

# 2023 ANNUAL REPORT TO THE LEGISLATURE

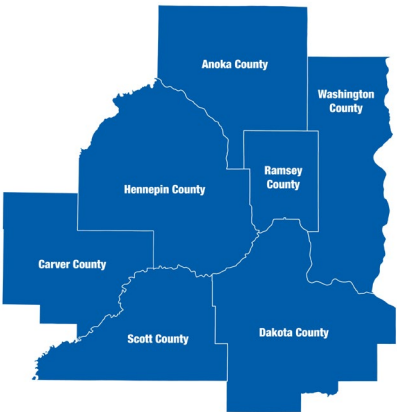


January 15, 2024

# 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 long-range planning organization for the seven-county Twin Cities region. 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 2023 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 2023 Unified Budget.

# 2023: Highlights of Met Council Activities

## Key cross-divisional initiatives

**Engaging stakeholders to create the 2050 Regional Development Guide.** The Met Council is listening to people from across the metro region as we collectively envision the future we want. [Imagine 2050](#), the next regional development guide, builds on the principle that together we can tackle challenges that individual communities may not be able to take on alone.

As the seven-county region's long-range plan, Imagine 2050 will include a vision and goals for growth and development in the region in the next 30 years, and will set the policy foundation for land use, housing, transportation, water resources, and regional parks and open space. It will also address critical issues that cross policy areas: equity, climate, natural systems, economic well-being, and public health, safety, and well-being.

In 2023, staff engaged Met Council committees, advisory committees, staff, and hundreds of external stakeholders to discover the core values and generate the regional vision and goals for Imagine 2050. That work yielded the four core values that guide our work, our expectations of partnership, and our policy and program development. Those values are equity, leadership, accountability, and stewardship.

Our high-level regional goals are:

- Our region is equitable and inclusive
- Our communities are healthy and safe
- Our region is dynamic and resilient
- We lead on addressing climate change
- We protect and restore natural systems

The Met Council continues to refine its overall vision for the guide, expected to be finalized in 2024. We will continue to engage stakeholders as we refine the vision, draft the guide, complete policy development, and create a final draft for public hearing. This will include updated systems plans for transportation, water resources, and regional parks and open space, as well as a housing policy plan. We expect to approve the final guide early in 2025.

State law requires the Met Council to create a regional development guide every 10 years and policy plans 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.

**Youth help to shape the future metro region.** In 2023, the Met Council partnered with five diverse local youth-led organizations to empower young leaders to participate in regional planning. The goals of the Young Leaders Collaboration:

- 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 six workshops, about 60 participants ages 14 to 24 collaborated with Met Council staff to gather, interpret, and draw conclusions from data related to regional planning. Youth shared their perspectives on the region now, what values should guide us into the future, what they want the future region to look like, and how we can work together to build that future.

Youth leaders shared their findings at a Met Council meeting. They addressed the need for greater access to affordable housing and reliable and extensive public transit. They expressed clear priorities of nurturing cultural connections and maintaining parks and open spaces. They also called for investment of more resources into communities most excluded in the past from access to Met Council investments.

**Reviewing local plans and environmental documents.** We have statutory responsibility to review local comprehensive plans, plan amendments, environmental review documents, and other plans and permits to ensure they conform to regional policies and system plans regarding land use, transportation, water resources, and regional parks and open space. Once the Met Council completes the review process for a comprehensive plan or plan amendment, the local government can implement it through zoning ordinances, capital budgets for public improvements, and other actions.

In 2023, staff across our divisions reviewed the following: a preliminary 2024-2030 capital improvements program and 2040 long-term comprehensive plan for Minneapolis-Saint Paul International Airport; 17 alternative urban areawide reviews; 77 local comprehensive plan amendments; 2 comprehensive plan updates; 2 environmental assessments; 25 environmental assessment worksheets; 2 environmental impact statements; 22 housing bond programs; 18 national pollutant discharge elimination system permits; 21 power utility environmental reviews; 4 state disposal system permits; 2 surface water management plans; 11 watershed plans; and 3 wellhead protection plans. See Appendix A, our referrals list, for more details.

**Implementation of our Climate Action Work Plan.** In 2023, we set up the infrastructure for carrying out our new Climate Action Work Plan, which defines strategies and actions to reduce our climate impacts and prepare for a changing climate. This internal operational and functional services plan builds on work we have been doing for two decades. It is separate from, though related to, regional climate policy we are developing through engagement with stakeholders as we create Imagine 2050, the next regional development guide.

We have three new cross-divisional working groups to coordinate and direct actions for both mitigation (reducing our emissions) and adaptation (adapting our facilities and services to be resilient in the face of climate change). The actions include changes to our operations, infrastructure maintenance and planning, research priorities and methods, service delivery, and stakeholder engagement. The working groups are Energy Management, Climate Risk and Vulnerability, and Climate-Focused Workforce.



Several years ago, we established an Environmental Justice Task Force to ensure that environmental justice principles are applied to the Met Council's climate action work. In 2023, that group continued to refine an Environmental Justice Framework that will be incorporated into Imagine 2050 and apply to all the Met Council's operations and policymaking. The framework defines environmental justice as the right for all residents to live in a clean, safe environment and have a healthy quality of life.

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

**Climate Pollution Reduction Grant.** The Environmental Protection Agency's [Climate Pollution Reduction Grants](#) program is making billions of dollars available to fund local climate change solutions across the U.S. These grants are being awarded in two phases — planning and implementation.

In July 2023, the Environmental Protection Agency awarded the Met Council a \$1 million planning grant. We are partnering with local governments and the region's stakeholders across 11 of the 15 counties in the greater Twin Cities metropolitan area. This grant is an opportunity to build on the strong work of many local governments who have already adopted their own climate action plans. Together we will identify strategies that we can collaborate on to make a significant impact sooner.

The grant will allow us to better coordinate and align climate policy and action work across the region, and further align the region's work with the state's climate activities. A unified plan will help us prioritize strategies that offer the most benefit to those most impacted by climate change.

We are currently considering the potential for the Met Council to submit a regional application for the competitive implementation grants. The deadline for applications is April 1.

**Tribal Liaison and Native Relations Coordinator.** In late 2023 we hired our first-ever full-time Tribal Liaison and Native Relations Coordinator. Allison Waukau serves as the primary point of contact at the Met Council for Tribal and Native issues and acts as a liaison between the Met Council and Tribal governments. She is responsible for strengthening relationships with Tribal governments in mutually reinforcing and sustainable partnerships. She will also establish and promote effective working partnerships among Tribal governments, the Met Council, and federal agencies in planning, programming, and project development and implementation. She will also work closely with the Governor's Office of Tribal-State Relations.

In ensuring clean water, the work of our Environmental Service division intersects frequently with the interests of Tribal nations. The division is growing in its understanding of Tribal history, protocols, and cultural resources, and has plans to add staff to better support working with tribes. Staff intend to come to a shared understanding with Tribal nations about respectful ways to consult and collaborate on decisions impacting the regional wastewater system and water policy.

