

2022 ANNUAL REPORT TO THE LEGISLATURE

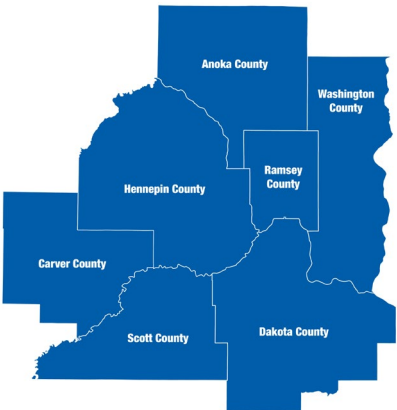


January 13, 2023

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

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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 low- and moderate-income individuals and families. The 17-member Council board is appointed by and serves at the pleasure of the governor.

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About This Report

The 2022 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. More detailed budget and work plan information is included in the Met Council's annual [2022 Unified Budget](#) and 2022 Performance Report (due to the Legislature in June 2023).

2022: Highlights of Met Council Activities

Key cross-divisional initiatives

Laying the groundwork for the 2050 Regional Development Guide. A cross-divisional team engaged Council committees, advisory committees, and staff with the goal of discovering the core values and generating the vision that will guide creation of the [2050 Regional Development Guide](#) in the next two years. The values and vision will be shared with a broad group of stakeholders in early 2023, which will lead to drafting regional goals.

The vision will address regional development issues of growth management, housing, commerce and industry, transportation, parks and open space, and water resources. It will be informed by the [Regional Economic Framework](#) developed in 2020 through a partnership of Greater MSP, the Center for Economic Inclusion, and the Met Council.

Under state law, the Met Council must create a regional development guide every 10 years and policy plans for transportation, water resources, and parks and open space for the seven-county metro area. These plans become the foundation for the next round of local comprehensive land use plans that counties, cities, and townships will create in the second half of the decade.

Engaging youth to shape the future metro region. In 2022, the Met Council laid the groundwork for the Young Leaders Regional Vision and Policy Collaboration. Through the collaboration, we will engage with up to 60 youth, ages 14 to 24, from six youth-serving organizations. The goals of the collaboration are to:

- Foster youth capacity for civic engagement and policy work
- Build Met Council capacity to value youth leadership, expertise, and experience
- Create relevant, credible engagement to understand the future of the region
- Embed equity in the regional development guide vision process
- Widely share youth perspectives and communicate how their ideas were incorporated in the regional development guide

Through a series of workshops and activities the youth will share their perspectives on:

- What is the current reality in the region?
- What values should guide the region into the future?
- What do they want the future to look like, given those values?
- What should we do together to help build that future?

Workshops with each organization, and cross-organization convenings, will occur in the first half of 2023. Results from the collaboration will be presented to Met Council stakeholders and published in the summer.

Council adopts plan to accelerate emissions reduction. Our new Climate Action Work Plan will unify efforts across the Met Council over the next five years to reduce our climate impacts and prepare for a changing climate. The plan defines strategies and actions that will strengthen our ability to plan and deliver services to the region. It is an operational and functional services plan that builds on work we have been doing for two decades. Though it does not include regional climate goals or policies, it will inform the next regional development guide.

The plan is focused on our operations and how we do our work in the face of climate change. It calls for reducing our emissions (mitigation) and adapting our facilities and services to be resilient in the face of climate change (adaptation). This plan directs changes to our operations, infrastructure maintenance and planning, research priorities and methods, service delivery, and stakeholder engagement.

In the plan, we make five overarching commitments. We will:

- Incorporate environmental justice principles as we plan, implement, and evaluate our climate action work.
- Accelerate emissions reductions from our operations to achieve carbon neutrality.
- Accelerate regional emissions reductions through existing and new partnerships.
- Reduce risks and impacts of climate change hazards to our facilities and services.
- Support and collaborate with partners to advance regional climate adaptation efforts.

View the [Climate Action Work Plan](#).

Opportunities for safe, affordable housing

Providing affordable housing in the private market. Metro HRA, the Metropolitan Council's housing and redevelopment authority, processed 82,167 rent payments to 1,800 private landlords in 2022 through the federal Housing Choice Voucher program. The payments are made on behalf of over 7,000 families (18,000 people including 9,500 children), totaling approximately \$76 million in public subsidy to private landlords.

Community Choice Demonstration Program launches in 2022. The U.S. Department of Housing and Urban Development (HUD) awarded Metro HRA, in partnership with the Minneapolis Public Housing Authority, \$5.2 million to assist families with children in moving to low-poverty areas. The program, formally named Community Choice Demonstration, will provide support services to families to encourage and promote success in new neighborhoods.

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. Program enrollment began in September 2022.

Metro HRA awarded new housing vouchers. HUD awarded the Metro HRA new federal housing vouchers to expand housing opportunities in 2022. These include:

- 50 Mainstream Vouchers – Brings Metro HRA's total to 253. This program serves nonelderly persons with disabilities who are homeless or at risk of becoming homeless. Admission referrals are provided by the Metro Transit Homeless Action Team through Coordinated Entry and through direct referrals from community and county partners.
- 43 Fair Share Vouchers – Brings the general-purpose voucher total to over 7,000. These are the first new general-purpose vouchers serving individuals and families on the waiting list in over 20 years.
- 10 Veteran's Affairs Supportive Housing Vouchers – Brings the total to 180. This program serves homeless veterans with case management and clinical services provided by the Department of Veterans Affairs.
- 11 Foster Youth to Independence Vouchers – The first award to Metro HRA of this voucher type. The Foster Youth to Independence Initiative is a cross-system collaborative effort to

prevent and end homelessness among youth with a current or prior history of child welfare involvement.

Support for local planning and development

Livable Communities Act: Investing in economic development and affordable housing. The [Livable Communities](#) grant program, created by the Minnesota Legislature, is a voluntary, incentive-based approach to helping participating cities and townships create more housing choice, support living wage job creation, and connect jobs, housing, and regional amenities.

Each year, the Met Council first adopts a fund distribution plan for the Livable Communities program. The initial 2022 funding plan totaled \$25 million, distributed among the accounts as follows:

- **Livable Communities Demonstration Account, \$9M:** Supports development and redevelopment projects that link housing, jobs, and services and use community and regional infrastructure efficiently.
- **Livable Communities Demonstration Account – Transit-Oriented Development, \$5M:** Focused on high-density projects that contribute to a mix of uses along light rail, commuter rail, bus rapid transit, and high-frequency bus corridors.
- **Livable Communities Demonstration Account: Predevelopment, \$2M:** Funds activities to define a project that will support Livable Communities goals.
- **Local Housing Incentives Account, \$3.5M:** Expand and preserve lifecycle and affordable housing, both rented and owned.
- **Tax Base Revitalization Account, \$5M:** Clean up contaminated land and buildings for subsequent redevelopment.
- **Tax Base Revitalization Account: Seeding Equitable Economic Development, \$0.5M:** Support planning and investigative activities for a potential brownfield cleanup site.

In April 2022, the Met Council amended the plan to add \$2 million in funding for an [Affordable Homeownership Pilot Program](#) under the Local Housing Incentives Account. The pilot program will provide grants to support affordable homeownership development, including acquisition and rehabilitation, for projects that best meet the following two priorities:

- **Racial Equity Priority:** Create homeownership opportunities for Black, Indigenous, and other ethnic or racial groups that own homes at disproportionately lower rates than white households in the region; and
- **Geographic Choice Priority:** Create affordable homeownership opportunities in parts of the region where it is most challenging to do so.

As of this writing, we had awarded \$18.6 million total in 2022 grants, with approval of the second round of tax base revitalization grants and the local housing incentives grants scheduled for January 2023. The \$2 million in homeownership pilot grants will be awarded in February. Because the volume of requests for funding under the pilot program was so great – we could fund only 24% of the requests that were made – staff are recommending to the Met Council that the program be continued for the 2023 funding cycle.

