

# 2021 ANNUAL REPORT TO THE LEGISLATURE



January 15, 2022



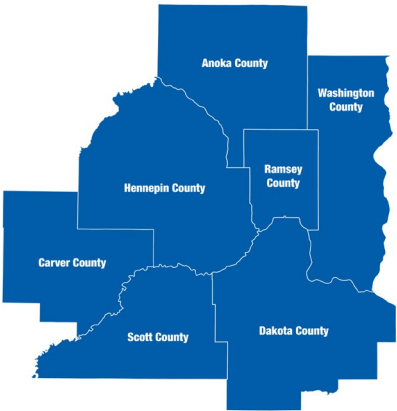
# The Council’s mission is to foster efficient and economic growth for a prosperous metropolitan region

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## Metropolitan Council Members

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for individuals and families with low and moderate incomes. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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## About This Report

The 2021 Annual Report to the Legislature satisfies the requirements of [Minnesota Statute 473.245](#), which requires the Metropolitan Council to submit an annual report on or before January 15 each year.

## 2021 Highlights of Council Activities

The mission of the Metropolitan Council is to foster efficient and economic growth for a prosperous region. In alignment with the Minnesota Governor's One Minnesota Plan, we create the foundation for a great quality of life for all residents of our region.

We partner with the seven metro counties, 188 cities and townships, watershed districts and other local governments, business and nonprofit partners, educational institutions, and others to build strong communities by:

- Supporting opportunities for safe, affordable housing
- Creating an interconnected transportation system
- Assisting local planning and development
- Ensuring access to regional parks and open spaces
- Providing affordable and sustainable wastewater treatment services and ensuring water quality

### Opportunities for Safe, Affordable Housing

**Providing affordable housing in the private market.** Metro HRA, the Metropolitan Council's housing and redevelopment authority, processed 80,465 rent payments to 1,800 private landlords in 2021 through the federal Housing Choice Voucher program. The payments are made on behalf of nearly 7,200 families (18,000 people including 9,500 children), totaling approximately \$72 million in public subsidy to private landlords.

**Voucher mobility demonstration program.** The U.S. Department of Housing and Urban Development's (HUD) Mobility Demonstration Program awarded Metro HRA and the Minneapolis Public Housing Authority \$5.2 million to address barriers to housing choices for voucher holders by offering mobility-related supports. The program will include a rigorous, independent evaluation to determine which supports are most effective in helping families achieve success. In addition to program funding, each agency will receive 74 new vouchers to support the effort.

The agencies will work together to adopt administrative policies that enable housing mobility, increase landlord participation, and reduce barriers for families to move across jurisdictions. The program will assist voucher holders to move to an area of their choice which often includes, but is not limited to, areas where families with vouchers have been historically excluded.

**Metro HRA awarded 218 emergency housing vouchers.** President Biden signed the American Rescue Plan Act of 2021, which provides \$5 billion in Emergency Housing Vouchers. HUD allocated approximately 70,000 emergency vouchers to 700 public housing agencies nationwide. Metro HRA received 218 emergency vouchers through a formula allocation. The vouchers are tenant-based rent assistance for individuals and families who are experiencing homelessness, at risk of homelessness, fleeing or attempting to flee domestic violence, or were recently homeless.

Referrals for the emergency vouchers must come through the County Continuum of Care Coordinated Entry System. This system is a centralized process that coordinates the intake, assessment, and referrals for people experiencing homelessness to access housing dedicated to formerly homeless households. Metro HRA is working in close partnership with the Hennepin County, Ramsey County, and the Suburban Metro Area Continuums of Care.

Metro HRA has received 79 referrals, has an additional 47 referrals pending, issued 45 vouchers, and leased up 13 households as of Jan. 1, 2022.



**Helping create and preserve hundreds of affordable housing units.** In the 2021 funding cycle, the Council will award more than \$27 million in Livable Communities grants to support local development and redevelopment projects, many of which include an affordable housing component. The Local Housing Incentives Account, which focuses specifically on housing affordable to households with low and moderate incomes, made a record \$8 million available for affordable rental and homeownership creation and preservation. The Council will approve grants from the 2021 housing account in February 2022.

## **An Interconnected Transportation System**

**Federal funding for regional transportation projects.** In 2021, the Metropolitan Council approved the distribution of \$214 million of federal funding for 56 transportation projects, including highway, bridge, transit, bicycle, and pedestrian projects in 36 cities and townships. The selected projects improve connections and access to get people to the places they want to go and open doors to opportunity across the region.

As part of the 2020 Regional Solicitation, local governments, transit providers, and nonprofits submitted nearly 140 transportation projects to compete for federal funds. The Transportation Advisory Board — comprising local elected officials and community representatives — recommended the final slate of submissions to the Council. Bicycle and pedestrian projects were awarded 17% of the total funding, the most in solicitation history.

The [approved projects](#) are expected to be constructed during 2024 and 2025.

**Allocating CARES Act funding for local transportation projects.** The Council distributed \$20 million in federal COVID-19 relief funds directly to cities and counties in the seven-county metro area. The federal Coronavirus Response and Relief Supplemental Appropriations Act allocated the funding to the Council to address transportation problems caused by the pandemic — in this case, a drop in gas tax revenues to local governments. The funding was distributed with the state aid formula that is used to divide up gas tax revenues.

**METRO Orange Line opens for service in I-35W corridor.** We opened the region's first highway bus rapid transit line in December, which connects Minneapolis, Richfield, Bloomington, and Burnsville residents and workers in the I-35W corridor. The 17-mile line provides fast, reliable, all-day service in both directions, seven days a week. As part of the METRO system, the Orange Line connects people across the region to job centers and destinations along I-35W, including Best Buy headquarters, the Penn American District, Southtown Shopping Center, Heart of the City in Burnsville, and downtown Minneapolis.

The Orange Line includes street and highway improvements, upgraded transit stations, enhanced bus routes, and other amenities to benefit transit riders along the I-35W corridor, including reverse commuters traveling from Minneapolis to suburban communities. Total cost of the project was \$150.7 million.

**METRO Green Line Extension project is now 60% complete.** Residents in Eden Prairie, Minnetonka, St. Louis Park, Minneapolis, and beyond saw the installation of the first light rail tracks for the METRO Green Line Extension near the Hopkins Station in 2021. Many bridges, stations, and other infrastructure along the line are already in place or nearly complete. When finished, the 14.5-mile extension will connect Eden Prairie with downtown Saint Paul on one continuous ride.

Communities within a half-mile of the line have already experienced development investments surpassing \$1.5 billion, including new affordable housing, businesses, greenspace, and amenities. This

generational investment in our region's transit system is creating jobs for people from across Minnesota, building homegrown economies, and providing reliable transportation for thousands of residents.

Unexpected conditions in the Minneapolis segment of the project will delay the opening date of service and raise the cost of the \$2 billion project. Project leaders discovered unforeseen soil conditions in the Kenilworth corridor that will require significant construction changes. In addition, comprehensive analysis revealed that more robust engineering and construction methods are needed for the proposed one-mile corridor protection wall located between the Bryn Mawr Station to just east of I-94. Project staff and our contractor, Lunda-McCrossan Joint Venture, are assessing the schedule and budget and will announce new projections in 2022.

**METRO Purple Line clears key hurdles for handoff to Council.** Project leadership for the METRO Purple Line (formerly the Rush Line) has transitioned from Ramsey County to the Council after key federal approvals. The Federal Transit Administration granted environment clearance for the project in October and approved it to enter the project development phase in December.

The 15-mile bus rapid transit line will connect cities in the northeast metro area, transporting people to jobs, housing, services, and key destinations such as Union Depot in downtown Saint Paul, Regions Hospital, Hmong Village, Phalen Regional Park, St. John's Hospital, Maplewood Mall, and downtown White Bear Lake. Construction for the proposed 21-station line is expected to begin in 2024, with operations starting in 2026.