## Opportunities for safe, affordable housing

**Providing affordable housing in the private market.** Metro HRA, the Metropolitan Council's Housing and Redevelopment Authority (Metro HRA), is projected to process 83,414 rent payments to 1,400 private landlords in 2023 through the federal Housing Choice Voucher program. The payments are

made on behalf of over 7,200 families (18,000 people including 9,500 children), totaling approximately \$80 million in public subsidy to private landlords.

**Residential Preferences Study.** The Metro HRA, in partnership with the Met Council's Research unit, the Minneapolis Public Housing Authority, and the Saint Paul Public Housing Authority, launched a Residential Preferences Study in 2023. Research from around the country shows that voucher holders generally face a limited set of options when choosing a place to live. The study will explore the kinds of homes and neighborhoods low-income households want for themselves, the kinds of homes and neighborhoods they live in now, and the gaps between them. The study aims to:

- Understand the extent to which a voucher holder's locational outcome is influenced by their own preferences and choices versus structural barriers and program parameters.
- Examine how to help voucher holders satisfy their residential preferences.
- Understand if and how preferences vary across varying demographic groups.

The Met Council hired a consultant to lead the study which will include surveys, focus groups and in-depth interviews. Data analysis and findings will be complete by July 1, 2024.

**Homework Starts with Home Program.** The Met Council, through its Housing and Redevelopment Authority (Metro HRA) was awarded \$511,680 by Minnesota Housing to support the Homework Starts with Home Program, in partnership with Anoka County. The Homework Starts with Home Program is a state grant program focused on addressing homelessness and housing instability among students and their families. The program provides supportive services to find and maintain housing stability along with financial assistance for the security deposit, rental assistance, and other housing-related costs. The program offers a comprehensive approach to housing stability in partnership with selected Anoka-Hennepin Schools.

- Family Homeless Prevention and Assistance Program: Program participants will have access to more flexible funds intended to give households adequate time to address financial barriers and costs accumulated during their housing crisis. The Metro HRA will not operate this program. The award has a goal of assisting an estimated 36 eligible households over the term of the grant.
- Housing Trust Fund: Families will be referred to the trust fund after being identified as needing a longer time to increase income and address barriers to avoid homelessness. The Metro HRA will provide rental assistance for an estimated 35 families over the term of the four-year grant. With support provided by Anoka County and partners, families will transition off the program sporadically as household incomes increase or households are referred for a Housing Choice Voucher. The Metro HRA was awarded \$511,680 to operate this program.
- Housing Choice Voucher (HCV) preference: Up to 10 program participants per grant year will be offered a Metro HRA Housing Choice Voucher to promote housing stability or locational preference closer to employment or other household preferences. Referred families will be connected to ongoing support such as housing stabilization services.



This is the second Homework Starts with Home Partnership for the Metro HRA, developed as an “in place” strategy to assist families in achieving success and housing stability.

## Support for local planning and development

**Developing regional policies on land use, natural systems, and climate.** As part of the creation of Imagine 2050, the regional development guide (see page 1), our Community Development division has engaged hundreds of stakeholders and residents for their ideas about land use, addressing climate change, and sustaining natural systems (for example, water and air quality). In addition to seeking input from advisory committees, agency partners, and topic experts in academia and the nonprofit world, we have worked to engage groups not traditionally involved in planning processes. For example, we met with a student group in the Roseville Area Public Schools who are developing climate plans for the district, and with Urban Roots, a BIPOC youth group focused on conservation on Saint Paul’s East Side. Climate policies will be embedded throughout the development guide across the disciplines of land use, transportation, housing, regional parks, and water resources.

**Supporting communities to create jobs, affordable housing, and connected development.**

Helping cities and townships prosper to ensure a thriving, vibrant region is at the core of the [Livable Communities](#) grant program. The Met Council administers the program, created by the Minnesota Legislature in 1995. We have awarded more than \$450 million in funding to participating communities in the last 28 years.

In the 2023 funding cycle, we awarded a total of \$27.3 million to 18 cities in grants of several types:

- Policy development – A total of \$101,400 to three cities to support creation and implementation of locally adopted policies that influence physical development in line with regional goals.
- Predevelopment – A total of nearly \$1.9 million to five cities to support 10 projects in the early stage of physical development or redevelopment.
- Affordable rental and ownership housing – A total of \$2.8 million to five cities for projects that create affordable homeownership opportunities to low-income households; and a total of \$2.5 million to projects that will construct new multifamily rental homes for low-income households, including extremely low-income and homeless families.
- Tax-base revitalization – A total of nearly \$5 million to 10 cities to clean up pollution at 18 sites that will be redeveloped to create jobs and affordable housing; a total of \$85,500 to two cities to assess pollution on two sites; and a total of \$142,500 to two cities for pollution at four sites in or near areas that show low levels of building permit activity, concentrations of low-wage jobs, and concentrations of Indigenous, Black, Latino, Asian, and low-income households. These are sites that show potential for job or housing creation.
- Transit-oriented development – A total of \$5 million to three cities to develop affordable housing and create job opportunities along some of the region’s major transit corridors.

- Efficient land use, affordable housing, and connected development – A total of nearly \$9.8 million to six cities for eight projects that promote efficient development, affordable housing, economic opportunities, and jobs, and that connect a variety of land uses.

To be eligible and compete for Livable Communities funding, metro area cities must choose to participate in the Livable Communities program. 75 cities and 1 township participated in the Livable Communities program in 2023.

**Greenhouse Gas Strategy Planning Tool.** We developed the [Greenhouse Gas Strategy Planning Tool](#) to support local governments with climate action planning. The tool quantifies how specific strategies in key areas (compact land use and planning, clean energy supply, energy use in buildings, and conservation and sustainable behavior) may reduce future greenhouse gas emissions relative to a 2018 baseline. We've done the data crunching so users can focus on decision-making and prioritize effective strategies to reduce greenhouse gas emissions.

**Updated regional and local forecasts.** As directed by state law, the Met Council develops forecasts of when, where, and how much population, household, and job growth the seven-county region and local jurisdictions can expect over a 30-year horizon. Forecasts provide a shared foundation for coordinated comprehensive planning. The regional forecasts are updated every two years.

In 2023, we published regional population and jobs forecasts. The Met Council uses UrbanSim, a real estate market simulation model, to develop the local forecasts. The main determinants of local forecasts are real estate dynamics, location characteristics and amenities, activity patterns, and accessibility (travel within the region). We will release preliminary local forecasts in January 2024.

This preliminary version is a “clean slate” look at the pattern of likely development without new policies, without new regulations, and without legacy preconceptions. It may not reflect any agreements with cities; and won't reflect updated transportation model results, new water supply analysis, or any new proposed regional policies.

We will make additional inputs to the local forecasts through the first half of 2024, including new regional system characteristics, a refresh of the planned transportation network and projected transportation conditions, and new regional policies proposed for Imagine 2050, the regional development guide in progress. We will release the second version of the forecasts in summer 2024. At both stages, we will invite public comment on the forecasts. The local forecasts are expected to be approved by the Met Council in conjunction with Imagine 2050, in early 2025.

**Making census data accessible to communities.** Sharing a common, accurate base of information leads to better decision-making and planning among the region's government jurisdictions, businesses, and nonprofit organizations. To increase access to, and use of, the U.S. Census Bureau's data, we serve as a Census State Data Center partner. We provide accessible census data for the Twin Cities region and assist data users.