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, 2023, the Met Council had received 165 of the

expected 168 plans from the 2040 planning cycle and had authorized 160 of the plans received. The remainder were either under review or were incomplete and awaiting additional information from the local government. Our seven sector representatives, who are experienced planners, provide professional planning and technical assistance to local governments during the plan review process and throughout the year.

Improving the plan review process. In 2022, the Local Planning Assistance team developed recommendations to improve the Met Council's comprehensive plan review process. The recommendations grew out of staff engagement with local government and other planning partners through surveys, individual listening sessions, focus groups, and other engagement activities. The team also sought feedback from internal staff in other divisions who are involved in the plan reviews.

Building on the recommendations, Met Council staff have co-created a regional advisory group with Metro Cities that includes local government partners. The advisory group gathers bimonthly to review and provide feedback on implementation of the recommendations.

Streamlining review of local comprehensive plan amendments. The Met Council revised its Comprehensive Plan Amendment Administrative Review Guidelines to expedite the process for local governments requesting minor changes to their comprehensive plans. Under the new guidelines, a full Met Council review will be triggered if the net change of total housing units is 250 or greater (raised from 100).

Between October 2019 and July 2022, the Council received 217 comprehensive plan amendments from local governments. Of these, 72% were processed administratively. Had the new guidelines been in place, that share would have been 82%.

Overall, the revisions support a transparent administrative review process, remove minor redundancies, and clarify language, current practice, and calculation methods. The updates respond to the needs of local governments for more opportunities for expedited review and ongoing improvements to the administrative review process while appropriately ensuring that amendments with substantial changes, policy inconsistencies, or controversial issues are still reviewed by the Met Council.

Environmental assessments and other reviews. Under state law, the Met Council reviews not only local comprehensive plans but also environmental assessments, clean water discharge permits, and other environmental documents. In 2022, we conducted a total of 234 reviews to determine their conformance to the regional systems (transportation and aviation, water resources, and regional parks and open space), for consistency with Met Council policy, and compatibility with the plans of adjacent communities.

In addition to 10 comprehensive plan updates and 82 comprehensive plan amendments, we reviewed:

- 72 environmental assessment worksheets, environmental assessments, alternative urban area-wide reviews, and power utility environmental reviews
- 12 National Pollutant Discharge Elimination System permits
- 26 watershed plans, well permits, surface water management plans, and water supply plans
- 29 housing bond programs
- One airport capital improvement program, one freeway improvement plan, and one natural resources plan

Enhancing the tree canopy: Assisting communities to become more resilient. An important strategy for adapting to climate change and making communities more resilient is to increase the tree canopy. In 2022, the Council launched an interactive online tool, [Growing Shade](#), 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. About 3,200 people interacted with the tool in 2022. The project was awarded the 2022 "Innovation in Planning" award from the Minnesota chapter of the American Planning Association.

We developed the tool in partnership with the Tree Trust and the Nature Conservancy. In early 2023, we will launch an enhanced application that will allow users to connect with each other and share data for collaborative uses.

Greenhouse gas scenario planning tool. Our Research department continued development of a greenhouse gas scenario planning tool in 2022. 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 Met Council's greenhouse gas inventory, released in 2020, 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.

Research team produces annual population estimates. Each year, the Met Council releases its population and household estimates for counties, cities, and townships in the seven-county metro region. [Population estimates](#) are used in critical local government state aid formulas and for planning housing, roads, parks, sewers, and other services and infrastructure.

Estimates are for April 1 of the previous year (for example, we developed estimates for April 1, 2021, in 2022). We release the estimates in May; local officials may compare the data with their own knowledge and observations and collaborate with Met Council staff to fine-tune and certify the estimates to meet state statutory requirements by July 15. The 2021 estimates start the new decadal cycle, measuring growth since the most recent decennial census (2020).

Between 2020 and 2021, new home construction soared, but population and household growth lagged. The seven-county metro added about 21,000 housing units, a 1.6% increase from the previous year. Only 15,000 new households were added to the region during the same period. And while the region's population increased by 22,000, its 0.7% annual growth reflects fewer births and more deaths than what is typical.

Access to regional parks and open space

2021 Park and Trail Visitor Study concludes. 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 Met Council hired Wilder Research to carry out the data collection; a report on the findings is expected in mid-January 2023.

Assisting in regional park acquisition. Since July 1, 2021, the Met Council has awarded 10 park land acquisition grants, totaling more than \$3 million. The funds have been a mix of monies from the Land and Legacy Amendment, the Environment Natural Resources Trust Fund, and Met Council bonds. The Met Council also awarded Dakota County two Park Acquisition Opportunity Fund grants, including a \$532,720 grant for the North Creek Greenway Regional Trail and \$187,860 for the Vermillion Highlands Greenway Regional Trail.

Local park master plan and comprehensive plan reviews. In 2022, Met Council staff in the regional parks unit reviewed scores of implementing agency park and trail long-range plans and long-range 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.

More visitors than ever to regional parks. In 2021 (latest year numbers are available), people made an estimated 64.9 million visits to regional parks and trails. That's a 2.6% increase over 2019. (Estimates were not attempted in 2020 because of the pandemic.) Trail visits alone grew 11% from 2019 for a total of about 16 million visits.

Planning and operating safe, interconnected transportation

Transportation Advisory Board allocates federal funding. In 2022, the Met Council's Transportation Advisory Board — comprising local elected officials, transportation providers, and community members — approved allocating \$350 million of what is known as “federal transportation formula funding” for 91 transportation projects in the seven-county metro area. Funding goes to counties, cities, and other government agencies that applied. The Met Council concurred with the board's recommendations.

The board had 50% more funding to work with this cycle, thanks to federal passage of the Infrastructure Investment and Jobs Act. One of the largest projects funded is a \$25 million investment for the future METRO G Line bus rapid transit that will connect Robert Street on Saint Paul's West Side to Rice Street in the North End neighborhood. Other highlights include 10 projects to improve safety for children on school routes and improvements to 480 intersections to significantly reduce the number of crashes at those intersections.

Find a [full list](#) and [map of the projects](#) awarded funding in 2022.

Metro Mobility ridership and performance increases even amid service changes. Metro Mobility ridership was up to nearly 90% of pre-pandemic levels in 2022. The shared-ride public transportation service provided nearly two million rides for people unable to use to regular bus or train routes because of disability or a health condition. In addition, on-time performance increased steadily throughout the year as more bus operators were hired.

In late November, Metro Mobility made important service area changes. In compliance with the Americans with Disabilities Act, Metro Mobility will provide service comparable to the region's all-day, local, regular-route bus and train system. Service will be adjusted to align with route changes, service expansion and reduction, and adjusted trip times to the regular-route transit system.

Safety & Security Action Plan implemented to improve public safety. In response to an increase in unacceptable conditions on transit during the pandemic, the Met Council approved a [Safety & Security Action Plan](#) in 2022 that identifies 40 actions to help turn transit into a safer and more welcoming experience for riders and operators. Among the expected outcomes:

- Enhanced efforts to hire and retain police officers and Community Service Officers
- The use of contracted security guards at high-ridership boarding locations
- Greater utilization of real-time cameras, including on buses and at facilities
- Expanded staff training on mental health, de-escalation, and personal safety
- Expanded partnerships that connect riders in need to services
- Clearer and more prominent communication about respectful behaviors on transit

Metro Transit developed the plan with direct input from riders and operators. Following the killing of George Floyd, the Met Council had embarked on a series of transit safety conversations with riders and operators and convened a work group of Council members to examine police practices and policies. The resulting recommendations are reflected in the plan.

Many of the actions identified in the plan are still taking shape, but progress has been made already. The Met Council has increased police officer wages to make the Metro Transit Police Department more attractive to qualified applicants; enhanced training for bus and train operators; refreshed stations with new paint and glass, and much more.