**METRO Blue Line Extension moves toward route selection.** The work to identify a single community-supported light rail transit route from Minneapolis through Robbinsdale, Crystal, and Brooklyn Park continued throughout 2021. In March, the Council and Hennepin County released new potential route options for extending the METRO Blue Line north of Minneapolis. Project partners and community consultants encouraged feedback from residents, community advocates, and business leaders by conducting virtual townhall meetings, releasing a community survey, and providing presentations to key stakeholders.

The project office released a Draft Route Modification Report in December that describes the overall process and includes public input and technical evaluation feedback. The Council invited the public to comment on the report and attend additional community meetings. We will review and assess the community comments before finalizing a route recommendation in April 2022.

**Anti-Displacement Workgroup to guide Blue Line Extension.** Metro Transit's Blue Line Extension Project Office contracted with the University of Minnesota's Center of Urban and Regional Affairs to establish an Anti-Displacement Workgroup to support residents, businesses, and equitable development along the Blue Line Extension. Community partners had expressed concerns that displacement prevention was a top priority during an extensive public engagement process.

The Anti-Displacement Workgroup will comprise community leaders, residents, and business owners potentially at risk of displacement, as well as other experts and staff from key nonprofit, philanthropic, and agency partners, including Hennepin County, Metropolitan Council, and corridor cities. The application deadline for the workgroup is in early 2022. Applications will be reviewed by a selection committee representing the communities and the CURA team.

**METRO Gold Line bus rapid transit advances.** The planned 10-mile bus rapid transit line connecting five east metro cities between Saint Paul and Woodbury entered the engineering phase following a key approval by the Federal Transit Administration in 2021. Slated to be the state's first bus rapid transit



line to operate primarily within bus-only lanes, the METRO Gold Line will connect downtown Saint Paul and the East Side with Maplewood, Oakdale, and Woodbury in the I-94 corridor.

Construction is expected to begin in summer 2022 and will take approximately two years to complete. The Gold Line is on track to begin service in 2025.

**Network Next: Growing the region's bus network.** Network Next is a 20-year plan for expanding and improving Metro Transit's bus network. Transit improvements under consideration include local and express routes, integrated shared mobility options, and new arterial bus rapid transit lines.

In 2021, several arterial bus rapid transit lines made progress:

- **METRO D Line** – Construction of an arterial bus rapid transit line stretching from Brooklyn Center to Bloomington began in April. The new METRO D Line will expand equitable access for Metro Transit's busiest bus route in a corridor where 1 in 4 households does not own a vehicle. The project includes new stations and pedestrian and signal improvements at 34 intersections. The project is planned to launch service in late 2022.
- **METRO B Line** – The Council approved the final corridor plan for the METRO B Line. The bus rapid transit line will effectively replace local bus route 21 – the region's second busiest bus corridor – and is projected to speed service by 20%. The B Line will connect Uptown in Minneapolis with Union Depot in Saint Paul, operating primarily along Lake Street in Minneapolis and Marshall and Selby avenues in Saint Paul. The project now moves into the detailed design phase. Service is scheduled to begin in 2024.
- **New network expansions** – In February 2021, following months of analysis and community engagement, Metro Transit finalized recommendations for the next lines in the BRT network:
  - The METRO F Line will serve the Central Avenue corridor, largely replacing Route 10 from downtown Minneapolis to Northtown Mall via Central and University avenues.
  - The METRO G Line will serve the Rice/Robert Street corridor, traveling between West St. Paul and Little Canada via Robert and Rice streets and replacing portions of routes 62 and 68.
  - The METRO H Line will serve the Como/Maryland corridor from downtown Minneapolis to Sun Ray Transit Center in Saint Paul via Como Avenue and Maryland Avenue, replacing and extending Route 3.

The Council adopted the recommendations in 2021 and will amend the 2040 Transportation Policy Plan to incorporate the routes in early 2022.

**Ridership begins slow climb.** In April 2021 ridership on transit services offered by the Council, including Metro Transit, began a gradual climb upwards from the big drop that occurred starting in March 2020 due to the COVID-19 pandemic and the shutdown of many schools and offices. In the third quarter of 2021, overall ridership was up 27% compared to the third quarter of 2020. Bus ridership was up 15%, light rail ridership 57%, and Metro Mobility up 44%.

**Metro Mobility ridership growing toward pre-pandemic levels.** The Council responded to the pandemic-induced ridership downturn with a renewed sense of purpose to serve the needs of its Metro Mobility customers in 2021. The Council developed and introduced new customer-facing technologies, updated and enforced protracted safety measures, and implemented innovative hiring and retention strategies to try to turn around a labor shortage.

After nearly 363,000 free rides for healthcare workers and 25,000 food shelf deliveries to preserve jobs and support the economy during the first year of the pandemic, the Council returned to more normal

operations in the second half of 2021, reprioritizing certified riders with disabilities. The Council projected Metro Mobility ridership to surpass 1.9 million certified rides for the year, marking a 36% increase from 2020 and about 80% of pre-pandemic levels. Service levels remained excellent, with on-time performance, appointment times, and on-board time metrics exceeding contracted and Federal Transit Administration key performance requirements.

Metro Mobility developed and launched a wide range of technology advancements in 2021 to improve service levels and system efficiency for customers, contractors, and employees, including:

- A new online booking platform enables customers to book service and track assigned vehicles in moments and bypass the phone reservation system.
- In a partnership with our current taxi provider, Transportation Plus, Metro Mobility launched a customized iHail mobile booking application to support its Premium on Demand taxi service.
- A new interactive, web-based incident reporting module simplifies how contractors and Council employees document and track in-service incidents.

**Ensuring safety on the transit system.** In June 2020, Council Chair Charlie Zelle announced that the Council would fulfill its oversight role by conducting a comprehensive review of the Metro Transit Police Department's (MTPD) policing policies, practices, and relationships, and that this review would inform our ongoing efforts to improve transit security and customer experiences on the region's transit system.

The Council partnered with the Citizens League to develop and implement a robust community engagement strategy to guide the review. The Council formed a Transit Police Working Group – made up of Council members – to gather information from the MTPD; hear the results of the Citizens League review and other public input; and develop recommendations and strategies for safety and security outcomes. The full Council will consider the recommendations in 2022.

## **Local Planning and Development Assistance and Research**

**Technical assistance in the local comprehensive planning process.** Under state law, every 10 years the Metropolitan Council reviews the updated comprehensive plans of seven counties and 181 cities and townships in the region. As of Jan. 1, 2022, the Council had received 164 of the expected 168 plans; 150 have been authorized by the Council. The remainder were either under review or were incomplete and awaiting additional information from the local government. The Council's seven sector representatives, who are experienced planners, provided professional planning and technical assistance to local governments throughout the 2040 comprehensive planning cycle.

Local Planning Assistance continued to provide technical assistance resources to planning partners through the PlanIt Implementation project. This project continues to provide podcasts, discussion panels, and online technical resources to local governments on topics like the equity data resources, local economic solutions to a global pandemic, local implementation of equity policies, sustainable design, and others.

**Environmental assessments and other reviews.** Under state law, the Council reviews not only local comprehensive plans but also environmental assessments, clean water discharge permits, and other environmental documents. In 2021, we conducted a total of 325 reviews to determine their conformance to the regional systems (transportation and aviation, water resources, and regional parks and open space), for consistency with Council policy, and compatibility with the plans of adjacent communities. In addition to 127 comprehensive plan updates and amendments, we reviewed:

- 56 environmental assessment worksheets, environmental impact statements, environmental assessments, alternative urban area-wide reviews, and power utility environmental reviews
- 105 National Pollutant Discharge Elimination System permits



- 12 watershed plans and well permits
- 24 housing bond programs
- 1 airport capital improvement program

**Continuous improvement.** The Local Planning Assistance team initiated an effort to improve the Council's decennial comprehensive plan review process. Staff engaged local government partners and planning partners through surveys, individual listening sessions, focus groups, and various engagement efforts to assess the administrative and review process. Throughout the year-long effort, staff analyzed feedback and compiled recommendations to provide the best service to local governments throughout the local planning process.