In 2023, we updated our [community profiles](#) to include census data released in May. The update included homeownership rates, type and age of housing, vacancy rates, and other housing-related data. We also closely track building permits issued by cities and townships in the region, which allows

us to provide very accurate local data about housing in the region. In 2024, we will provide more 2020 Census data released last fall regarding population counts for 300 detailed racial and ethnic groups, as well as 1,187 detailed American Indian and Alaska Native tribes and villages.

## Access to regional parks and open space

**More visitors than ever to regional parks.** In 2022 (latest year for which numbers are available), people made an estimated 69 million visits to regional parks and trails. That's a 6.4% increase over 2021. Trail visits alone grew 14% from 2021 for a total exceeding 20 million visits.

**Assisting in regional park acquisition.** Since July 1, 2022, the Met Council has awarded 10 park land acquisition grants to the 10 regional park implementing agencies, totaling almost \$4 million. The funds have been a mix of monies from the Land and Legacy Amendment, the Environment and Natural Resources Trust Fund, and Met Council funds. The acquisitions included critical parcels in 6 regional trails, 3 regional parks, and 1 park reserve. This program is critically important for the region because it protects park and trail land in perpetuity.

**Regional park and trail long-range plans and comprehensive plan reviews.** In 2023, 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 Policy Plan as required by state law.

**Grants aim to strengthen equitable usage of parks.** In fall 2023, we rolled out the 2024 parks equity grant program. The Met Council is making \$2 million available to the 10 metro area park agencies for capital and noncapital projects that will strengthen equitable usage of regional parks and trails by all our region's residents across age, race, ethnicity, income, national origin, and ability. Awards will be announced after a competitive review process in the spring of 2024.

**Park and trail visitor study planned for 2025.** The Metropolitan Council conducts a park and trail visitor survey of park and trail users about every five years. The Council has started gearing up for a 2025 survey. The survey asks visitors about their reasons for visiting, activities they value, how they got to the site, and demographic information. The results help inform parks planning, policy, and management; help understand who is visiting; and update data to help determine where funding goes for regional parks and trails.

## Planning and operating safe, efficient, and interconnected transportation

**Sustainable, reliable funding for the region's transportation system.** In the 2023 session, the Minnesota Legislature passed a new sustainable revenue source for the region's transportation system. The ¾-cent seven-county metro area transportation sales tax went into effect on Oct. 1, 2023. The funds are split between the region's counties (17%) and the Met Council (83%). Our share will primarily support transit operations, maintenance, and capital projects, with 5% focused on active transportation like walking and biking.

In 2023, we completed significant work to implement the new funding, including:

- Working with the Department of Revenue to implement the tax.
- Changing policy to reflect Motor Vehicle Sales Tax rate and allocation changes.
- Analyzing the effects of the sales tax on Metro Transit's long-term financial picture, including our assuming 100% of capital maintenance and operations costs for the light rail and bus rapid transit systems, relieving the counties of an estimated \$4.2 billion in costs over the next 30 years.
- Discussing with the Transportation Advisory Board the active transportation components of the sales tax. TAB may select projects from the 2024 Regional Solicitation using this funding source as it develops policy and direction for future solicitations.

**Initiating the 2024 Regional Solicitation.** The Transportation Advisory Board (TAB) and the Met Council approved the criteria and application materials for the 2024 [Regional Solicitation](#) for federal transportation funding. Major changes from the last funding cycle include:

- Increasing the number of points awarded for safety-related measures in most funding categories.
- Allowing bridge rehabilitation/replacement project applications for funding on a wider range of roadway functional classifications.
- Clarifying the project's significance to the region for the Unique Projects application.

The Met Council received 127 applications by the Dec. 15 deadline, representing nearly \$445 million in funding requests with a promised local match of nearly \$382 million. Approximately \$250 million is available for projects in this round. The TAB will select projects for funding in the third quarter of 2024.

**Creating the 2050 Transportation Policy Plan.** The 2050 transportation plan is on schedule for adoption in early 2025 as part of the region's development guide, Imagine 2050. We have drafted transportation goals and objectives, and transportation partners are reviewing drafts of plan chapters. Formal review, including the Transportation Advisory Board process, will begin in 2024.

**Research to improve the regional transportation system.** We continued work to collect and analyze data from 2023 Travel Behavior Inventory trip diaries and analyze of the 2022 transit on-board survey. We also initiated work with the University of Minnesota Center for Transportation Studies for analysis of post-COVID travel behavior changes. The results of this research will help us identify emerging trends and changes in travel behavior and forecast regional travel demand.

Also feeding into transportation policy development are two studies completed in 2023. In the first, the Met Council and the Minnesota Department of Transportation worked with local agencies to analyze and prioritize at-grade intersections on the principal arterial system within the Minneapolis-St. Paul Metropolitan Planning Area. [Intersection Mobility and Safety Study results](#).

The second study focused on Regional Travel Demand Management (TDM). TDM describes a wide range of strategies that support the most efficient use of the transportation system by making personal

travel options more flexible, clear, or convenient. The study aimed to understand how TDM can support regional planning goals and objectives; short and long-term opportunities and challenges for TDM in the region; and how the Met Council, its planning and implementation partners, and the private and nonprofit sectors can better support TDM. [Read the final action plan.](#)

**Accessing more federal funding for special transportation.** Our Metropolitan Transportation Services (MTS) division continued to work toward the launch of Metro Move in the second quarter of 2024. A new program under MN STAT 473.386, Special Transportation Service, Metro Move will offer customers with disabilities who receive home-and-community-based waiver services with expanded transportation options that can be used for travel to and from day support services, competitive employment, and to other community resources throughout the transit taxing district. The program will allow MTS to draw on new federal funding and to decrease state general funds, advancing critical outcomes prioritized by the legislatively created Metro Mobility Task Force.

**Transit ridership continues to grow.** Ridership totaled across all modes of Metro Transit service (an estimated 44.8 million rides) rose more than 15% from 2022. Thanks to tireless efforts to hire and retain operators, we increased bus service nearly 10% by the end of the year, resulting in nearly 90% of 2019 service levels on bus rapid transit and local bus routes across the system. In October, Northstar service doubled, and we reinstituted service to Twins playoffs and Vikings games.

Metro Mobility, the region's shared-ride public transportation service for people with disabilities, provided more than two million rides in 2023, approaching pre-pandemic levels. To encourage riders to use regular-route transit if they are able, Metro Mobility introduced a pilot program to provide free rides to Metro-Mobility-certified riders on regular-route buses, bus rapid transit, or light rail through 2024. Metro Mobility will also pick up an increased share of taxi fare for certified riders when they book with Transportation Plus, the current Premium on Demand service for Metro Mobility.