The Metro Transit Police Department continues its partnership with the Metro HRA to secure permanent housing and supportive services for homeless people sheltering on transit. The Homeless Action Team has helped house hundreds of individuals and families since it was formed in 2018. In 2022, the federal government provided an additional 50 housing choice vouchers to Metro HRA for this initiative.

Metro Transit reports quarterly to the Met Council on progress implementing the plan and the results.

Metro Transit continues its quest toward zero bus emissions. Metro Transit continued its commitment to sustainability with its Zero Emissions Bus Transition Plan. First implemented in July 2021, the plan identifies short-, medium-, and long-term opportunities to transition Metro Transit's bus fleet to zero-emission technology.

The goal is to have at least 20% of new 40-foot bus procurements be electric through 2027. These electric buses will join the eight 60-foot electric buses currently in METRO C Line service. We will continue to conduct outreach with stakeholders to share progress updates.

Progress on the METRO Green Line extension. Construction on the METRO Green Line extension, the largest public works project in Minnesota history, is now nearly 70% complete. The 14.5-mile light rail line will run from downtown Minneapolis southwest to Eden Prairie. The line is expected to cost \$2.75 billion, of which \$2.49 billion in funding has been secured to date. As of January 2022, an estimated \$1.85 billion in commercial and residential development has been permitted since 2011 and another \$760 million is planned.

In January 2022, the Met Council authorized the regional administrator to negotiate and execute a settlement agreement with the Lunda McCrossan Joint Venture (LMJV), which was awarded the civil construction contract for the Southwest light rail project in November 2018. The settlement agreement was required to incorporate changes into the project that were not part of the original contract scope, including:

- The addition of a one-mile corridor protection barrier as part of an agreement with BNSF Railway
- The addition of the Eden Prairie Town Center Station
- Substantial changes to the design and construction of the Kenilworth tunnel
- Other additional impacts to the price and timing of the work under the civil construction contract.

The agreement required the Met Council to pay the contractor \$40 million within 60 days and resolve any disputed matters through negotiations or an evaluative mediation process in an amount not to exceed \$210 million (inclusive of the \$40 million). The changes in the project scope resulted in delays for the system contractor and the start of revenue operations, as well as the additional costs.

In December 2022, the Met Council approved contributing an additional \$111 million to the project, largely from federal transportation funds allocated through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021. Hennepin County also voted to contribute an additional \$100 million. About \$2.1 billion of the total project cost is coming from Hennepin County and the federal government. The remainder is being funded by the Met Council, cities along the line, and other sources.

Enhancements to support an evolving regional transit system. Several other METRO system transit lines made progress in 2022 toward enhancing the region's interconnected transit system, including:

- **Construction is underway for METRO Gold Line.** In October, stakeholders celebrated the groundbreaking of the METRO Gold Line — the first bus rapid transit service in Minnesota to primarily use bus-only lanes. All-day service will run along a 10-mile corridor generally north and near Interstate 94 between downtown Saint Paul and Woodbury, with buses running every 10 minutes during rush hour. Stations will feature security cameras, heat, lighting, real-time signage, and more. Construction is scheduled through 2024, with service scheduled to begin in 2025. The Federal Transit Administration is expected to cover almost half of total capital costs, estimated at \$505 million.
- **New tracks for METRO Blue Line.** After more than one million trips, nearly a half-mile of worn track on the METRO Blue Line was replaced — along with new signal equipment — through an extensive \$15 million effort. The updates will improve service and offer safety enhancements.
- **New route adopted for METRO Blue Line Extension.** The Met Council and Hennepin County Board adopted a new route recommendation for the METRO Blue Line Extension in June. This came after more than 18 months of robust community engagement, including meetings, virtual open houses, and thousands of face-to-face community interactions. Prep work on a supplemental environment report is underway, with plans to release a draft later in 2023. Construction for the light rail extension is planned to begin in 2025.
- **Route modifications considered for METRO Purple Line.** Met Council staff continue to consider route modifications for the METRO Purple Line in Ramsey County.

Progress made on arterial bus rapid transit lines. The Met Council has planned for eight arterial bus rapid transit lines throughout the region by 2030. The bus rapid transit lines run on city streets in high-ridership corridors and feature stations with lighted and heated shelters, ticket machines, and real-time

signs to bring more reliable service and an improved customer experience. Three corridors moved significantly forward in 2022:

- **METRO D Line.** The opening of the METRO D Line in December has delivered faster, more reliable service and significantly more riders. With about 7,500 average weekday rides, ridership is up about 50% from last year in one of the region's most popular corridors. The new line is expected to make service up to 25% faster for riders traveling between the Mall of America and the Brooklyn Center Transit Center. 60-foot buses arrive at stations along the 18-mile D Line between 10 or 15 minutes apart to give residents consistent rapid transit throughout the day.
- **METRO B LINE.** The METRO B Line is a planned bus rapid transit project in the Route 21 corridor along Lake Street in Minneapolis and Marshall and Selby avenues in Saint Paul. Construction for the METRO B Line begins in 2023. Metro Transit held online open houses throughout the year to solicit feedback from residents and community leaders and to share planning and construction updates. Service is scheduled to begin in 2024.
- **METRO E Line.** The Met Council endorsed the final corridor plan for the METRO E Line running from the University of Minnesota to the Southdale Transit Center. The plan calls for 34 stations to be built along the corridor, with construction beginning in 2024.

Met Council approves Transitway Advancement Policy. In 2022, the Met Council adopted a Transitway Advancement Policy that provides a framework from which the Met Council can manage risk and help ensure informed decisions when advancing major regional transit investments. The policy applies to both projects transitioning from project sponsors (typically local governments) and to transitway projects initiated by the Met Council. The Met Council is preparing an amendment to the 2040 Transportation Policy Plan for adoption in the first half of 2023 to incorporate the policy and is developing procedures to implement the policy.

Ridership gradually recovering from depth of pandemic. From January 2022 through the end of November 2022, Metro Transit provided nearly 35.7 million rides, a 19% increase compared to the same time last year. Ridership has grown across all modes – bus, light rail, and commuter rail. Average weekday ridership is around 119,000. Student Pass ridership (for high school students) nearly doubled to 1.35 million rides through the end of November. Universal Transit Pass ridership (for college students) also more than doubled to 1.2 million rides. Nearly 916,000 rides have been taken using Go-To Cards distributed through the Transit Assistance Program (TAP) through the end of November, an 8% increase compared to the same time last year. TAP allows people with lower incomes to ride for \$1.

Metro Transit introduces microtransit service in North Minneapolis. Metro Transit micro — the first public on-demand ridesharing service in Minneapolis — launched in September, allowing residents to catch rides with unprecedented convenience. To request rides, customers must download the Metro Transit micro app.

Five mini-buses are in service between 5 a.m. and midnight, every day of the week, within a 2.5-square mile area in North Minneapolis. Once a ride is requested, customers can track the vehicle's location in real time from the app. Trips on Metro Transit micro cost the same as regular-route transit.

Clean water for future generations

Continuing to provide uninterrupted 24/7 service throughout the pandemic. Met Council's 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.

Working to ensure clean water for future generations. In 2022, Environmental Services unveiled new vision and mission statements. Forty Environmental Services staff representing different job duties and departments were brought together to brainstorm, discuss, and create the new purpose-driven phrases. The new vision statement, "clean water for future generations," captures the "why" behind the daily work and aligns staff around a shared vision. The new mission statement describes what we do, internally and externally, to achieve clean water. In Environmental Services, "we partner, plan, and provide services to protect our region's water."

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. 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 Met Council continues to partner with the University of Minnesota Genomics Center on the research. [Information on the monitoring results is posted weekly.](#)

Celebrating 126 years of performance excellence. The National Association of Clean Water Agencies awarded all nine Met Council wastewater treatment plants with Peak Performance status for the previous year. Reaching this level of compliance is no easy feat. In 2021, the wastewater treatment plants had a combined total of 24,638 individual permit limits, and ES staff were successful in meeting them all. The top-performing plant was the Hastings Plant with 31 years of consecutive compliance.

