ABRT (B, E, F, G, H, J, K, L)
- LRT Interlocking Projects
- LRT/Northstar ADA and Safety Improvements
- LRT Rail Replacement

Customer & Support Facilities - \$206 M

Authorized Future Spending-
\$82 M

Planned - \$124 M

- Energy Enhancements
- Improvements, Repairs and Refurbishments
- Heywood Campus Administrative Building
- Completion New Minneapolis Garage

- Zero Emission Bus Investments
- Hoist Replacements
- Improvements, Repairs and Refurbishments
- Capital Program Equity Priorities



Other - \$198 M

Authorized Future Spending- \$51 M

- IS Capital Upgrades
- Support Equipment



Planned - \$147 M

- Replacement of GFI Fareboxes and Cubic Fare Collection System
- Customer Information Systems
- Replace CCTV System on LRT Fleet, Lighting, Cameras
- Communications, Message and Real Time Signage Replacements

Parks & Open Space - \$257M

Authorized Spending - \$56M

Planned - \$201M

- Region Parks System Serves
 - 7-County Twin Cities Metro Area
 - Over 3 million people
- Regional Park System
 - Over 63 million annual visits
 - 56 regional parks & park reserves totaling more than 54,000 acres
 - 8 special recreation features
 - 49 regional trails, with nearly 400 miles of interconnected trails



Questions



December 15, 2021- LCMG