**Significant strides on transit safety.** A safe and welcoming transit system is our top priority. Metro Transit recorded a decrease in crime in the second and third quarters of 2023 compared to the first quarter of the year. Our Safety & Security Action Plan, approved in 2022, includes 43 actions focused on improving public safety on transit by improving conditions on the system, training and supporting employees, and engaging customers and partners. Among the new approaches we implemented in 2023, with additional funding from the Minnesota Legislature:

- **Supplemental security.** We deployed supplemental security at some of our busiest transit stations.
- **Transit Rider Investment Program.** This new program authorized by the Legislature allows non-police personnel to issue administrative citations for fare noncompliance. Beginning in early 2024, new personnel will inspect fares, issue citations to people who haven't paid, and help riders. As a first step, community service officers began inspecting fares and issuing citations in December 2023.

- **Transit Service Intervention Project.** Metro Transit Police Department's Homeless Action Team led the launch of this project, which contracted with 10 community-based social service providers to expand outreach to people riding on light rail who may need connections to shelter, housing, or treatment for substance abuse disorders.
- **Update rider code of conduct.** We adopted a revised transit rider code of conduct. The code communicates clearer expectations about behaviors and commits us to removing and holding accountable those who don't comply.

Of the 43 actions in our plan, 4 are complete, 17 are implemented and ongoing, 15 are in progress, and 7 are in planning.

**A bold new vision.** The Metro Transit Forward initiative is gathering public feedback on agency priorities to incorporate in a new strategic plan and agency vision, including new transit corridors and fleet replacement. The vision will include advancing major projects, such as the Blue Line light rail extension, Purple Line bus rapid transit, and the F, G, and H arterial bus rapid transit lines.

**New transit information tools for customers.** We continue to implement innovative transit information tools for customers across the region. Recent examples include:

- A wayfinding program funded by the Regional Solicitation. A wayfinding pilot is underway at the West Bank Station of the METRO Green Line, including the development of a dataset to provide wayfinding through third-party applications. Wayfinding plans for downtown Minneapolis and Saint Paul will be developed in 2024.
- A new platform for text and email rider alerts will launch in Q1 2024.
- Translated rider alerts at bus stops for high-impact service changes.
- Improved detour and disruption communication through all customer information channels with continued improvements planned in 2024.

**Progress on transitways in the metro area.** 2023 was a year of tremendous advancement of major METRO transitways in the seven-county region. Following are highlights.

- **METRO Green Line Extension.** The Met Council and Hennepin County resolved significant fiscal issues and we created a path to complete the project. Construction is more than 75% complete, with 11.5 miles of contiguous miles of light rail track laid between Eden Prairie and Minneapolis near the West Lake Street Station area. Completed are the 29 bridges for the line, 11 of 16 stations, and a 450-stall parking ramp at the station in Eden Prairie. Tunnel construction continues in the Kenilworth corridor. Revenue service is expected to begin in 2027.
- **METRO Gold Line.** The region's first bus rapid transit line to run primarily in dedicated lanes is more than 50% complete. A new bridge that crosses I-94 between Oakdale and Woodbury opened in November. The planned 10-mile line will connect Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury in the east metro. Revenue service is expected to begin in 2025.



- **METRO Blue Line Extension.** In fall 2023, the Met Council and Hennepin County approved a grant agreement that will provide \$75.3 million in county funds to keep the METRO Blue Line Extension light rail project going through the end of 2024. In the same month, the Corridor Management Committee passed a resolution in support of the Met Council and county continuing to advance the track route and stations through the federal environmental review process.

Earlier in the year, the University of Minnesota's Center for Urban and Regional Affairs released a report, [Blue Line Extension Anti-Displacement Recommendations](#). A working group of neighborhood residents, businesses, city representatives, and community organizations developed the recommendations through 18 months of discussions, community meetings, and one-on-one outreach in the corridor. The goal of the recommendations is to ensure residents and businesses currently along the route are the ones to benefit from this major transit investment.

- **METRO Purple Line.** In 2023, the METRO Purple Line project advanced 12 station locations along Maryland and White Bear avenues for further evaluation. Project staff are currently conducting extensive community engagement. The Corridor Management Committee is expected to make a recommendation on a preferred roadway and transit design concept in March 2024.
- **METRO B Line.** This arterial bus rapid transit route will connect downtown Saint Paul in the east through the Chain of Lakes area in Minneapolis via Selby and Marshall avenues and Lake Street. The first phase of construction east of Hiawatha Avenue to downtown Saint Paul is largely complete. We awarded the contract for construction of the second phase west of Hiawatha Avenue to the West Lake Station of the Green Line Extension. Revenue service is expected to begin in 2025.
- **METRO E Line.** In 2023, we finalized station designs for the E Line, arterial bus rapid transit service connecting Southdale, downtown Minneapolis, the University of Minnesota, and the Prospect Park neighborhood of Minneapolis. Final designs show how stations will be positioned, including where amenities will go and improvements to pedestrian facilities. Construction is anticipated to begin in spring 2024.
- **METRO F Line.** This bus rapid transit line will provide faster and more reliable transit service in the Route 10 corridor between downtown Minneapolis and Northtown Transit Center, largely along Central and University avenues. In 2023, the Met Council approved the METRO F Line Corridor Plan. This action finalizes station locations and allows the project to move into the engineering phase.
- **METRO G Line.** This bus rapid transit line will serve the Route 62 and 68 corridors, from Little Canada through downtown Saint Paul to the Dakota County Northern Service Center, mainly along Rice and Robert streets. In fall 2023, we sought public comment on the draft corridor plan and are incorporating that feedback as we prepare the recommended corridor plan for release

in spring 2024. Once a final plan is adopted later in 2024, it will guide the engineering phase of the project.

**Evaluate Metro Transit micro service pilot and expand access to mobility options.** Metro Transit's micro pilot in North Minneapolis has completed over 60,000 trips since its launch in September 2022. In 15 months, ridership has increased and the cost per ride has steadily decreased. An interim evaluation of the two-year pilot led to several service changes to better manage increasing demand. In 2023, Metro Transit and the City of Minneapolis secured federal money to pilot regional mobility hubs at strategic locations across the transit network to expand access to mobility options, following the guidance of the Met Council's Mobility Hub Planning Guide. Construction of the hub pilot will begin in 2025.

**Zero emissions bus plans.** The Met Council adopted the Metro Transit [Zero Emissions Bus Transition Plan](#) in February 2022 and the Metropolitan Transportation Services plan in May 2023. Metro Transit has multiple procurements underway to advance the plan with the next electric buses anticipated to enter revenue service in 2025. MTS is progressing with the first pilot project with SouthWest Transit, with coach buses on order.

## Clean water for future generations

**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. In August, the Met Council discontinued in-house testing as part of a transition to the Minnesota Department of Health (MDH)'s participation in the Centers for Disease Control's new national program. The Met Council continues to serve as a strong partner in protecting public health by providing wastewater samples to MDH and contributing knowledge about wastewater surveillance.

**135 years of performance excellence.** All nine wastewater treatment plants were awarded Peak Performance status from the National Association of Clean Water Agencies. Reaching this level of compliance is no easy feat. In 2022, the wastewater treatment plants had a combined total of 24,400 individual permit limits, and ES staff successfully met them all. The Hastings Plant was our top-performer with 32 years of consecutive compliance.

**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 167 lakes, 19 tributary rivers and streams, and 13 sites along the Minnesota, St. Croix, and Mississippi rivers. 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. The drought of 2023 had impacts to our region's water bodies and monitoring efforts, with low flows affecting equipment use and water access.