Collaborative effort ensures prompt University of Minnesota emergency response. Over the summer, two sewer system incidents prompted evacuations at the University of Minnesota's Minneapolis campus and in surrounding neighborhoods. These incidents required a large interagency response. The investigation was led by Met Council staff in coordination with the Minnesota Pollution Control Agency and local police and fire personnel.

Building relationships with Tribal Nations. In 2022, Environmental Services hosted its first Capital Program Tribal Open House. Due to the nature of wastewater collection and treatment, project sites have come in proximity of landforms and waterways that are culturally significant to tribal communities. The goal for the open house meetings is to build better relationships and discuss ways to avoid, minimize, and/or mitigate potential impacts to these important areas.

Monitoring water quality in the region. The Met 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.

Adopting the Priority Waters List. The Met Council developed a Priority Waters List to help sustainably manage Twin Cities metro area waterbodies. Rivers, streams, and lakes included on the list provide significant use and benefit to the region based on seven categories: recreation and tourism,

healthy habitat, drinking water protection, tranquil connection, equity, industry and utility, and science and education.

Some of the first uses of the Priority Waters List will be to:

- Guide how the Met Council allocates limited resources to monitor, assess, plan for, and improve the region's waterbodies.
- Provide a key lens for developing policies and activities to include in the 2050 Water Resources Policy Plan. The list will inform how the Met Council can align with the priorities of local, regional, and state partners, and provide value for those partners.
- Offer insights to other organizations as they prioritize projects and spend their resources.

Municipal wastewater charge raised 5.5%. A five-year spike in debt service set up during the 2008-2011 recession ended in 2022. The bubble had consumed a significant portion of additional revenue from wastewater rate increases. While the end of the debt service bubble provided some relief, inflation rates not seen since the 1980s proved an additional challenge to the year. To address this, Environmental Services set the 2023 Municipal Wastewater Charge increase at 5.5%. While the rate increased, the Sewer Availability Charge will remain the same for the ninth straight year.

Providing funding to metro area cities and townships. The Met Council awarded nearly \$1 million in funding to 37 cities and towns to offer rebates or grants to residents for water-efficient replacements for home appliances like toilets, washing machines, dishwashers, irrigation controllers, and more. In addition to this, Environmental Services staff partnered with Met Council Government Affairs staff to ensure passage of legislation that will allow sewer repair funding for private property owners in the region.

Planning for a clean water future. Met Council water supply planning staff began work on the 2050 Water Resources Policy Plan, which integrates planning for wastewater services, water supply, and surface water management to ensure sustainable water resources throughout the region. In 2022, an advisory group guided Environmental Services staff on a process to develop the 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 Met Council is required under state law to develop and update to ensure the sustainable economic growth of the region.

Policy Plans and Amendments

2040 Transportation Policy Plan amendment

Under federal transportation planning law, the Met Council is required to develop a long-range transportation plan that is updated at least every five years. The plan must be multimodal and identify transportation system goals and investment priorities over at least a 20-year period. The plan is required to identify regionally significant transportation investments that will be implemented within the time frame of the plan and must maintain fiscal balance between anticipated project costs and projected available funding. The current 2040 Transportation Policy Plan (TPP) was adopted in November 2020.

The 2040 plan includes a fiscally constrained list of major projects for investment in the region by 2040, known as the Current Revenue Scenario. All transitway projects and highway projects that add lanes or interchanges to a principal arterial highway are considered regionally significant projects. These projects must be identified as funded in the long-range transportation plan to be added to the region's Transportation Improvement Program and then to begin construction.

Additions to the arterial bus rapid transit network

In 2022, the Met Council amended the 2040 plan to include additions and extensions to the region's arterial bus rapid transit network as part of implementing Metro Transit's Network Next 20-year transit improvement plan. Additions to the Current Revenue Scenario include:

- B Line (Lake Street/Marshall Avenue/Selby Avenue), including the extended alignment to downtown Saint Paul
- E Line (Hennepin Avenue/France Avenue)
- F Line (Central Avenue)
- G Line (Rice Street/Robert Street)

Additions or updates to the Increased Revenue Scenario include the following arterial bus rapid transit corridors:

- H Line (Como/Maryland)
- 63rd/Zane
- Grand Avenue
- Johnson/Lyndale
- Lowry
- Nicollet
- Randolph/East 7th
- West Broadway/Cedar

Subtractions from the Increased Revenue Scenario include the following:

- East 7th/White Bear Avenue
- North Snelling/Lexington (A Line Extension)

Additions to the Regional Truck Freight Corridors network

As requested by MnDOT and the project applicants (City of Inver Grove Heights, City of Bloomington, Carver County, Anoka County, and Sherburne County), the Met Council also amended the 2040 plan to add six freight projects to the Current Revenue Scenario. The projects were selected as part of

MnDOT's Minnesota Highway Freight Program. The competitive statewide process allocates between \$20M and \$25M per year to the highest freight needs in the state.

The process was guided by the Statewide Freight Investment Committee, which included a broad range of stakeholders from agencies across the state, including the Met Council. The six freight projects include the following:

- 117th Avenue reconstruction and modernization (City of Inver Grove Heights)
- I-35W/I-494 interchange improvements (City of Bloomington)
- Highway 212 rural freight safety project (Carver County)
- I-94 eastbound lane improvement project (MnDOT, Woodbury/Oakdale)
- Highway 10/169 Ramsey Gateway project (City of Ramsey, Anoka County)
- Sherburne County 33 reconstruction and realignment (City of Elk River, Sherburne County)

The Met Council released the draft amendment for public comment for 47 days. A total of 56 comments from 41 commenters were made, and one change was made as a result (American Boulevard remains in the Increased Revenue Scenario for bus rapid transit projects). The Transportation Advisory Board recommended approval of the plan amendment to the Met Council.

2040 Transportation Policy Plan – administrative modification

While not considered an official amendment to the plan, the Met Council made an administrative modification to the 2040 Transportation Policy Plan. The modification incorporated changes proposed by stakeholders in 2021 to three transportation modal networks in the region: the Regional Bicycle Transportation Network (RBTN), Regional Bicycle Barriers, and Regional Truck Freight Corridors.

In 2021, we initiated multiple formal update processes to afford local governments the opportunity to propose updates to the three above-mentioned transportation modal networks established in the transportation policy plan. Each of these networks are applied as one in a series of criteria used to prioritize projects in the Regional Solicitation process for distributing federal transportation funds, and in some cases, to qualify and/or prioritize projects for state funding programs led by MnDOT. In addition, the networks are also used in the development of local and state transportation and mode-specific plans within the Twin Cities region.

All the network updates were reviewed by technical practitioners from local agency partners and MnDOT and all were approved by the Transportation Advisory Board for use in the 2022 Regional Solicitation. Although not required for plan changes considered in an administrative modification, the public were invited to review and comment on the draft updated bicycle network and bicycle barriers maps posted on the Metropolitan Council web site.

Modal networks need to be updated on a regular basis due to the availability of more recent background data, changes, or additions resulting from recent updates to local agency transportation and mode-specific plans, impacts of recent transportation project investments, and/or corrections to previous data errors or oversights. An administrative modification is a minor revision to a long-range regional transportation plan that is different than a transportation plan amendment in that it does not change the list of funded projects or make major changes to funded projects in the plan.

No other policy plans were adopted or amended in 2022.

Major Studies and their Recommendations

Transit On-Board Survey Pilot Study

The Met Council fielded the transit on-board survey pilot along the region's busiest transit routes from Sept. 13 through Nov. 15, 2021. Analysis of the results was completed in 2022.