**Solar-for-Vouchers pilot program.** This program, concluded in 2021, lent technical assistance to owners of multifamily rental properties to install solar panels and reduce energy costs. In exchange, the property owners would rent a small share of their market rate housing units to families with lower incomes that participate in the Section 8 Housing Choice Voucher Program. Goals included enrolling 5 to 10 landlords and 2 to 3 developers, and adding 75 to 100 new units of affordable housing. The program fell short on its goal of new units – which totaled about 30 – but the pilot program identified barriers to participation that will inform further efforts.

**Preparing for a changing climate.** Minnesota's climate is already changing and impacting Council operations. We are developing a Climate Action Plan to further minimize our agency's contributions to climate change, change policies and practices to adjust to the effects of climate change, and increase our flexibility to survive and thrive regardless of how climate change develops. A cross-divisional team is working on the plan, expected to be completed in early 2023.

**Enhancing the tree canopy: Assisting communities to become more resilient.** An important strategy for adapting to climate change and making communities more resilient is by increasing the tree canopy. In 2021, the Council prepared for the launch of an interactive online tool designed to help foresters, city planners, nonprofits, and other groups understand the intersection between trees, climate change, environmental justice, public health, and natural resource conservation across the seven-county metro region. We developed the tool in partnership with the Tree Trust and the Nature Conservancy.

**Greenhouse gas scenario planning tool.** Following the release of a greenhouse gas inventory in 2020, the Council in 2021 continued development of a greenhouse gas scenario planning tool. The tool will help local governments explore the potential for different climate solutions and mitigation strategies to reduce greenhouse gas emissions in their local context. The inventory provides local governments with high-quality data on local emissions across several sectors including transportation, energy, land use, and more. The scenario planning tool is a collaboration with the Sustainable Healthy Cities Network, including the University of Minnesota, Princeton University, the University of Texas at Austin, and other partners.

**Council updates long-range regional forecasts.** Long-range forecasts of population and employment provide a shared foundation for coordinated regional and local planning, systems, and services in the Twin Cities region. Council staff prepare a major update of local forecasts at least once per decade, at the start of each decennial planning cycle. Staff update the regional forecast more frequently. In 2021, staff updated regional forecasts, with population and employment forecasts extending to 2050 for the first time.

The population of the seven-county metro area is forecast to reach 4,001,000 in 2050, up from 3,163,000 in 2020. Employment is forecast at 2,175,000 compared with 1,549,000 in 2020. This growth

is expected to be steady in the coming decades. From 2020 to 2050, the region's population of people 75 years and older will double. The forecasted population of just over 4 million in 2050 will be 56% White; 17% Black; 17% Asian and other groups; and 10% Latino.

The Council will next update regional household forecasts and local population, household, and employment forecasts in 2022.

**Community Development Research Team disseminates, interprets initial data released from Census 2020.** The Twin Cities region's population gained 314,000 residents over the last decade, bringing the total population to 3.16 million in 2020. These numbers came from the redistricting files released by the U.S. Census Bureau in August 2021, the first information to be shared from the decennial effort held in 2020. The data show two main trends: 1) significant population growth occurred in both urban center cities and suburban edge cities, and 2) diversity by race and ethnicity has grown throughout the region. Community Development researchers quickly built an online, interactive tool for stakeholders to explore the local population and housing counts at all levels of geography available (cities, towns, census tracts, and block groups). Information on population growth and change between 2010 and 2020 was also mailed directly to local jurisdictions.

Researchers will continue to present findings to key audiences, provide technical assistance for the Census Count Question Resolution program's duration, and update online tools and findings upon subsequent data releases, expected later in 2022.

**New data resources for supporting people-centered, place-based equity.** Community Development researchers published a new data resource, "Equity Considerations for Place-Based Advocacy and Decision-Making in the Twin Cities Region" in March. The dataset, which pulls together over 30 sources and includes over 300 fields, provides a balanced data profile of both people and place to support a more holistic understanding of the region's neighborhoods, by census tracts, and community engagement opportunities.

This work replaces the Council's analysis of areas of concentrated poverty, which had been published since 2015. The data is intentionally disaggregated by race and ethnicity wherever possible. It includes population counts within 55 cultural communities, brings historical data forward, and compiles data across a range of topics, such as housing, transportation, land use, and the built and natural environment. Research staff have leveraged this work to encourage more people-centered equity metrics in regional policy and systems plans.

Equity Considerations data and programming/technical assistance remain ongoing.

**Generalized Land Use Inventory published in 2020, completing five-year update.** Conducted about every five years since the 1970s, the Generalized Land Use Inventory uses aerial photography, county and assessor information, building permits, and internet searches to collect consistent and comprehensive information about the region's land use. A snapshot in time, the inventory is nonetheless essential for identifying land use trends, forecasting, and long-range planning.

For the first time since 2005, land consumption increased – mostly due to residential development, though Community Development researchers note that density is trending upward, with more people and housing supported on an overall smaller footprint. Residential development, mostly single-family homes, occupied about 25% of the region's 1.9 million acres in 2020. Just over half the Twin Cities' acres are agricultural or undeveloped, including 10% of land used for parks, recreation, and open space. The region has added more than 10,000 acres of park land since 2016. Green spaces are a resource critical to clean air, reduction of erosion and runoff, and habitat for animals.



**Livable Communities Act: Supporting connected development, brownfield cleanup, and affordable housing.** The Livable Communities program is a voluntary, incentive-based approach to help communities invest in economic development and housing choices and promote connections between transportation options and land use. When the 2021 funding cycle is complete, the Council will have awarded more than \$27 million in competitive Livable Communities grant funding to local governments, with a large focus in 2021 on creating and preserving affordable housing. Funding highlights:

- **Contaminated Site Cleanup** – The Council awarded nearly \$6 million to help investigate, assess, and clean up contamination for redevelopment projects that will improve the tax base and add jobs or affordable housing to communities participating in the Livable Communities program. The 24 grants to 7 communities are expected to clean up 76 acres, create or retain at least 400 jobs, and produce 1,343 affordable housing units, among other benefits.
- **Predevelopment Grants** – The Council awarded grants to 3 cities totaling \$477,500 for planning, analysis, design, and engagement activities to support and prepare for successful development of 5 projects.
- **Affordable Housing** – The Council set aside a record amount, \$8 million, for the Local Housing Incentives Account, which funds the creation and preservation of rental and homeownership opportunities to households with moderate and low incomes. Grants are expected to be awarded in February 2022.
- **Demonstrating Connected Land Uses** – The Council allocated \$9 million to create connected, mixed-use development. Grants are expected to be awarded in late January 2022.
- **Transit-oriented Development** – The Council allocated \$4 million to support transit-oriented development. Grants are expected to be awarded in late January 2022.

## **Access to Regional Parks and Open Spaces**

**Second round of parks equity grants.** The Metropolitan Council awarded a total of just over \$2 million to the 10 regional park implementing agencies for 23 projects designed to advance equity in the regional parks system. The grants went to both programming and capital projects, and sometimes a combination of the two. Examples include a new parks community outreach position in Washington County, nature-based wellness programming in Scott County, and an exhibit plan for the Saint Paul Wakan Tipi Center at Bruce Vento Nature Sanctuary. The Council committed to creating and funding a regional parks competitive equity grant program in the 2040 Regional Parks Policy Plan. Grant proposals were evaluated by a committee comprising members of the Metropolitan Parks and Open Space Commission, the Council's Equity Advisory Committee, and implementing agency staff.

**Assisting in regional park acquisition and development.** The regional parks system received more than \$3 million in Environment and Natural Resource Trust Fund monies to aid in critical land acquisitions throughout the system. The Council matches this funding source, along with state Parks and Trails Legacy funding, with \$2 for every \$3 we receive from the state.

**Local plan reviews.** Council staff in the regional parks unit reviewed scores of implementing agency park and trail master plans and master plan amendments, environmental reviews, local comprehensive plans, and other documents from our partners to ensure consistency with the 2040 Regional Parks Plan as required by state law.