**Budget updates.** High inflation rates, particularly in chemicals and utilities, created challenges to budget planning in several key areas critical to Met Council operations. To address this, Environmental Services set the 2024 Municipal Wastewater Charge increase at 6.8%. The Sewer Availability Charge,

for new or expanded connections to the regional wastewater system, will remain the same for the 10th straight year.

**Providing funding to metro area cities and townships.** The Met Council awarded nearly \$1 million in grants to 37 cities and townships to offer rebates or grants to residents for water-efficient replacements for home appliances like toilets, washing machines, dishwashers, irrigation controllers, and more. Met Council began planning to offer sewer repair grants for private property owners in the region in 2024, after the Minnesota Legislature designated \$1.5 million for the new program. In 2023, the U.S. Environmental Protection Agency bestowed its Excellence in Promoting WaterSense Labeled Products Award on our grant program.

**Maintaining compliance through extraordinary measures.** The Hastings Wastewater Treatment Plant experienced ongoing operational challenges due to repeat, prohibited industrial discharges from a local business. After months of discussion with Hastings Creamery about resolving the problem, our Industrial Waste and Pollution Prevention staff, through authority delegated by the Minnesota Pollution Control Agency, issued a Permit Suspension and Interruption of Service Order. Hastings Wastewater Treatment Plant staff went to great lengths to treat the Hastings wastewater flow to protect public health and the environment while staying within National Pollutant Discharge Elimination System program permit limits.

**Partnering with communities to optimize sewer performance.** To address the increasing problem of fats, oils, and grease (FOG) in the sewer system, the Met Council convened a regional task force, composed of representatives from local cities, businesses, and industries. Based on their input, Industrial Waste and Pollution Prevention staff are developing a robust toolkit of outreach and educational materials, as well as planning for distribution and ongoing collaboration with local partners on FOG source reduction in the metro region.

**Planning for a clean water future.** Met Council water resources planning staff continued work to develop 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 2023, Met Council staff published a series of research papers focused on key water needs and challenges for the region, and policies for how to address them. Additionally, staff examined how past decisions have negatively impacted people and how future policies can set the stage for an equitable future. The water resources plan is one of three system plans the Met Council is required under state law to develop and update to ensure the sustainable economic growth of the region.

The legislatively created [Metropolitan Area Water Supply Advisory Committee](#) works with the Met Council in our role to ensure sustainable water supplies in the seven-county metro area. In 2023, we worked together to identify additional content for an update to the Metro Area Water Supply Plan, and to ensure the plan is in alignment with the evolving 2050 Water Resources Policy Plan so that the plans support one another.

The committee also guided the Met Council as we established, with extensive engagement of local partners, a new subregional water supply planning approach. In 2023 we established preliminary boundaries for the subregions and held workshops in three of the seven subregions. The workshops

generated locally specific information about what successful water supply planning looks like for the subregion, challenges and opportunities, and preferred strategies. Workshops are planned in early 2024 for the remaining subregions.

In 2023, with guidance from the advisory committee, our water supply planning staff also worked to develop:

- An updated approach for projecting regional water demand (to be finalized in 2024)
- A regional Water Supply Planning Atlas (to be published in 2024 and updated regularly)
- A multi-community wellhead protection planning pilot project in the west metro (which will continue in 2024)

We continued several water supply partnerships, including with:

- The Minnesota Technical Assistance Program, by supporting interns that work with industries in the region on water conservation.
- The University of Minnesota's research project on the value of water in the Twin Cities area.
- The University of Minnesota's Turfgrass Science Program to study the effectiveness of water efficiency practices.

Finally, we began discussions with the Minnesota Department of Health and the Minnesota Department of Natural Resources to set a clear vision for what we can do together to ensure clean water for future generations in the metro area, and to clarify our respective roles and functions and establish a structure to ensure coordinated local planning efforts.

# Policy Plans and Amendments

## Administrative Modification: 2040 Transportation Policy Plan

### Transitway Advancement Policy

In 2023, the Met Council adopted a Transitway Advancement Policy into the 2040 Transportation Policy Plan so that all project partners can understand and help manage key risks at the right point in the transitway planning process. The new policy establishes clear review standards and clarifies what information will be considered when key decisions are being made. The policy reflects our real-world experience with the planning, design, and construction of light rail and bus rapid transit projects since the METRO Blue Line opened in 2004.

**Introduction to the Transitway Advancement Policy.** The Met Council has two primary roles in regional transitway projects: it has a role as the Metropolitan Planning Organization (MPO) leading regional transportation planning; and it has a role in transitway implementation and operations. The Met Council's decisions regarding transitway planning are influenced by both roles as transitway projects advance.

When projects are not intended to be developed or operated by the Met Council or with Met Council assistance, only the MPO roles apply. To aid the Met Council's consideration to adopt or amend a project in the Transportation Policy Plan, the following information is required from each transitway's originating local planning agency:

- Documentation of transitway mode, alignment, and station locations and selection process
- Resolutions of support from relevant government bodies and agencies
- Documentation of fiscal constraint
- Documentation of public engagement and feedback

[Read the full Transitway Advancement Policy.](#)

## 2024 Legislative Program

The Council's legislative proposals for the 2024 session of the Minnesota Legislature are still under development as of Jan. 1, 2024. 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 Budget Information

## Amended 2023 Council Budget

The Met Council submitted its [2023 Unified Budget](#) to the Minnesota Legislature in January 2023. The budget contains detailed budget information and describes the Council’s 2023 work program; it also satisfies state reporting requirements. A high-level summary of the 2023 operating budget, as amended through the year, follows.

### 2023 Budget Expenditures

Transportation	645,188,000
Debt Service	191,794,000
Pass-through Funds	199,100,000
Environmental Services	173,023,000
Planning and Administration	120,414,000
Other Post-Employment Benefits	15,257,000
<b>Total</b>	<b>1,344,776,000</b>

### 2023 Budget Revenues

State Funds	528,241,000
Wastewater Fees and SAC	342,260,000
Federal Funds	304,672,000
Transit Fares	56,726,000
Property Taxes	92,324,000
Other	45,377,000
<b>Total</b>	<b>1,369,600,000</b>

## 2024 Adopted Council Budget

The Met Council submitted its 2024 Unified Budget to the Minnesota Legislature in January 2024. It contains detailed budget information and describes the Council’s 2024 work program; it also satisfies state budget reporting requirements. A summary of the 2024 adopted operating budget follows.