Routes included the METRO Green and Blue light rail lines; the METRO A and C bus rapid transit lines; and eight core Metro Transit local bus routes: 2, 3, 5, 6, 10, 18, 19 (partial), and 21. Ridership on these routes accounted for 59% of Metro Transit boardings in the fall of 2019 and 64% of Metro Transit ridership in the fall of 2021.

This pilot survey was designed to test the effectiveness of the survey questionnaire to be used in a 2022 survey of all transit routes, while also providing up-to-date data on the impacts of COVID-19 on transit ridership and rider behavior.

The pandemic-era survey collected 4,000 questionnaires that were compared to 15,580 questionnaires collected from the same routes in the 2016 on-board transit survey. The 2021 trips and riders are considered a subset of the 2016 trips and riders, although they likely do not entirely overlap.

Trips lost and retained

The results show that of the 157,000 daily trips taken on these routes in 2016, 46% – or 72,000 trips – were retained in 2021.

By gender

The share of men on board transit has increased. In 2016, 45% of trips were made by women and girls, and 55% by men and boys. In 2021, 40% of trips were made by women, and 57% made by men and boys. 2% of trips served those who identified as transgender, nonbinary, or other identities. The gender gap increased from 10 percentage points to 17 percentage points.

Of the trips that were retained, the greatest share of trips taken were by older men, and the least were by young women. The retention rate for men 65+ was 83% of the 4,000 trips made in 2016, while the retention rates for women 18-24 was only 31% of the 22,000 trips made in 2016.

By disability

People who have a disability and are served by these routes are largely still using the service despite COVID-19. The 2021 data show that these routes retained a greater share of trips by riders who have a disability — 71% of the 18,700 trips logged in 2016. In addition, the share of trips made by those who have a disability has increased from 11% to 18%.

By race or ethnicity

The data also show a greater share of trips made by Black, Indigenous, and people of color. The greatest share of 2021 retained trips was made by Hispanic/Latino riders, 62%, and American Indian/Alaskan Native riders, 48%. In addition, the share of riders who identify as Black/African American or Hispanic/Latino has increased from 2016.

In 2016, 29% of trips were made by Black/African American riders, compared to 32% of trips in 2021. In 2016, 5% of trips were made by Hispanic/Latino riders, compared to 7% of trips in 2021. The share of trips made by Asian (7%), multiracial riders (6 to 7%), and Native American riders (2 to 3%) did not

change as much. The total share of trips made by Black, Indigenous, and people of color increased from 50% in 2016 to 55% in 2021. The share of trips made by white riders was 45% in 2021, down from 50% in 2016.

By trip purpose

Transit trips represent a wide variety of purposes, including social, peak 9-to-5 commutes, off-peak commutes, school commutes, errands, dining, medical, and airport (passengers only). A good cross-section of all these types of trips were retained from 2016 to 2021. While these trip types are all represented, there are not as many.

The 2021 data show that the greatest share of trips that passengers made were for errands. In addition, the share of people using transit for errands has grown. These essential types of trips are the ones that people have continued to take throughout the pandemic.

The most common 2021 trip purpose was errands/shopping (24%), followed by peak 9-to-5 commutes (17%), and school commutes (17%). In comparison, 2016's most common trip purpose was social (22%), followed by peak 9-to-5 commutes (20%), and off-peak work commutes (18%).

Trip distribution changed during pandemic

Researchers observed that ridership patterns changed dramatically from sharp peaks in the morning and evening rush hours before the pandemic to a smoother distribution of trips across the day throughout 2020 and 2021.

The new survey data on trip purpose has added context to this previously noted pandemic pattern. As expected, a reduced number of commute trips, especially those to and from 9-to-5 jobs, strongly contributed to the pattern. Surprisingly, a reduction in travel for social visits and school contributed almost as much as the lost commutes. These data make apparent that a completely restored 9-to-5 commute alone would not restore ridership to pre-pandemic levels.

About the survey

The Met Council conducts a periodic transit on-board survey to:

- Better understand current transit riders and markets
- Improve transit forecasts and planning
- Inform decisions about service
- Meet federal requirements

Results of the full 2022 survey will be available in 2023.

Regional Pedestrian Safety Action Plan

All people throughout the region should have access to safe and comfortable places to walk or roll to reach the places in their daily lives. These places should support walking and rolling and protect people who are using those facilities from harm from vehicles throughout their trip.

Prioritizing pedestrians in road design is one of the most effective ways to ensure safety for those who walk and roll.

Current state

More people who are walking are being killed or seriously injured by drivers across our transportation system. These deaths and serious injuries are on the rise and are an increasing percentage of all crashes. Meanwhile, other types of traffic-related deaths and injuries are decreasing.

Walking represents only 6% of all trips in the seven-county metro area; however, between 2014 and 2018, pedestrians experienced 34% of all traffic fatalities. These data also show that while the metro area has 55% of state's pedestrian fatalities, it has only 25% of the state's overall traffic fatalities.

Study goal

The Met Council worked with Toole Design and Kaskaskia Engineering Group on an analysis of pedestrian crash data from 2016-2019, and other relevant data, to develop recommendations to guide effective infrastructure investments and improvements.

Overall, the plan's goal is to help reduce and ultimately eliminate pedestrian deaths and serious injuries from traffic crashes in the metropolitan planning organization planning area. This includes the seven-county metro area plus the urbanized portions of Wright and Sherburne Counties.

The study uses a safe system approach. Safe system put people at the center of roadway design by fully integrating the needs of all users of the transportation system. This approach recognizes that:

- People make mistakes
- Human bodies are vulnerable
- Deaths or serious injuries are not acceptable
- Redundant safety measures create layers of safety
- Responsibility is shared
- Infrastructure is key

Key findings

Most of the region's pedestrian crashes where someone is killed or seriously injured happen in Hennepin or Ramsey counties. While the numbers are lower for suburban counties, the severity of pedestrian crashes tends to be higher in suburban counties.

Most pedestrian crashes, deaths, and serious injuries are happening on roads with speed limits of 20 to 30 mph. As speeds increase, the severity of these crashes increases.

Almost 80% of severe pedestrian intersection crashes and 50% of mid-block crashes happen near transit stops. There is no evidence that transit causes crashes. Transit stops, however, are a proxy for high pedestrian exposure.

Severe pedestrian crashes disproportionately happen on minor arterial roadways. These are high volume, urban roads that deliver traffic from collector roads to freeways and to/from urban centers.

- 64% of severe pedestrian crashes happen on minor arterials, which represent only 14% of the roadway network.
- 11% of severe pedestrian crashes happen on local/residential roads (74% of the network).

Black and Native communities are disproportionately harmed by pedestrian crashes. These findings may be linked to exposure, but they closely mirror historic patterns of disinvestment and racially biased lending practices.

- Census tracts with higher shares of Black or Native residents have more pedestrian crashes.
- 14% of pedestrian deaths were Black people compared to 9.6% of the population.
- 2.3% of pedestrian deaths were Native people compared to 0.48% of the population.

This study will be available online in early 2023.

2023 Legislative Program

The Council's legislative proposals for the 2023 session of the Minnesota Legislature are still under development as of Jan. 1, 2023. We are working with the governor's office and the state departments on proposals regarding bonding, budget and policy issues, and statutory housekeeping matters.

Summary: Amended 2022 Council Budget

The Met Council submitted its [2022 Unified Budget](#) to the Minnesota Legislature in January 2022. The budget contains detailed budget information and describes the Council's 2022 work program; it also satisfies state reporting requirements. A summary of the amended 2022 operating budget follows.

2022 Budget Expenditures

Transportation	646,651,000
Debt Service	198,448,000
Pass-through Funds	184,643,000
Environmental Services	163,096,000
Planning and Administration	114,263,000
Other Post-Employment Benefits	18,728,000
Total	1,325,829,000

2022 Budget Revenues

State Funds	459,502,000
Wastewater Fees and SAC	328,076,000
Federal Funds	278,277,000
Transit Fares	65,669,000
Property Taxes	90,514,000
Other	74,070,000
Total	1,296,108,000

Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2022, the Council used reserves to account for the difference in revenues and expenditures.