**Youth and parks study concludes.** The Council published its findings from groundbreaking research on youth use of regional parks and barriers to that use. The findings are based on a collaboration among a multigenerational Council research team, regional park agencies, and youth researchers, youth participants, and supportive adults from youth-serving organizations. See more, below, in Major Studies and Their Recommendations (page 13).

**2021 Park and Trail Visitor Study.** The Metropolitan Council conducts this survey of park and trail users at a variety of different metro area parks and trails about every five years. The survey asks visitors about their reasons for visiting, activities they participated in at the site, how they got to the site, and demographic information. The results help inform parks planning, policy, and management; help evaluate and strengthen equitable usage of regional parks and trails; and update data to help determine where funding goes for regional parks and trails. The Council hired Wilder Research to carry out the data collection; a report on the findings is expected in 2022.

**Building awareness of the regional parks.** The Council's regional parks and communications staff completed the Regional Parks System Communication and Marketing Study in partnership with our 10 regional park implementing agencies. This study provides insights into how we can better work together to raise awareness of the opportunities the regional parks system provides the residents of our region, particularly those not currently aware of our opportunities.

## **Water Quality and Sustainable Wastewater Treatment**

**Providing uninterrupted 24/7 service throughout the pandemic.** Metropolitan Council Environmental Services division works 24 hours a day, 7 days a week, 365 days a year to protect public health and the environment. We collect and treat about 250 million gallons of wastewater from the region's homes, businesses, and institutions daily and return the cleaned water to the environment. Since the outset of the pandemic, we have carefully implemented and adjusted plans to protect the health of our employees while ensuring operational success.

**Strong revenue performance during the pandemic.** In 2020, Environmental Services lowered its proposed increase of 4% in the 2021 municipal wastewater charge to just 2% in anticipation of significant customer budget challenges. Despite the ongoing pandemic, the region has shown resilience that allowed customer communities to meet their responsibilities to cover the cost of providing essential wastewater services. We saw the strong residential development trends of the past three to five years continue; the region also enjoyed a significant rebound in commercial activity after declines in 2020. In 2022, we expect continued stability in the region and plan a 4% increase in municipal wastewater charges for 2023.

**Expanding wastewater service to the city of Loretto in September 2021.** For more than a decade, Environmental Services worked with stakeholders on a plan to expand the regional wastewater system to the city of Loretto. This plan was expedited following an "impaired water" citation from the Minnesota Pollution Control Agency related to excess phosphorus being discharged from the local Loretto wastewater facility. Using existing local infrastructure, Environmental Services began providing needed service to Loretto while protecting local water quality.

**Replacing the Hastings Wastewater Treatment Plant.** The Council has nearly completed the complex planning phase to relocate the Hastings Wastewater Treatment Plant. The facility needs to be replaced because significant plant upgrades – required to handle future growth and potential regulatory changes – are not feasible at the present site along the St. Croix River abutting downtown Hastings.

The current plant opened in 1955. For the last 30 years, our Environmental Services division has operated the plant in perfect compliance with its federal clean water discharge permits – one of the best records in the nation. The new plant, proposed to be located about two miles southeast of the current plant, will have the capacity to treat 10 million gallons of wastewater daily, allowing for significant regional growth over today's 2.34 million gallon daily capacity. It is projected to open for service in 2027.

**Tracking COVID-19 in wastewater.** Research scientists at the Metropolitan Wastewater Treatment Plant in Saint Paul continued to monitor levels of the SARS-CoV-2 viral material entering the plant in wastewater, now including the newest variant, Omicron, in its study. Sewage emerged in 2020 as an important indicator of the prevalence of the virus among the population the wastewater system serves, often before community testing shows the same trends. The Council partners with the University of Minnesota Genomics Center on the research.

**2050 Water Resources Policy Plan development in progress.** The Council has begun work to update the 2040 Water Resources Policy Plan, which integrates planning for wastewater services, water supply, and surface water management to ensure sustainable water resources in the region. In 2021, the Council formed and began working with an advisory group that includes watershed administrators, public works directors, city engineers, and others involved in water resource management. The advisory group will be responsible for advising Environmental Services staff on the process to develop the 2050 Water Resources Policy Plan and associated outreach activities as well as on the proposed content for the new plan. The water resources plan is one of four system plans the Council is required under state law to develop and update to ensure the orderly economic growth of the region.

**Monitoring water quality in the region.** The Council and its partners maintain a robust program to assess and monitor the water quality of more than 170 lakes, 20 streams, and 14 sites on the four largest rivers in the region. The primary goals of the program are to assess, protect, and improve water quality, to quantify the impacts of point and nonpoint sources of pollution, and to measure the effectiveness of our regional wastewater treatment system at protecting water quality in the rivers. In 2021, the Council introduced new technology to assist our lake partners to electronically enter field data directly into our databases, and new technology that will improve data quality at our river monitoring sites.

**Shaping the next Priority Waters List.** Since 1982 the Council has developed and maintained a Priority Lakes List to help prioritize staff and financial investments in the monitoring, protection, and restoration of water quality in the region's lakes. In 2021, staff engaged stakeholders to expand the list to include rivers and streams and to develop the criteria with which waterbodies will be prioritized. In early 2022, staff launched a website to get feedback on the proposed criteria, which include drinking water protection, recreation and tourism, healthy habitat, tranquil connection, equity, industry and utility, and science and education. The new list will be published in 2022.

**Clarifying planning requirements for local governments.** Under state law, local governments in the seven-county metro area are required to develop a local surface water management plan along with their comprehensive land use plan. In 2021, Council staff began an effort with the Board of Water and Soil Resources, watershed organizations, and communities in the metro area to better coordinate and clarify the requirements for these local surface water management plans.

**Planning for a water-plentiful future.** Council water supply planning staff coordinated development of a 2022 report from the Metropolitan Area Water Supply Advisory Committee to the Minnesota Legislature. Staff held a series of meetings with officials from local water utilities, watershed organizations, state agencies, and other stakeholders to develop recommendations to maintain a safe, sustainable water supply across jurisdictional boundaries in the seven-county metro area. The report will set goals in four focus areas: water quality, land use and water supply connections, understanding and managing surface water interactions, and water supply infrastructure. The report is meant to inform the range of legislation, policies, and plans developed at the state and regional level.



**National award for water conservation collaboration.** The Environmental Protection Agency bestowed a 2021 WaterSense Excellence Award on the Council's Environmental Services division. The award recognizes two collaborative programs that help consumers and businesses save water, despite the challenges and disruptions of the COVID-19 pandemic. Since 2019, the Water Efficiency Grant Program provided grants to 38 metro communities to fund the replacement of toilets, irrigation controllers, and spray sprinkler bodies with WaterSense-labeled products. Local matching grants were required. The ongoing Turfgrass Irrigation Efficiency Project, a collaboration with the University of Minnesota Turfgrass Science Program, provides site assessments, research, and demonstration projects focused on smart irrigation practices.

## Policy Plans

The Metropolitan Council did not adopt any updated policy plans or amend any existing policy plans in 2021.

## Major Reports and their Recommendations

### Twin Cities Highway Mobility Needs Analysis

The Council and the Minnesota Department of Transportation (MnDOT) conducted the Twin Cities Highway Mobility Needs Analysis to establish a performance measure for highway mobility in the region and to recommend a performance target to establish the investment need through year 2040. The report:

- Documented the cost of congestion to the region (at least \$2.6 billion annually).
- Recommended that MnDOT and the Council develop a measure using traveler delay per capita to quantify MnDOT's 20-year Twin Cities highway mobility investment need. This would be supported by a series of outcome measures – job accessibility, travel time cost savings, freight bottlenecks improved, and greenhouse gas emissions – to gauge the societal and economic impacts at each investment level.
- Considered a series of investment scenarios to evaluate the region's highway mobility performance over the next 20 years.