### 2024 Budget Expenditures

Transportation	696,915,000
Debt Service	192,552,000



Environmental Services	181,698,000
Pass-through Funds	208,646,000
Planning and Administration	126,476,000
Other Post-Employment Benefits	14,768,000
<b>Total</b>	<b>1,421,055,000</b>

## **2024 Budget Revenues**

State Funds	566,662,000
Wastewater Fees and SAC	357,855,000
Federal Funds	213,755,000
Transit Fares	60,870,000
Property Taxes	94,170,000
Other	16,890,000
<b>Total</b>	<b>1,310,202,000</b>

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



## 2023 REFERRALS

### Airport CIP

#### Review Title

Preliminary 2024-2030 Capital Improvement Program

### Total Reviews: 1

#### Applicant

Metropolitan Airports  
Commission

#### Review Number

22901-1

### Airport Long Term Comprehensive Plan

#### Review Title

MSP Airport 2040 Long-Term Comprehensive Plan

### Total Reviews: 1

#### Applicant

Metropolitan Airports  
Commission

#### Review Number

22883-1

### Alternative Urban Areawide Review

#### Review Title

UMore Study Area Final AUAR Update

Rich Valley East Industrial Scoping EAW and Draft  
AUAR Order

Launch Park AUAR Update

Gateway Study Area AUAR Update

Xcel Energy/City of Northfield Final AUAR

Rosemount Industrial Final AUAR

The West End AUAR Update

Xcel Energy/City of Northfield Draft AUAR

Rosemount Industrial Draft AUAR

Prudential Campus Redevelopment Final AUAR

Highland Bridge AUAR Update

Draft Order for Rosemount Industrial Development  
AUAR

Prudential Campus Redevelopment Draft AUAR

### Total Reviews: 17

#### Applicant

Rosemount

Rosemount

Lakeville

Edina

Outside of Metro

Rosemount

St. Louis Park

Outside of Metro

Rosemount

Plymouth

St. Paul

Rosemount

Plymouth

#### Review Number

21138-4

22915-1

21992-3

20052-5

22838-3

22857-3

19929-5

22838-2

22857-2

22852-2

22290-4

22857-1

22852-1

2023 Update of the Maple Grove Gravel Mining Area Alternative Urban Areawide Review and Mitigation Plan	Maple Grove	19357-6
Adelmann Farm Industrial Park Final AUAR	Lakeville	22735-3
CSAH 42/Akron Study Area AUAR Update	Rosemount	19859-5
Xcel Energy/City of Northfield Scoping EAW and Draft Order for AUAR	Outside of Metro	22838-1

## Comprehensive Plan Amendment

## Total Reviews: 77

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Sand Creek Township Valley View Dr Corridor	Scott Co.	21936-5
Aster Commons	Richfield	21949-4
Former City Facilities	Lake Elmo	22215-11
South Oaks of Hastings 4th Addition	Hastings	22299-5
Sundance Lakeville	Lakeville	22077-12
Central Business District / Mixed Use Density Range	Centerville	21982-2
Northtown	Blaine	21902-13
Water Resources Management Plan Amendment	Minnetonka	22440-2
Redeemed Farms Map Amendment	Scandia	21979-6
Drake Land Exchange	Lake Elmo	22215-10
2023 Park Master Plan Update	Scandia	21979-5
Huntersbrook Second Addition	Victoria	21975-7
Updates to Park and Open Space	St. Louis Park	22095-14
Sidewalks and Trails Map	Little Canada	22455-3
2023 Mixed Use Text Amendment	Mound	21916-3
Local Surface Water Management Plan Amendment	Chaska	22303-2
Former Prudential Insurance Site	Plymouth	21855-8
North Star MUSA Growth and Phasing Plan	Lake Elmo	22215-9
Norsq Maple Grove	Maple Grove	21999-7
Land Use Map Amendment - Red Barn	Corcoran	21983-4
Plymouth City Center	Plymouth	21855-7
Amira	Victoria	21975-6

1022 Wayzata Blvd E	Wayzata	22314-3
AutoZone	St. Francis	22287-8
R & F Comprehensive Plan Amendment	Elko New Market	22468-4
610 Corridor	Brooklyn Park	21968-3
The Northside Economic Opportunity Network	Minneapolis	22166-12
Water Resources Chapter Amendment	Cottage Grove	22236-7
Hickory Grove	Belle Plaine	21984-2
Land Use Map Corrections	Eden Prairie	21978-12
Knox and American	Bloomington	21953-15
Crimson Bay	Chanhassen	21810-3
Lake Park Villas	Tonka Bay	21869-2
Greenway Station Bus Rapid Transit Oriented Development	Oakdale	22056-5
Highview Park	Shakopee	22004-7
Turtle Ponds 6th Addition	St. Francis	22287-7
Nuway Alliance	Maplewood	22007-8
4707 Circle Down	Golden Valley	21988-9
Opus Land Use Amendment	Dayton	22507-3
Transportation Plan Map	Dayton	22507-2
Zubarev	Inver Grove Heights	21996-12
Gunderson	Inver Grove Heights	21996-13
Density Bonus	North St. Paul	22159-3
Baker Road Assisted Living	Eden Prairie	21978-10
2022 System Statement	Eden Prairie	21978-11
Roers Companies Workforce Apartment	Rogers	22296-3
Red Forest Way South	North Oaks	21796-3
2022 System Statement	Bloomington	21953-14
LDR and MDR Updates	Bloomington	21953-13
Serenity at Seelye Brook	St. Francis	22287-6
Norhart	Cottage Grove	22236-6

Park System Improvements	Fridley	22154-4
Hanifl	Farmington	22086-6
Waste Management - BSLI Landfill	Burnsville	21907-6
Homes by Perri	Eagan	22062-17
Radisson Road Townhomes	Blaine	21902-12
Cantissimo Senior Living	Wayzata	22314-2
Patriot Parkway	St. Francis	22287-5
Marion Village	Savage	22423-2
Lapoutre	North Oaks	21796-2
Sentinel Apartments	Golden Valley	21988-8
Meadowland Estates West	Blaine	21902-11
Guided Land Use Map Clean Up	West St. Paul	22157-5
10278 Central Avenue NE	Blaine	21902-10
NorBella Senior Living	Coon Rapids	21880-7
Camping World	Scott Co.	21936-4
R & F Properties	Elko New Market	22468-3
23543 DeGardner Circle	St. Francis	22287-4
Moraine Addition	Shakopee	22004-6
Industrial Land Use Description Text Amendment	Bloomington	21953-12
Rosemount Comprehensive Sanitary Sewer Plan Amendment - Boulder Avenue	Rosemount	22286-10
Van Buren Street Northeast	Minneapolis	22166-11
Abbott Northwestern Hospital Campus	Minneapolis	22166-10
Zion Lutheran School	Mayer	22091-3
Aligning the Land Use Chapter with City Policy Goals	South St. Paul	22398-3
Moon Plaza Redevelopment	Fridley	22154-3
Transportation Chapter Text Amendment	Mounds View	22396-3

## Comprehensive Plan Update

## Total Reviews: 2

### *Review Title*

### *Applicant*

### *Review Number*

Empire 2040 Comprehensive Plan Update

Empire

22892-1



Lakeland 2040 Comprehensive Plan Update

Lakeland

21955-1

### **Environmental Assessment**

### **Total Reviews: 2**

#### *Review Title*

#### *Applicant*

#### *Review Number*

Preparation of an Environmental Assessment for Recapitalization of the C- I 30H Aircraft to the C-I 30J Model

U.S. Department of Defense

22865-1

115 kV Rosemount Transmission Line and Associated Facilities

Rosemount

22842-1

### **Environmental Assessment Worksheet**

### **Total Reviews: 25**

#### *Review Title*

#### *Applicant*

#### *Review Number*

Rogers Industrial Development

Rogers

22931-1

Walden at Hastings

Hastings

22928-1

Brown's Creek Restoration Project

Browns Creek Watershed District

22921-1

Demolition of Building #13 – Minnesota Department of Veteran's Affairs, Minneapolis Campus

Minnesota Department Of Administration

22920-1

Pine Bend Landfill Vertical Expansion Project

Minnesota Pollution Control Agency

22917-1

Dayton Mixed Use Development

Dayton

22911-1

Trunk Highway 169 and County Highway 59 Interchange

Scott Co.