Summary: 2023 Adopted Council Budget

The Met Council submitted its [2023 Unified Budget](#) to the Minnesota Legislature in January 2023. It contains detailed budget information and describes the Council's 2023 work program; it also satisfies state budget reporting requirements. A summary of the 2023 adopted budget follows.

2023 Budget Expenditures

Transportation	639,921,000
Debt Service	191,794,000
Environmental Services	165,223,000
Pass-through Funds	180,350,000
Planning and Administration	116,325,000
Other Post-Employment Benefits	15,257,000
Total	1,308,870,000

2023 Budget Revenues

State Funds	456,699,000
Wastewater Fees and SAC	340,260,000
Federal Funds	238,270,000
Transit Fares	56,726,000
Property Taxes	92,324,000
Other	104,067,000
Total	1,288,346,000

Appendix A: 2022 Referrals

Airport CIP

Review Title

Preliminary 2023-2029 Capital Improvement Program

Total Reviews: 1

Applicant

Metropolitan Airports
Commission

Review Number

22802-1

Alternative Urban Areawide Review

Review Title

Everton Avenue Neighborhood AUAR Update

Total Reviews: 24

Applicant

Hugo

Review Number

18640-8

South Loop District AUAR Update

Bloomington

18655-6

Rockport, LLC AUAR Update

Apple Valley

20075-4

Elko New Market AUAR Update

Elko New Market

21338-4

Cottage Grove Business Park AUAR Update

Cottage Grove

21811-3

Adelmann Family Property Final AUAR and Draft Mitigation Plan

Elko New Market

22418-2

Southern Shakopee Draft AUAR

Shakopee

22710-1

Southern Shakopee Final AUAR

Shakopee

22710-2

Cyphers Logistic Park Draft AUAR

Lake Elmo

22724-1

Cyphers Logistic Park Final AUAR and Mitigation Plan

Lake Elmo

22724-2

Ruddle Property Draft AUAR

Lakeville

22726-1

Ruddle Property Final AUAR

Lakeville

22726-2

Ruddle Property Draft AUAR

Lakeville

22726-3

Ruddle Property Final AUAR

Lakeville

22726-4

Adelmann Family Property Draft Order for AUAR and Scoping EAW

Lakeville

22735-1

East Gateway Redevelopment Scoping EAW and Draft AUAR Order

Minneapolis

22737-1

East Gateway Redevelopment Draft AUAR

Minneapolis

22737-2

East Gateway Redevelopment Final AUAR

Minneapolis

22737-3

Hillcrest Golf Course Redevelopment Scoping EAW and

St. Paul

22761-1

Draft AUAR Order

Hillcrest Golf Course Redevelopment Draft AUAR

St. Paul

22761-2

Hillcrest Golf Course Redevelopment Final AUAR and Mitigation Plan	St. Paul	22761-3
Kelzer Property Scoping EAW and Draft AUAR Order	Chaska	22773-1
Kelzer Property Final AUAR Order and Draft AUAR	Chaska	22773-2
Kelzer Property Final AUAR and Mitigation Plan	Chaska	22773-3

Comprehensive Plan Amendment

Total Reviews: 82

Review Title	Applicant	Review Number
1200 Rainbow Road	Minnetrista	21758-5
Establishment of Urban Residential Low Density	Ramsey	21819-3
PACT Charter School	Ramsey	21819-4
Davis Farms Second Addition/Green Valley Greenhouse	Ramsey	21819-5
Cates Industrial	Medina	21831-5
Bassett Creek Apartment	Plymouth	21855-5
Enclave Mixed-Use Development	Plymouth	21855-6
Xylite Industrial	Blaine	21902-7
Lexington and Main Development	Blaine	21902-8
105th Avenue Redevelopment District	Blaine	21902-9
Chapter 6, Section 6.4.10 Text Amendment	Arden Hills	21914-5
2040 Future Land Use Map Amendment	Arden Hills	21914-6
Newport Transit Station Area	Newport	21915-2
Block Sizes	St. Paul	21918-12
Saint Anthony Park Community Plan	St. Paul	21918-13
Westgate Station Area Plan	St. Paul	21918-14
Hugo Estates	Hugo	21932-4
Unified Transit Management Plan	Scott Co.	21936-3
7700 Pillsbury Avenue	Richfield	21949-3
8200 Humboldt Avenue S.	Bloomington	21953-10
Oxboro Heights	Bloomington	21953-11

United Properties: Motor Vehicle Sales	Bloomington	21953-9
610 Junction West	Brooklyn Park	21968-2
Marsh Hallow First Addition and Huntersbrook First Addition	Victoria	21975-4
The Ellie	Eden Prairie	21978-7
Nor-Son Office Development	Eden Prairie	21978-8
Blue Stem North Amendment	Eden Prairie	21978-9
LaBelle	Scandia	21979-3
Lofton Avenue	Scandia	21979-4
Optum Site	Golden Valley	21988-4
Artessa Senior Cooperative	Golden Valley	21988-5
Meadowbrook Elementary School	Golden Valley	21988-6
GV Clean Up	Golden Valley	21988-7
Blue Ribbon Builders	Inver Grove Heights	21996-10
Titan Land	Inver Grove Heights	21996-3
Summergate Development	Inver Grove Heights	21996-9
Edison Apartments	Maple Grove	21999-4
Dental Associates	Maple Grove	21999-6
Canterbury Amphitheater	Shakopee	22004-4
2030 MUSA Boundary Amendment	Shakopee	22004-5
The Fields 10th and Woodland	Waconia	22018-8
4Front Parcel C	Oakdale	22056-3
2022 System Statement	New Brighton	22061-5
Watermark Residential (former Argosy property)	Eagan	22062-14
Kwik Trip	Eagan	22062-15
Suite Living Senior Care of Eagan	Eagan	22062-16
Authentix	Lakeville	22077-10
Ebenezer Estoria Development	Lakeville	22077-7

Powell Development	Lakeville	22077-8
North Ryan Addition	Lakeville	22077-9
Watermark at City Place	Woodbury	22080-4
Wells Fargo Redevelopment	Woodbury	22080-5
Capital Partners	White Bear Twp.	22083-2
Old Fire Station	Mayer	22091-2
9808 and 9920 Wayzata Boulevard	St. Louis Park	22095-10
Beltline Station Development	St. Louis Park	22095-11
Wooddale Avenue Apartments	St. Louis Park	22095-12
7116 Minnetonka Blvd	St. Louis Park	22095-13
Krueger Excavating and Action Overhead Door	Credit River	22100-2
Marshall Street	Fridley	22154-2
Creation of Medium Density Land Use Category	West St. Paul	22157-3
Density Bonus	North St. Paul	22159-2
Simpson Shelter and Housing	Minneapolis	22166-6
Satori Senior Housing	Minneapolis	22166-7
Alesund	Minneapolis	22166-8
Little Earth Residents Association	Minneapolis	22166-9
Winkler Land Development Company MUSA Staging	Empire Twp.	22176-3
Tapestry Development	Lake Elmo	22215-6
Amira Lake Elmo	Lake Elmo	22215-8
Utility Staging and Land Use	Cottage Grove	22236-3
Preserve at Prairie Dunes	Cottage Grove	22236-4
The Meadows 2nd Addition	Norwood Young America	22238-2
309 & 312 1st Street NE	Norwood Young America	22238-3
Highway 3 and County Road 46 Area	Rosemount	22286-7
Akron 42	Rosemount	22286-8

SKB Expansion	Rosemount	22286-9
Platinum Land	St. Francis	22287-3
Summergeate MUSA Expansion	Hastings	22299-3
Suite Living of Hastings	Hastings	22299-4
Andover URHL/Mixed Use Amendment	Andover	22301-5
Twin Lake Blvd	Little Canada	22455-2
Geiger/Mohs	Elko New Market	22468-2