The analysis recommends that MnDOT and the Council target an annual performance of 40 hours of delay per person. This provides an improvement over existing conditions of 42 hours of delay per person and a significant benefit compared to current investment direction of 56 hours of delay per person. The outcome of this investment level includes:

- Job accessibility increase of 180,000+ jobs per resident
- Annual travel time cost savings of \$800 per household
- Freight bottlenecks improved at 95% of locations
- Greenhouse gas emissions not found to be meaningfully impacted (further analysis of this area is planned in 2022)

[Read an executive summary of the Twin Cities Highway Mobility Needs Analysis.](#)

[Read the full report.](#)

### Development Trends Along Transit: 2021

The success of a region depends in part on the quality of its connections. Together, robust high frequency transit and transit-oriented development (TOD) efficiently tie housing, jobs, shopping, and more. Recognizing this, Metro Transit's TOD office studied the patterns of permitted and planned developments in the Twin Cities, with a focus on those developments along high-frequency transit.

A preliminary analysis of the impact of the COVID-19 pandemic on regional development indicates that there was a reduction in both permitted developments and construction throughout the 7-county area. However, data indicate that construction activity has been increasing, with a significant recovery in the second quarter of 2021. Construction is recovering both regionally and in areas served by high-frequency transit, with the share of apartments being constructed near high-frequency transit outpacing the region generally.

This report reveals that \$15 billion in development has been permitted along high-frequency transit between 2003 and 2020, including:

- 41% of the region's multifamily development by permit value
- 39,200 multifamily units – 61% of these units are near LRT, 40% are near BRT, and 30% are served by high-frequency local bus routes
- 39% of the region's commercial development
- 28% of the region's public and institutional development
- 7% of the region's industrial development

A further \$9.5 billion in development is planned along high-frequency transit, representing 67% of the currently planned development for the region. This new development will add another 35,200 multifamily units, more than doubling the number of residences with immediate access to high-frequency transit.

[Read the full report.](#)

## **2021 Annual Service Equity Evaluation**

In 2020, Metro Transit experienced unprecedented shocks to its service delivery resulting from the COVID-19 pandemic and civil unrest following the death of George Floyd in May. Ridership demand patterns were disrupted by the pandemic response (Governor executive orders, public health guidance) and Metro Transit introduced new operational requirements (such as enhanced cleaning protocols and capacity limits). In response, service levels were adjusted several times throughout the year to keep pace.

Metro Transit is committed to delivering transit service that supports the Metropolitan Council's Thrive Equity outcome. To improve transparency of service-related decisions, the agency has committed to producing an annual report assessing service equity. The first annual report, which reflects schedule and performance data from fall 2020, contains four main components:

- A description of service changes implemented throughout the COVID-19 pandemic
- A summary of ridership trends throughout the COVID-19 pandemic
- Results of the formal Title VI service equity analysis of 2020 service changes
- Description of the context and methods for disaggregating service-related metrics by race
- Summaries of new service-related equity metrics and results, which will form the core of future annual Service Equity Evaluations

Measures analyzed included service availability, access to frequent service, access to all-day service, job accessibility, and several others. The results found that BIPOC residents, and Black and Native American/American Indian residents specifically, living near transit service have greater access than the regional average of all races. In addition, service reductions implemented as a result of the pandemic (comparing September 2020 to September 2019, and September 2020 to June 2020) had a greater negative impact on white and higher income residents.

[Read the Annual Service Equity Evaluation draft \(August 2021\).](#)

### **Adventure Close to Home: Connecting Youth to the Regional Park System**

The system of regional parks and trails in the Twin Cities region protects valuable natural resources, preserves wildlife habitat, and offers opportunities to enjoy nature close to home. Connecting teens with these outdoor experiences contributes to a healthy, equitable region and offers an opportunity to strengthen support for the regional park system in the future.

The Council's youth and parks research created an in-depth analysis of ways to connect teens with the outdoors to promote racial equity, health and wellness, and resident engagement with the regional park system. We collaborated with youth-serving organizations, youth ages 14 to 20, and park implementing agencies.

The findings offer insights about removal of barriers to outdoor access, desired activities and experiences for teens, inclusive park design, and youth-inclusive engagement. Council Chair Charlie Zelle shared highlights of the report with the Governor's Children's Cabinet. The work has had impact on grant and programming design as well as policy and long-range planning discussions in the region and with park implementing agencies, at the Department of Natural Resources, in Greater Minnesota, and with outdoor-related nonprofit organizations.

[Read the full report, a literature review, and toolkit.](#)

### **2022 Legislative Program**

The Council's legislative proposals for the 2022 session are still under development as of Jan. 1, 2022. We are working with the governor's office and the state departments on proposals regarding bonding, policy issues, and statutory housekeeping matters.



## Summary: Amended 2021 Council Budget

The Metropolitan Council submitted its [2021 Unified Budget](#) to the Minnesota Legislature in January 2021. That budget contains detailed budget information and a general description of the Council's 2021 work program and meets state reporting requirements. Following is a high-level summary of the 2021 operating budget.

### 2021 Budget Expenditures

Transportation	548,609,000
Debt Service	205,354,000
Pass-through Funds	166,868,000
Environmental Services	136,832,000
Planning and Administration	97,832,000
Other Post-Employment Benefits	13,663,000
Total	1,169,158,000

### 2021 Budget Revenues

State Funds	312,238,000
Wastewater Fees and SAC	255,848,000
Federal Funds	156,206,000
Transit Fares	46,668,000
Property Taxes	88,739,000
Other	61,603,000
Total	921,302,000

*Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2021, we used reserves to account for the difference in revenues and expenditures.*

## Summary: Adopted 2022 Council Budget

The Metropolitan Council's [2022 Unified Budget](#) was submitted to the Minnesota Legislature in January 2022. It contains detailed budget information and a general description of the Council's work program in 2022 and meets state budget reporting requirements. Following is a high-level summary of the 2022 adopted budget.

### 2022 Budget Expenditures

Transportation	596,681,000
Debt Service	192,448,000
Environmental Services	143,601,000
Pass-through Funds	170,961,000
Planning and Administration	105,488,000
Other Post-Employment Benefits	14,728,000
Total	1,223,907,000

### 2022 Budget Revenues

State Funds	460,672,000
Wastewater Fees and SAC	265,256,000
Federal Funds	196,098,000
Transit Fares	65,669,000
Property Taxes	90,514,000
Other	53,895,000
Total	1,132,104,000



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## Appendix A - Referrals

### Airport Capital Improvement Program

#### Review Title

2021–2027 Capital Improvement Program  
Assessment of Environmental Effects (AOEE)

Total reviews: 1

#### Applicant

Metropolitan Airports  
Commission

#### Review Number

22501-1

### Alternative Urban Areawide Review

#### Review Title

Lake Elmo Village Area AUAR Update  
Final AUAR: Rich Valley Golf Club Redevelopment  
Final AUAR and Mitigation Plan: Upper Harbor Terminal  
Draft AUAR Update: Brooklyn Park Gateway  
Rich Valley Golf Club Redevelopment  
Burnsville Center Village Area  
Draft AUAR and Mitigation Plan: Upper Harbor Terminal  
Burnsville Center Village Area Draft AUAR  
Minnesota Vikings Headquarters & Mixed-Use Development  
Upper Harbor Terminal  
Opus Study Area AUAR - Final

Total reviews: 11

#### Applicant

Lake Elmo  
Rosemount  
Minneapolis  
Brooklyn Park  
Rosemount  
Burnsville  
Minneapolis  
Burnsville  
Eagan  
Minneapolis  
Minnetonka

#### Review Number

20393-5  
22581-2  
22537-3  
20561-5  
22581-1  
22564-2  
22537-2  
22564-1  
21514-4  
22537-1  
22503-2

### Comprehensive Plan Amendments

#### Review Title

Addition of Mixed Use High Residential Land Use Designation  
Gravel Mining Area: Evanswood Residential Text Amendment  
Mixed Use Text Change  
Grand/Exchange Mixed Use Area  
Three Points Mixed Use Area  
Rich Valley Golf Course  
United Christian Academy  
Land Use/Transportation Text Change  
Rivers of Life Memory Care Residence  
Minnetonka & Highway 100 parcel  
Lynwood Subdivision  
Annexation Amendment  
Burnsville Center Village  
Saturday Properties  
Shores of Marsh Lake  
Aster Landing