22910-1

CertainTeed Roofing Shakopee Expansion Project

Minnesota Pollution Control Agency

22905-1

Waterford Township Limestone Quarry Scoping EAW and Draft Scoping Decision Document

Waterford Twp.

22896-1

South Fork of Rush Creek Restoration Project

Maple Grove

22897-1

Haviland Fields

Ramsey

22890-1

Merriam Junction Trail

Scott Co.

22889-1

Metropolitan Wastewater Treatment Plant Solids Management Improvements Project

Minnesota Pollution Control Agency

22886-1

U.S. Highway 212 Benton Township Project

Minnesota Department Of Transportation

22882-1

University of St. Thomas Multipurpose Arena

St. Paul

22881-1

Maranda Mine Expansion

Scott Co.

22879-1

State Office Building Renovation and Addition	Minnesota Department Of Administration	22880-1
Hamline Midway Library	St. Paul	22878-1
Burnsville Residential Project	Burnsville	22875-1
Former Macy's Site	Edina	22874-1
Hope Community Mixed-Use Development	Corcoran	22873-1
Beaumont Bluffs Residential Development	Jordan	22708-2
Farmington Compressor Station Improvements Project	Minnesota Department Of Natural Resources	22861-1
SMSC Organics Recycling Facility	Minnesota Pollution Control Agency	22849-1
Ferndale Bluff Residential	Wayzata	22843-1

### Environmental Impact Statement

### Total Reviews: 2

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Highway 252/I-94 EIS Final Scoping Decision Document	Minnesota Department Of Transportation	22853-2
Highway 252/I-94 EIS Scoping Document & Draft Scoping Decision Document	Minnesota Department Of Transportation	22853-1

### Housing Bond Program

### Total Reviews: 22

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
PPL NicLake Limited Partnership	Minneapolis	22919-1
Marshall Avenue Flats Project	St. Paul	22914-1
Croft at Rosecott Project	Columbus	22908-1
Agra Apartments Project	Lauderdale	22909-1
Decatur Landing Apartments Project	Brooklyn Park	22906-1
Wadaag Commons Limited Partnership	Minneapolis	22904-1
Mississippi View Apartments Project	Coon Rapids	22899-1
Labor Retreat Apartments	Hennepin Co.	22884-1
Joseph's Point at Upper Landing Project	Mounds View	22870-1
Moon Plaza Project	Fridley	22871-1
Pleasant Villas II Multifamily Housing Finance Program	Dakota Co.	22869-1

Oakdale Senior Housing Apartments Project	Oakdale	22867-1
Blooming Cedar Apartments, LLC	Minnetonka	22866-1
Revised Sibley Court and Sibley Park Project	St. Paul	22826-2
Fort Snelling Leased Housing Associates I, LLLP	Richfield	22344-2
The Balsam on Broadway Project	St. Paul	22862-1
Lica Apartments Project	Little Canada	22860-1
2309 Plymouth Ave N Limited Partnership	Minneapolis	22859-1
Artspace NKB Lofts, LP	Minneapolis	22856-1
Dakota County CDA Amber Fields Housing Program	Rosemount	22855-1
Oakland Talmage Portfolio Project	Hennepin Co.	22848-1
Whittier Community Housing Project	Hennepin Co.	22847-1

### **National Pollutant Discharge Elimination System Permit**

**Total Reviews: 18**

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Intent to Reissue NPDES/SDS Permit to Cargill AgHorizons - West Elevator	Minnesota Pollution Control Agency	22925-1
Intent to Reissue NPDES/SDS Permit to Savage Riverport LLC	Minnesota Pollution Control Agency	22926-1
Intent to Reissue NPDES/SDS Permit to CHS Inc - Savage Dredge	Minnesota Pollution Control Agency	22927-1
Intent to Reissue Permit to Captain Kens Foods Inc	Minnesota Pollution Control Agency	22922-1
Intent to Modify and Reissue NPSDES and SDS Permit to City of Credit River - Stonebridge	Minnesota Pollution Control Agency	22923-1
Intent to Reissue NPDES and SDS Permit to Metropolitan Council Seneca Wastewater Treatment Facility	Minnesota Pollution Control Agency	22898-1
Wastewater Pond General Permit and TMDL Wasteload Allocation	Minnesota Pollution Control Agency	22893-1
St. Paul Port Authority (Mississippi River) - Wastewater Permit	Minnesota Pollution Control Agency	22894-1
Intent to Reissue NPDES and SDS Permit to City of Minneapolis and Minneapolis Park and Recreation Board Municipal Separate Storm Sewer System	Minnesota Pollution Control Agency	22885-1

Intent to Reissue NPDES/SDS Permit for Xcel Energy - Black Dog Generating Plant	Minnesota Pollution Control Agency	22872-1
Intent to Issue NPDES and SDS Permit to Wilmes Lake Alum Treatment Facility	Minnesota Pollution Control Agency	22863-1
Intent to Modify NPDES and SDS Permit to YMCA of the North Camp Gathering Pines	Minnesota Pollution Control Agency	22864-1
Shakopee Mdewakanton Sioux Community (SMSC) Water Reclamation Facility NPDES Permit MN-0067938-4	Minnesota Pollution Control Agency	22858-1
Intent to Issue Coverage Under the State of Minnesota General Animal Feedlot NPDES Permit to Minnesota Valley Livestock Site 1, Belle Plaine	Minnesota Pollution Control Agency	22851-1
Intent to Reissue NPDES/SDS Permit to USCOE	Minnesota Pollution Control Agency	22850-1
Intent to Issue Coverage Under the State of Minnesota General Animal Feedlot NPDES Permit to Canterbury Park, Shakopee	Minnesota Pollution Control Agency	22846-1
Intent to Reissue NPDES/SDS Permit for Kraemer Mining & Materials	Minnesota Pollution Control Agency	22839-1
Draft NPDES and SDS Construction Stormwater General Permit	Minnesota Pollution Control Agency	22835-1

## Power Utility Environmental Review

## Total Reviews: 21

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Intent to Reissue Air Emission Permit to Twin City Concrete Products Co – Saint Paul	Minnesota Pollution Control Agency	22933-1
Carver County (Cnty Rd 40 Reconstruction) – 401 Water Quality Certification	Minnesota Pollution Control Agency	22932-1
Central Sandblasting Company – Air Permit	Minnesota Pollution Control Agency	22929-1
Intent to Reissue Air Emission to Target Northern Campus	Minnesota Pollution Control Agency	22924-1
Intent to Reissue Air Emission Permit to Pine Bend Energy LLC	Minnesota Pollution Control Agency	22918-1
Proposed Amendments to Minnesota Ch 7050 Water Quality Standards, Aquatic Life, and Recreation	Minnesota Pollution Control Agency	22916-1
Intent to Issue Air Emission Permit to Despatch Industries LP	Minnesota Pollution Control Agency	22912-1