Comprehensive Plan Update

Review Title

Gem Lake 2040 Comprehensive Plan Update
Bayport 2040 Comprehensive Plan Update
Randolph 2040 Comprehensive Plan Update
Vermillion 2040 Comprehensive Plan Update
Willernie 2040 Comprehensive Plan Update
Bethel Comprehensive Plan Update
Dellwood 2040 Comprehensive Plan Update
Maple Plain 2040 Comprehensive Plan Update
Dayton 2040 Comprehensive Plan Update
Mendota 2040 Comprehensive Plan Update

Controlled Access Highway

Review Title

Metro Freeway Project Approval for US Highway 10 – Rum River Bridge Replacement Project
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Environmental Assessment

Review Title

I-494 from Trunk Highway 169 to Trunk Highway 5

Environmental Assessment Worksheet

Review Title

Pieper Property Residential Development
Shorewood-Excelsior Lift Station L20

Total Reviews: 10

Applicant

Gem Lake	22063-1
Bayport	22164-1
Randolph	22179-1
Vermillion	22180-1
Willernie	22226-1
Bethel	22307-1
Dellwood	22383-1
Maple Plain	22407-1
Dayton	22507-1
Mendota	22550-1

Total Reviews: 1

Applicant

MN Department of Transportation	22734-1
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Total Reviews: 1

Applicant

MN Department of Transportation	22751-1
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Total Reviews: 32

Applicant

Jordan	22708-1
MN Pollution	22709-1

	Control Agency	
Cates Industrial Park	Medina	22721-1
Canterbury Park Eastern Development	Shakopee	22727-1
Loram/Scannell Medina Industrial	Medina	22728-1
Afton Alps Trout Brook Stream Restoration – Phase III	South Washington Watershed District	22729-1
Aggregate Industries Nelson Mine Backwater Project Scoping EAW	Cottage Grove	22736-1
Pioneer Trail Industrial Park	Corcoran	22742-1
Rush Hollow	Maple Grove	22743-1
Scannell Deluxe Redevelopment	Shoreview	22744-1
Pine Bend Solar Farm	Rosemount	22745-1
Brooklyn Center Opportunity Site #1	Brooklyn Center	22746-1
Dayton 94	Dayton	22750-1
Polar Industrial	White Bear Twp.	22753-1
Windsong Farm Golf Club North Course	Independence	22759-1
900 Marquette Development	Minneapolis	22763-1
Hennepin Healthcare Purple Parking Ramp Expansion	Minneapolis	22767-1
Minnesota State Emergency Operations Center	MN Department of Administration	22768-1
Dale Properties Lakeville Residential Development Draft EAW	Lakeville	22769-1
Corcoran Farms Business Park	Corcoran	22770-1
Dunham Property Redevelopment	Lakeville	22774-1
Abbott Northwestern Surgical and Critical Care Pavilion	Minneapolis	22776-1
South Fork Nine Mile Creek Bank Stabilization Project	Nine Mile Creek Watershed District	22781-1
Ranch of Credit River Rural Residential Development	Credit River	22786-1
Upper Riley Creek Ecological Enhancement Project	Chanhassen	22793-1
Robinson Sod Farm	Lino Lakes	22797-1

The Bluffs	Shoreview	22799-1
Valley Paving Sand and Gravel Mine Expansion	Scott Co.	22801-1
Youngblood Apartments	Minneapolis	22808-1
Minneapolis-Saint Paul International Airport (MSP) MAC 2023 Concourse G Infill – Pods 2-3	Metropolitan Airports Commission	22809-1
Westwind Residential Development	Woodbury	22811-1
Dem-Con Landfill SW-290 Expansion	MN Pollution Control Agency	22822-1

Housing Bond Program

Review Title

Cornelia View Project

42nd & Central Apartments Project

Greenway Apartments Project

1795 Eustis Street

Villas of Mounds View Project

Villa at Pleasant Avenue

Cassia - The Rosemount and Praha Village Project

Rise on 7

Beltline Station

Arbor House

Amended and Restated Arbor House

Kingspath Senior Ministries Inc. D/B/A Spero Senior Ministries

Alatus Hopkins LIHTC I LLC

Twin Lake Apartment Project

Twelve-22 Apartment Project

MPHA Family Housing Expansion

Walker Methodist River Heights LLC Project

Canvas Apartments Project

Total Reviews: 29

Applicant

Edina

Columbia Heights

Minneapolis

Lauderdale

Mounds View

Dakota Co.

Hampton

St. Louis Park

St. Louis Park

St. Louis Park

St. Louis Park

Scott Co.

Hopkins

Little Canada

St. Paul

Minneapolis

South St. Paul

Hennepin Co.

Review Number

22725-1

22731-1

22732-1

22740-1

22741-1

22748-1

22749-1

22754-1

22755-1

22756-1

22756-2

22758-1

22765-1

22766-1

22771-1

22780-1

22785-1

22789-1

Currie Commons	Hennepin Co.	22790-1
Plato Apartments at Farwell Yards Project	Mounds View	22792-1
Soul Project	St. Paul	22794-1
Dale Street Project	St. Paul	22795-1
Emma Norton/Restoring Waters Project	St. Paul	22812-1
Nellie Francis Court Project	St. Paul	22813-1
Garland Commons Project	Maple Grove	22817-1
Oxboro Heights Limited Partnership	Bloomington	22819-1
Sherman Forbes Project	Mounds View	22820-1
Saint Therese of Corcoran, LLC	Corcoran	22821-1
Sibley Court and Sibley Park Project	St. Paul	22826-1

National Pollutant Discharge Elimination System Permit

Total Reviews: 12

Review Title

Applicant

Review Number

Public Notice of Intent to Reissue Wastewater	MN Pollution Control Agency	22701-1
Intent to Reissue NPDES and SDS Permit to Hidden Meadows/ Rockpoint Church, Lake Elmo, MN0067784	MN Pollution Control Agency	22723-1
Intent to Reissue NPDES and SDS Permit to Afton WWTP	MN Pollution Control Agency	22730-1
Groundwater Pump-Out General Permit	MN Pollution Control Agency	22739-1
Intent to Reissue NPDES and SDS Permit to Minnesota Pollution Control Agency	MN Pollution Control Agency	22757-1
Intent to Reissue NPDES and SDS Permit to Wyldewood Acres WTP	MN Pollution Control Agency	22772-1
Intent to Reissue NPDES and SDS Permit to Rum River Elementary	MN Pollution Control Agency	22778-1
Draft NPDES and SDS Permit to Bay Lake Reserve WWTP	MN Pollution Control Agency	22779-1
Intent to Reissue NPDES and SDS Permit to Loretto Wastewater Treatment Facility	MN Pollution Control Agency	22803-1
Intent to Reissue NPDES and SDS Permit to City of Credit River	MN Pollution	22804-1

	Control Agency	
Intent to Reissue NPDES and SDS Permit to Carnelian Hills Community	MN Pollution Control Agency	22805-1
Intent to Reissue NPDES and SDS Permit to City of Credit River – Monterey Heights & South Passage	MN Pollution Control Agency	22815-1

Natural Resources Plan

Review Title

Hennepin County Natural Resources Strategic Plan

Total Reviews: 1

Applicant

Hennepin Co.

Review Number

22760-1

Power Utility Environmental Review

Review Title

Intent to Reissue Air Emission Permit to 3M Cottage Grove

Intent to Grant Request for a Variance to the 3M R&D Facility

Intent to Grant Request for a Variance to General Mills James Ford Bell Tech Ctr

Intent to Grant Request for a Variance to the University of Minnesota - Twin Cities

Intent to Reissue an Existing Solid Waste Facility Permit to Burnsville Sanitary Landfill, Inc.