Total Reviews: 115

#### Applicant

Hastings  
Maple Grove  
Mounds View  
South St. Paul  
Mound  
Rosemount  
Lakeville  
Oak Park Heights  
Eagan  
St. Louis Park  
Ramsey  
Hamburg  
Burnsville  
Vadnais Heights  
Victoria  
Woodbury

#### Review Number

22299-2  
21999-3  
22396-2  
22398-2  
21916-2  
22286-6  
22077-6  
22079-2  
22062-13  
22095-9  
21819-2  
22097-2  
21907-5  
22173-4  
21975-3  
22080-3



Applewood Pointe	Blaine	21902-6
MWF Properties: Emagine Site	Eagan	22062-11
HDR Text Amendment	Eagan	22062-12
Land Use Corrections	Corcoran	21983-3
Adelmann Property	Lakeville	22077-4
Ruddle Property	Lakeville	22077-5
Dundee Nursery Mixed Use Redevelopment	Plymouth	21855-4
17944 Revere Way	Prior Lake	22282-3
UMore Park Mixed Use Residential	Rosemount	22286-5
Fitzgerald Park	St. Paul	21918-2
Frogtown Small Area Plan	St. Paul	21918-3
Gold Line Station Area Plans	St. Paul	21918-4
Hamline Station Area Plan	St. Paul	21918-5
Highland Park Neighborhood Plan	St. Paul	21918-6
Macalester Groveland Neighborhood Plan	St. Paul	21918-7
Union Park Neighborhood Plan	St. Paul	21918-8
Victoria Station Area Plan	St. Paul	21918-9
Western Station Area Plan	St. Paul	21918-10
Pedestrian Plan	St. Paul	21918-11
3225 E. Minnehaha Parkway	Minneapolis	22166-5
9201 Old Cedar Ave.	Bloomington	21953-8
General Land Use Adjustments	Orono	22055-7
11524 Excelsior Boulevard	Hopkins	22094-2
Inclusionary Housing Policy	Eden Prairie	21978-6
Rachel Development	Inver Grove Heights	21996-8
PCTHS Building Co.	Coon Rapids	21880-6
Vita Attiva Development	Farmington	22086-5
Vista Prairie Senior Housing	St. Francis	22287-2
Rustic Roots Winery CPA	Scandia	21979-2
Waterford Additions	Waconia	22018-7
Dakota Meadows	Farmington	22086-3
Rosewood Commons	Rosemount	22286-3
Development Staging	Prior Lake	22282-2
Mixed Use Regional Density Increase Flexibility	New Brighton	22061-4
Lindstrom Estate	Minnetrista	21758-4
SMC Real Estate	Coon Rapids	21880-5
Hollydale	Plymouth	21855-3

River's Edge Townhomes	Farmington	22086-4
Arris Apartments	Blaine	21902-5
Lexington Meadows Apartments	Blaine	21902-4
601 Industrial Blvd West	Waconia	22018-6
Mixed Use Changes	Burnsville	21907-4
Rise On 7 Development	St. Louis Park	22095-8
Hinton Woods	Cottage Grove	22236-2
Greenway Apartments	Minneapolis	22166-4
Robert Trail South Amendments, Project Osprey & Map Corrections	Rosemount	22286-4
Text and Density Amendments	Shakopee	22004-3
Golden Valley Country Club	Golden Valley	21988-3
Transportation Plan Updates	Dakota Co.	21927-3
Walser Toyota	Bloomington	21953-7
United Properties-Boulder Lakes	Eagan	22062-10
Brookside Construction	Coon Rapids	21880-4
Robinson Drive Development	Coon Rapids	21880-3
Urban Residential Low Text Amendment	Andover	22301-3
Groveland Village	Blaine	21902-2
Kami Addition	Burnsville	21907-2
Cordelia Development	Lakeville	22077-3
Pulte Homes	Victoria	21975-2
Orono Crossings	Orono	22055-6
The Fields	Waconia	22018-5
Harpers Landing	Blaine	21902-3
The Holy Christian Church	Eagan	22062-9
Ristau Property	Coates	22175-2
Residential Density Updates	Burnsville	21907-3
Ag Preserve Amendment	Greenfield	21991-2
Vierling Dr. and Taylor St.	Shakopee	22004-2
M/I Homes	Inver Grove Heights	21996-7
Corrections to Future Land Use Map and Tables	Long Lake	22276-2
Old Cedar Apartments	Bloomington	21953-6
West Lake Elmo MUSA Planning Area	Lake Elmo	22215-5
Lyndale Avenue Strategy Text Amendment	Bloomington	21953-5
Mission Ponds	Plymouth	21855-2
135 Orchard Road	Orono	22055-3
2021 Sanitary Sewer Ext. Project – Meadows at Hugo Development	Hugo	21932-3

7th and Bunker Development	Andover	22301-4
MUSA Expansion	Orono	22055-5
Addendum to Weston Woods	Medina	21831-4
Trail Amendment	Orono	22055-4
Medium Density Residential Text Amendment	Bloomington	21953-4
The Enclave at McCarrons Lake	Roseville	21879-3
Avery Park	Maple Grove	21999-2
Smith Property	Forest Lake	22270-4
Orchard Park	Waconia	22018-4
Holasek Parcel	Andover	22301-2
Land Use and Density Range	Rogers	22296-2
Thurmes	Denmark Twp.	22240-2
Paradise Partners	Waconia	22018-3
Redstone - MUSA Expansion	Lakeville	22077-2
Texa-Tonka Apartments	St. Louis Park	22095-7
4000 Enchanted Lane	Minnetrista	21758-3
Kettle Park Apartments	Eagan	22062-8
Headwaters 123	Forest Lake	22270-3
Swift Transportation	Inver Grove Heights	21996-6
Historic Walker Lake District / Mixed Use	St. Louis Park	22095-6
Emerald Isle	Rosemount	22286-2
Hosanna Karen Baptist Church	Maplewood	22007-5
Academy of the Whole Learning	Golden Valley	21988-2
Land Use Map Error Corrections	New Brighton	22061-2
Allina Transportation Hub	Minneapolis	22166-3

## Comprehensive Plan Update

Review Title
Shoreview 2040 Comprehensive Plan Update
North Oaks 2040 Comprehensive Plan Update
Robbinsdale 2040 Comprehensive Plan Update
Anoka 2040 Comprehensive Plan Update
Ham Lake 2040 Comprehensive Plan Update
Grant 2040 Comprehensive Plan Update
Lexington 2040 Comprehensive Plan Update
Champlin 2040 Comprehensive Plan Update
Birchwood Village 2040 Comprehensive Plan Update
Elko New Market 2040 Comprehensive Plan Update

## Total Reviews: 12

Applicant	Review Number
Shoreview	22168-1
North Oaks	21796-1
Robbinsdale	22039-1
Anoka	22306-1
Ham Lake	21863-1
Grant	22413-1
Lexington	22410-1
Champlin	22288-1
Birchwood Village	22239-1
Elko New Market	22468-1

Mendota Heights 2040 Comprehensive Plan Update

Savage 2040 Comprehensive Plan Update

### Environmental Assessment

#### Review Title

Trunk Highway 13: Savage to Burnsville and Dakota

Avenue Improvements

Rush Line BRT

### Environmental Assessment Worksheet

#### Review Title

Former Mississippi Dunes Golf Course

Main Stem Lagoon Dredging Project

Blue Stem North Residential Development

Union Stadium Village Development

325 Blake Road Development

Victoria Shores Residential Development

Trott Brook Crossing Project

Evanswood Residential Development

Dayton Park Industrial Center

Central Core Stormwater Project

Wozniak South Residential Development

Schieffer Property Residential Development

Oxboro Lake Maintenance Project

Beltline Station Development

Lexington Waters Residential Development

Minnesota River Greenway, Fort Snelling State Park Segment

Brookshire Residential Development

Burandt Development

South District Trunk Sanitary Sewer

Ryan Property Warehouse and Light Industrial Development

Dundee Nursery Redevelopment

Gertens Greenhouse Expansion

SKB Environmental Industrial Waste Disposal Facility Expansion

Fields of Winslow Cove Residential Development

Ron Olson Construction Proposed Sand and Gravel Mine

Hiawatha Maintenance Facility Expansion

Riverstone South

White Bear Lake High School Expansion Project

Seven Acres

Mendota Heights

Savage

### Total Reviews: 2

#### Applicant

Minnesota Department

of Transportation

Ramsey Co.