Intent to Amend Air Emission Permit to Water Gremlin Co

Intent to Issue Air Emission Permit to Co-operative Plating Co

Request for Comments on Possible Amendments to Rules Governing Water Quality Standards, use classification 2, ammonia, Minnesota Rules, chapters 7050 and 7053

Intent to Issue Air Emissions Permit to Bimbo Bakeries USA Inc – Roseville

Intent to Reissue Air Emissions Permit to Marathon Saint Paul Park Refinery

Intent to Reissue Air Emission Permit to Gopher Resource LLC

Intent to Reissue Air Emissions Permit to Spectro Alloys Corp

Draft North Fork Crow River Watershed Restoration and Protection Strategies and Total Maximum Daily Load Reports

Intent to Grant Request for a variance to the University of Minnesota-Twin Cities

Proposed Clean Water Act Section 401 Water Quality Certification

Total Reviews: 15

Applicant

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

MN Pollution Control Agency

Review Number

22752-1

22782-1

22783-1

22784-1

22787-1

22788-1

22791-1

22796-1

22800-1

22806-1

22816-1

22828-1

22829-1

22830-1

22831-1

Surface Water Management Plan

Review Title

Draft Minor Amendment Carver County Water Management Plan

Water Resources Management Plan Amendment

Surface Water Management Plan Amendment

Total Reviews: 4

Applicant

Carver Co.

Edina

Lilydale

Review Number

22362-2

21852-2

21865-2

Mendota Surface Water Management Plan	Mendota	22722-1
Water Supply Plan	Total Reviews: 1	
Review Title	Applicant	Review Number
Water Supply Plan Amendment	Cottage Grove	21656-2
Watershed Plan	Total Reviews: 17	
Review Title	Applicant	Review Number
Minor Plan Amendment	Shingle Creek Watershed Management Commission	19849-10
Valley Branch Watershed District Revised Rules and Regulations	Valley Branch Watershed District	21382-3
Elm Creek Minor Plan Amendment	Elm Creek Watershed Management Commission	21393-5
Watershed Plan Amendment	Vermillion River Watershed Joint Powers Organization	21488-3
Vadnais Lake Area Watershed Management Organization Plan Amendment	Vadnais Lake Area Watershed Management Organization	21530-4
SWWD Watershed Management Plan Draft Rule Update	South Washington Watershed District	21549-4
SWWD Watershed Management Plan Minor Amendment	South Washington Watershed District	21549-5
NMCWD Proposed Rule Changes	Nine Mile Creek Watershed District	21703-4
LMRWD Watershed Management Plan Amendment	Lower Minnesota River Watershed District	21765-3
Rum River Comprehensive Watershed Management Plan	Rum River Watershed	22693-2
Draft 2022-2032 Black Dog Watershed Management Organization Watershed Management Plan - 60-day review	Black Dog Watershed Management Organization	22762-1
Black Dog Watershed Management Organization Watershed Management Plan 2022-2032	Black Dog Watershed Management Organization	22762-2
Notice of Intent to Adopt Rules	Coon Creek Watershed District	22764-1
CCWD Rules Update	Coon Creek Watershed District	22764-2

LMRWMO 4th Generation Watershed Management Plan

Lower Mississippi River Watershed Management Organization 22798-1

North Fork Crow River 1W1P Amendment

North Fork Crow River Water Planning Partnership 22818-1

Lower Mississippi River WMO Watershed Management Plan 2023-2032

Lower Mississippi River Watershed Management Organization 22825-1

Well Permit

Review Title

Wellhead Protection Plan Part 2

Vermillion Wellhead Protection Plan Part 2

Wellhead Protection Plan Part 2

Wellhead Protection Plan Part 1

Total Reviews: 4

Applicant

St. Paul

Vermillion

White Bear Lake

Lakeville

Review Number

22284-2

22527-2

22775-1

22814-1

APPENDIX B - 2022 METROPOLITAN COUNCIL ANNUAL REPORT TO THE LEGISLATURE

SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS FOR THE YEAR ENDED DECEMBER 31, 2021* IN THOUSANDS

Federal Grantor/ Pass-Through Agency/ Grant Program Title	Federal CFDA Number	Pass-Through Grant Number	Expenditures	Passed Through to Subrecipients
U.S. Department of Housing and Urban Development				
Direct				
Housing Voucher Cluster				
Section 8 Housing Choice Vouchers	14.871		82,770	-
COVID-19 Section 8 Housing Choice Vouchers	14.871		1,830	-
Total Assistance Living #14.871			84,600	-
Mainstream Vouchers	14.879		2,494	-
Passed through City of Minneapolis, Minnesota				
Housing Opportunities for Persons with Aids	14.241	C-01208	219	-
Housing Opportunities for Persons with Aids	14.241	C-02454	301	-
Total Assistance Living #14.241			520	-
Total U. S. Department of Housing and Urban Development			87,614	
U.S. Department of Labor				
Passed Through Minnesota Department of Employment and Economic Development				
H-1B Job Training Grants	17.268	METRO02018MAI #144526	160	-
U.S. Department of Transportation				
Direct				
Federal Transit Administration				
Federal Transit Cluster				
Federal Transit Capital Investment Grants	20.500		297,524	
COVID-19 Federal Transit Capital Investment Grants	20.500		41,498	

Federal Grantor/ Pass-Through Agency/ Grant Program Title	Federal CFDA Number	Pass-Through Grant Number	Expenditures	Passed Through to Subrecipients
Total Assistance Listing #20.500			339,022	-
Federal Transit Formula Grants	20.507		91,668	1,423
COVID-19 Federal Transit Formula Grants	20.507		32,761	9,956
Total Assistance Listing #20.507			124,429	11,379
State of Good Repair Grants Program	20.525		15,597	-
Buses and Bus Facilities Formula, Competitive, and Low or No Emmissions Programs	20.526		1,766	-
Passed Through Minnesota Department of Transportation Highway Planning and Construction Cluster				
Highway Planning and Construction	20.205	1045121	4,477	12
Highway Planning and Construction	20.205	1035526	(6)	-
Highway Planning and Construction	20.205	1029618	1,116	-
Total Assistance Listing #20.205			5,587	12
U.S. Department of Transportation				
Passed Through Minnesota Department of Transportation (Continued) Formula Grants for Rural Areas and Tribal Transit Program	20.509	1035608	734	-
Total U.S. Department of Transportation			487,135	11,391
U.S. Department of the Treasury				
Passed Through Minnesota Management and Budget COVID-19 Coronavirus Relief Fund	21.019	METRAPD-358	13	-
U.S. Environmental Protection Agency				
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	12,106	-
Capitalization Grants for Clean Water State Revolving Funds	66.458	MPFA-CWRF-L-035-FY21	42,885	-

Federal Grantor/ Pass-Through Agency/ Grant Program Title	Federal CFDA Number	Pass-Through Grant Number	Expenditures	Passed Through to Subrecipients
Total Assistance Listing #66.458			54,991	-
U.S. Department of Homeland Security				
Direct				
Rail and Transit Security Grant Program	97.075		(9)	-
Passed Through Minnesota Department of Public Safety				
Homeland Security Grant Program	97.067	A-SHSP-2019-METCOUNC-021	36	-
Disaster Grants - Public Assistance (Presidentially Declared Disasters)	97.036	MN-EMGP-202-10525-3989	174	-
Total U.S. Department of Homeland Security			201	-
Total Federal Awards			\$ 630,114	\$ 11,391
Totals by Cluster				
Total expenditures for Housing Voucher Cluster			\$ 87,094	\$ -
Total expenditures for Federal Transit Cluster			480,814	11,379
Total expenditures for Highway Planning and Construction Cluster			5,587	12
Total expenditures for Clean Water State Revolving Fund Cluster			54,991	-

*Latest year available. 2022 figures available in mid-2023.

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

NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS FOR THE YEAR ENDED DEC. 31, 2021

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, 2021. 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. Negative amounts shown on the schedule represent adjustments or credits made in the normal course of business to amounts reported as expenditures in prior years.

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.



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