### Total Reviews: 31

#### Applicant

Cottage Grove

Golden Valley

Eden Prairie

Minneapolis

Hopkins

Roseville

Ramsey

Maple Grove

Dayton

Crystal

Woodbury

Scott Co.

Bloomington

St. Louis Park

Blaine

Dakota Co.

Lakeville

Woodbury

MN Pollution Control Agency

Lakeville

Plymouth

Denmark Twp.

Rosemount

Andover

San Francisco Twp.

Minneapolis

Ramsey

White Bear Lake

Prior Lake

22395-1

22423-1

#### Review Number

22569-1

22562-1

#### Review Number

22704-1

22705-1

22703-1

22696-1

22695-1

22694-1

22692-1

22647-1

22615-1

22605-1

22589-1

22590-1

22588-1

22583-1

22582-1

22570-1

22567-1

22560-1

22555-1

22553-1

22546-1

22544-1

22543-1

22541-1

22536-1

22534-1

22532-1

22530-1

22525-1



Hentges Industrial Park  
 Vermillion River Aquatic Management Area:  
 Stream Bank Stabilization

### Environmental Impact Statement

Review Title  
 Sanitary Landfill FSEIS  
 Burnsville Sanitary Landfill Expansion Project

### Housing Bond Program

Review Title  
 The Crest Apartments Project  
 Fire Station One Project  
 The Hollows Apartments Project  
 Malcolm Yards Affordable Housing Project  
 Lyngblomsten at Lino Lakes, LLC  
 PHS Apple Valley Senior Housing, Inc.  
 The Quill  
 West River Road North Project  
 Lincoln Place and Vadnais Highlands Housing Project  
 Harbor at Twin Lakes  
 PHS Highland Park Project  
 8012 Old Cedar Avenue South  
 Raspberry Ridge II  
 Loring Towers Apartments  
 Stonehouse Square Apartments Project  
 Shakopee Housing Partners, LP  
 West Broadway West Building Project  
 Bren Road Station  
 New Harmony Care Center Project  
 Wilder Square Apartments Project  
 Wilder Square Apartments Project  
 Fridley Station Village—Ursa Project  
 Legacy Commons at Signal Hills Project  
 Hilltop at Signal Hills Project

### National Pollutant Discharge Elimination System Permit

Review Title  
 Notice of Intent to Reissue Coverage Under a General Permit  
 Notice of Intent to Reissue Coverage Under a General Permit  
 Notice of Intent to Reissue Coverage Under a General Permit

Shakopee 22523-1  
 Minnesota Department  
 of Natural Resources 22521-1

### Total Reviews: 2

Applicant	Review Number
MN Pollution Control Agency	22568-2
MN Pollution Control Agency	22568-1

### Total Reviews: 24

Applicant	Review Number
Brooklyn Center	22700-1
Minneapolis	22699-1
St. Paul	22697-1
Minneapolis	22688-1
Lino Lakes	22592-1
Apple Valley	22604-1
Dakota Co.	22593-1
Hennepin Co.	22591-1
Mahtomedi	22584-1
Roseville	22556-1
St. Paul	22561-1
Bloomington	22558-1
Hopkins	22552-1
Hennepin Co.	22545-1
Hennepin Co.	22443-1
Shakopee	22540-1
Minneapolis	22535-1
Minnetonka	22531-1
Hampton	22538-1
St. Paul	22517-1
Ramsey Co.	22518-1
Fridley	22512-1
Dakota Co.	22505-1
Dakota Co.	22506-1

### Total Reviews: 105

Applicant	Review Number
MN Pollution Control Agency	22713-1
MN Pollution Control Agency	22715-1
MN Pollution Control Agency	22716-1

[illegible]



Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22622-1
Intent to Reissue NPDES and SDS MS4 General Permit to City of Lilydale, MNR040000	MN Pollution Control Agency	22596-1
Intent to Reissue NPDES and SDS MS4 General Permit to City of Blaine, MNR040000	MN Pollution Control Agency	22597-1
Intent to Reissue NPDES and SDS MS4 General Permit to City of Mendota, MNR040000	MN Pollution Control Agency	22598-1
Public Notice of Intent to Reissue Coverage Under a General Permit MS4	MN Pollution Control Agency	22599-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22601-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22603-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22611-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22612-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22613-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22614-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22606-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22607-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22608-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22609-1
Notice of Intent to Reissue Coverage Under a General Permit	MN Pollution Control Agency	22610-1
Intent to Reissue Coverage Under NPDES and SDS MS4 General Permit MNR040000	MN Pollution Control Agency	22571-1
Intent to Reissue Coverage Under NPDES and SDS MS4 General Permit MNR040000	Dakota Co.	22572-1
Intent to Reissue Coverage Under NPDES and SDS MS4 General Permit MNR040000 to Coon Creek Watershed District	MN Pollution Control Agency	22574-1
Intent to Reissue Coverage Under NPDES and SDS MS4 General Permit MNR040000 to Arden Hills	MN Pollution Control Agency	22575-1
Intent to Reissue Coverage Under NPDES and SDS MS4 General Permit MNR040000 to Anoka	MN Pollution Control Agency	22576-1
Intent to Reissue Coverage Under NPDES and SDS MS4 General Permit MNR040000 to Minnesota Correctional Facility - Lino Lakes	MN Pollution Control Agency	22577-1
Intent to Reissue Coverage Under NPDES and SDS MS4 General Permit MNR040000 to Maple Grove	MN Pollution Control Agency	22578-1
Intent to Reissue Coverage Under NPDES and SDS MS4 General Permit MNR040000 to Maple Plain	MN Pollution Control Agency	22579-1
Draft NPDES and SDS Permit to Bunker Hills Regional Park WWTP; For permit number MN0071595	MN Pollution Control Agency	22548-1
Intent to Reissue NPDES and SDS permit to Hennepin County Energy Center	MN Pollution Control Agency	22547-1
Intent to Reissue NPDES/SDS Permit to Anchor Glass Container Corp, Shakopee	MN Pollution Control Agency	22528-1
Intent to Reissue NPDES and SDS Permit to Metropolitan Council Rogers Wastewater Treatment Facility, Rogers	MN Pollution Control Agency	22533-1

## Power Utility Environmental Review

### Review Title

Intent to Issue Air Emission Permit to Dakota County –

Hastings Campus

Intent to Issue Air Emission Permit to University of MN - Twin Cities

Public Notice of intent to issue Air Permit

Intent to Reissue Air Emission Permit to Xcel Energy –  
High Bridge Combined Cycle Plant

Intent to Issue Air Emission Permit to Dakota Aggregates –  
UMore Park Facility

Intent to Modify Air Emission Permit to 3M - R and D Facility

Intent to Modify Air Emission Permit to Spectro Alloys Corp

Intent to Issue Air Emission Permit for Bulk Silos

Intent to Issue Air Emission Permit to  
Saint Paul Regional Water Services McCarron WTP

Intent to Modify Air Emission Permit to Ceramic Industrial Coatings

## Watershed Plan

### Review Title

Carnelian-Marine-St.Croix Watershed Management Plan

2022-2031 90-day draft Watershed Management Plan

2022-2031 Watershed Management Plan and Rule Revision

2021–2030 Watershed Management Plan

DRAFT LRRWMO 2021-2031 Watershed Management Plan

NMCWD Proposed Rule Revisions

Elm Creek Minor Plan Amendment

Shingle Creek and West Mississippi Watershed  
Management Minor Plan Amendment

2022-2031 Comfort Lake-Forest Lake Watershed District Plan

Minor Plan Amendment for the Bassett Creek Watershed  
2015 Watershed Management Plan

Amendment to the Vermillion River Watershed  
JPO Watershed Management Plan

## Well Permit

### Review Title

Wellhead Protection Plan Part 1

## Total Reviews: 10

### Applicant

### Review Number

MN Pollution Control Agency

22706-1

MN Pollution Control Agency

22707-1

MN Pollution Control Agency

22595-1

MN Pollution Control Agency

22587-1

MN Pollution Control Agency

22586-1

MN Pollution Control Agency

22573-1

MN Pollution Control Agency

22559-1

MN Pollution Control Agency

22557-1

MN Pollution Control Agency

22549-1

MN Pollution Control Agency

22551-1

## Total Reviews: 11

### Applicant

### Review Number

Carnelian Marine

St. Croix Watershed District

22712-1

Lower Rum River Watershed  
Management Organization

22566-2

Carnelian Marine St. Croix  
Watershed District

22634-1

Capitol Region  
Watershed District

22452-3

Lower Rum River Watershed  
Management Organization

22566-1

Nine Mile Creek  
Watershed District

21703-3

Elm Creek Watershed  
Management Commission

22563-1

Shingle Creek Watershed  
Management Commission

19849-9

Comfort Lake Forest Lake  
Watershed District

22542-1

Bassett Creek Watershed  
Management Commission

21306-4

Vermillion River Watershed  
Joint Powers Organization

21488-2

## Total Reviews: 1

### Applicant

### Review Number

White Bear Twp.

22702-1



**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED DECEMBER 31, 2020  
IN THOUSANDS**

<b>Federal Grantor/ Pass-Through Agency/ Grant Program Title</b>	<b>Federal CFDA Number</b>	<b>Pass-Through Grant Number</b>	<b>Expenditures</b>	<b>Passed Through to Subrecipients</b>
<b>U.S. Department of Housing and Urban Development</b>				
Direct				
Shelter Plus Care	14.238		<u>801</u>	<u>-</u>
Housing Voucher Cluster				
Section 8 Housing Choice Vouchers	14.871		75,830	-
COVID-19 Section 8 Housing Choice Vouchers	14.871		<u>7,105</u>	<u>-</u>
<b>Total CFDA #14.871</b>			<u>82,935</u>	<u>-</u>
Mainstream Vouchers	14.879		969	-
COVID-19 Mainstream Vouchers	14.879		<u>25</u>	<u>-</u>
<b>Total CFDA #14.879</b>			<u>994</u>	<u>-</u>
Passed through City of Minneapolis, Minnesota				
Housing Opportunities for Persons with Aids	14.241	C-01208	246	-
Housing Opportunities for Persons with Aids	14.241	C-02454	<u>335</u>	<u>-</u>
<b>Total CFDA #14.241</b>			<u>581</u>	<u>-</u>
<b>Total U. S. Department of Housing and Urban Development</b>			<u>85,311</u>	<u>-</u>
<b>U.S. Department of Labor</b>				
Passed Through Minnesota Department of Employment and Economic Development				
H-1B Job Training Grants	17.268	METRO02018MAI #144526	<u>555</u>	<u>-</u>
<b>U.S. Department of Transportation</b>				
Direct				
Federal Transit Administration				
Federal Transit Cluster				
Federal Transit Capital Investment Grants	20.500		<u>49,197</u>	<u>161</u>
Federal Transit Formula Grants	20.507		55,384	4,124
COVID-19 Federal Transit Formula Grants	20.507		<u>197,111</u>	<u>12,131</u>
<b>Total CFDA #20.507</b>			<u>252,495</u>	<u>16,255</u>
State of Good Repair Grants Program	20.525		<u>8,506</u>	<u>-</u>
Buses and Bus Facilities Formula, Competitive, and Low or No Emmissions Programs	20.526		<u>16,695</u>	<u>-</u>
Passed Through Minnesota Department of Transportation				
Highway Planning and Construction Cluster				
Highway Planning and Construction	20.205	1031849	35	-
Highway Planning and Construction	20.205	1035526	5,306	50
Highway Planning and Construction	20.205	1029618	<u>152</u>	<u>-</u>
<b>Total CFDA #20.205</b>			<u>5,493</u>	<u>50</u>

The notes to the Schedule of Expenditures of Federal Awards are an integral part of this schedule.

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED DECEMBER 31, 2020  
IN THOUSANDS**

<b>Federal Grantor/ Pass-Through Agency/ Grant Program Title</b>	<b>Federal CFDA Number</b>	<b>Pass-Through Grant Number</b>	<b>Expenditures</b>	<b>Passed Through to Subrecipients</b>
<b>U.S. Department of Transportation</b>				
Passed Through Minnesota Department of Transportation (Continued)				
Formula Grants for Rural Areas and Tribal Transit Program	20.509	1035608	415	-
COVID-19 Formula Grants for Rural Areas and Tribal Transit Program	20.509	1035608 Amd#1	1,183	-
<b>Total CFDA #20.509</b>			<b>1,598</b>	<b>-</b>
Passed Through Operation Lifesaver, Inc. Public Transportation Research	20.514	VA-2019-004-00	5	-
<b>Total U.S. Department of Transportation</b>			<b>333,989</b>	<b>16,466</b>
<b>U.S. Department of the Treasury</b>				
Passed Through Minnesota Management and Budget COVID-19 Coronavirus Relief Fund	21.019	SLT0016	361	-
<b>U.S. Environmental Protection Agency</b>				
Passed Through Minnesota Public Facilities Authority Clean Water State Revolving Fund Cluster Capitalization Grants for Clean Water State Revolving Funds	66.458	MPFA-CWRF-L-O39-FY20	37,894	-
<b>U.S. Department of Homeland Security</b>				
Direct				
Rail and Transit Security Grant Program	97.075		342	-
Passed Through Minnesota Department of Public Safety Homeland Security Grant Program	97.067	A-SHSP-2019-METCOUNC-021	109	-
<b>Total U.S. Department of Homeland Security</b>			<b>451</b>	<b>-</b>
<b>Total Federal Awards</b>			<b>\$ 458,561</b>	<b>\$ 16,466</b>
<b>Totals by Cluster</b>				
Total expenditures for Housing Voucher Cluster			\$ 83,929	
Total expenditures for Federal Transit Cluster			326,893	
Total expenditures for Highway Planning and Construction Cluster			5,493	
Total expenditures for Clean Water State Revolving Fund Cluster			37,894	

The notes to the Schedule of Expenditures of Federal Awards are an integral part of this schedule.

**NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED DECEMBER 31, 2020**

**1. Summary of Significant Accounting Policies**

**A. Reporting Entity**

The Schedule of Expenditures of Federal Awards presents the activities of federal award programs expended by the Metropolitan Council. The Council's reporting entity is defined in Note I.A. to the financial statements.

**B. Basis of Presentation**

The accompanying Schedule of Expenditures of Federal Awards includes the federal grant activity of the Metropolitan Council under programs of the federal government for the year ended December 31, 2020. The information in this schedule is presented in accordance with the requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Because the schedule presents only a selected portion of the operations of the Metropolitan Council, it is not intended to and does not present the financial position, changes in net position, or cash flows of the Metropolitan Council.

Expenditures reported on the schedule are reported on the basis of accounting used by the individual funds of the Metropolitan Council. Governmental funds use the modified accrual basis of accounting. Proprietary funds use the accrual basis. Such expenditures are recognized following, as applicable, either the cost principles contained in OMB Circular A-87, *Cost Principles for State, Local and Indian Tribal Governments*, or the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

**2. De Minimis Cost Rate**

The Metropolitan Council has elected not to use the 10.00 percent de minimis indirect cost rate allowed under the Uniform Guidance.