Intent to Amend Air Emission Permit for Andersen Corp	Minnesota Pollution Control Agency	22913-1
Intent to Amend Air Emission to Ardent Mills Flour Mill	Minnesota Pollution Control Agency	22903-1
Intent to Amend Air Emission Permit to Xcel Energy - High Bridge Combined Cycle Plant	Minnesota Pollution Control Agency	22902-1
Shakopee Mdewakanton Sioux Community Organic Recycling Facility - Air Permit	Minnesota Pollution Control Agency	22895-1
Intent to Amend Air Emission Permit for Abbott Northwestern Hospital, Minneapolis	Minnesota Pollution Control Agency	22891-1
Anoka Conservation District (Dellwood River Park) - 401 Water Quality Certification	Minnesota Pollution Control Agency	22888-1
Met Council Wastewater Treatment Plant - Air Permit and State Implementation Plan	Minnesota Pollution Control Agency	22887-1
Metropolitan Solid Waste Management Policy Plan 2022-2042	Minnesota Pollution Control Agency	22877-1
Dem-Con Landfill - Solid Waste Permit	Minnesota Pollution Control Agency	22868-1
Intent to Issue a Solid Waste Facility Permit to Shakopee Mdewakanton Sioux Community Organic Recycling Facility	Minnesota Pollution Control Agency	22854-1
Intent to Reissue Air Emission Permit for 3M - Cottage Grove Center Utilities	Minnesota Pollution Control Agency	22845-1
Intent to Reissue Air Emission Permit to Burnsville Sanitary Landfill	Minnesota Pollution Control Agency	22844-1
Intent to Amend Air Emission Permit for Water Gremlin Co	Minnesota Pollution Control Agency	22840-1
Intent to Reissue Air Emission Permit to Silgan Containers Mfg Corp	Minnesota Pollution Control Agency	22837-1

### State Disposal System Permit

### Total Reviews: 4

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Fields of Saint Croix Wastewater Treatment Facility – Wastewater SDS Permit	Minnesota Pollution Control Agency	22930-1
Intent to Modify and Reissue SDS Permit for Disabled Veterans Rest Camp	Minnesota Pollution Control Agency	22907-1
Intent to Issue SDS Permit to Randolph Wastewater Treatment Plant	Minnesota Pollution Control Agency	22900-1

Jackson Heights Mobile Home Park - Wastewater Permit	Minnesota Pollution Control Agency	22876-1
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## Surface Water Management Plan

## Total Reviews: 2

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Local Surface Water Resources Management Plan Amendment	Minnetonka	22085-2
Lakeland Local Surface Water Management Plan	Lakeland	22836-1

## Watershed Plan

## Total Reviews: 11

<i>Review Title</i>	<i>Applicant</i>	<i>Review Number</i>
Lower St. Croix River Comprehensive Management Plan Amendment	Lower St. Croix Joint Powers Organization	22442-2
NMCWD Proposed Rule Revisions	Nine Mile Creek Watershed District	21703-6
Minor Plan Amendment	Riley Purgatory Bluff Creek Watershed District	21820-4
NMCWD Watershed Management Plan Minor Amendment	Nine Mile Creek Watershed District	21703-5
RCWD Watershed Management Plan 2020-2029 Minor Amendment	Rice Creek Watershed District	22397-2
RWMWD Rules Amendment	Ramsey Washington Metro Watershed District	21577-2
CRWD Rules Amendment	Capitol Region Watershed District	22452-3
Minor Plan Amendment for the Bassett Creek Watershed 2015 Watershed Management Plan to update BCWMC 10-Year CIP	Bassett Creek Watershed Management Commission	21306-5
Shingle Creek and West Mississippi Watershed Management Commissions 4th Generation Watershed Management Plan 90-Day Review	Shingle Creek Watershed Management Commission	22824-2
North Fork Crow River 1W1P Amendment	North Fork Crow River Water Planning Partnership	22818-2
2022 CIP, Rules, and Standards Minor Plan Amendment	Pioneer-Sarah Creek Watershed	22466-2



## Well Permit

### *Review Title*

Shoreview Wellhead Protection Plan Part 2  
Burnsville Wellhead Protection Plan Part 1  
Wellhead Protection Plan Part 2

## Total Reviews: 3

### *Applicant*

### *Review Number*

Shoreview 22738-2  
Burnsville 22841-1  
White Bear Twp. 22702-2

**APPENDIX B - 2023 METROPOLITAN COUNCIL ANNUAL REPORT TO THE LEGISLATURE**

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED DECEMBER 31, 2022\*  
IN THOUSANDS**

<b>Passed Through to Subrecipients</b>	<b>Expenditures</b>	<b>Pass-Through Grant Number</b>	<b>Assistance Listing Number</b>	<b>Federal Grantor/ Pass-Through Agency/ Grant Program Title</b>
				<b>U.S. Department of Housing and Urban Development</b>
				Direct
\$ -	\$ 92,783		14.871	Housing Voucher Cluster
-	465		14.871	Section 8 Housing Choice Vouchers
-	<b>93,248</b>			Section 8 Housing Choice Vouchers - Emergency Housi
-	<b>2,355</b>			Vouchers
				<b>Total Direct Assistance Listing #14.871</b>
-	<b>464</b>	C-02454	14.241	Mainstream Vouchers
				Passed through City of Minneapolis, Minnesota
-	172	MPHA 22.059	14.871	Housing Opportunities for Persons with AIDS
-	<b>93,420</b>			Passed through City of Minneapolis Public Housing Authori
-	<b>96,239</b>			Housing Voucher Cluster
				Section 8 Housing Choice Vouchers
				<b>Total Assistance Listing #14.871</b>
				<b>Total U. S. Department of Housing and Urban Developme</b>
				<b>U.S. Department of Transportation</b>
				Direct
120	303,693		20.500	Federal Transit Administration
-	125		20.500	Federal Transit Cluster
<b>120</b>	<b>303,818</b>			Federal Transit-Capital Investment Grants
				COVID-19 Federal Transit-Capital Investment Grants
				<b>Total Assistance Listing #20.500</b>
2,448	40,682		20.507	Federal Transit-Formula Grants
16,787	154,369		20.507	COVID-19 Federal Transit-Formula Grants
<b>19,235</b>	<b>195,051</b>			<b>Total Assistance Listing #20.507</b>
-	<b>19,255</b>		20.525	State of Good Repair Grants Program
<b>2,800</b>	<b>3,337</b>		20.526	Buses and Bus Facilities Formula, Competitive, and Low or No Emissions Programs
				Passed Through Minnesota Department of Transportation
28	4,397	1048441	20.205	Highway Planning and Construction Cluster
-	371	1029618/1046170	20.205	Highway Planning and Construction
-	900	1047647	20.205	Highway Planning and Construction
<b>28</b>	<b>5,668</b>			<b>Total Assistance Listing #20.205</b>
-	<b>818</b>	1048107	20.509	COVID-19 Formula Grants for Rural Areas and Tribal Program

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

**APPENDIX B - 2023 METROPOLITAN COUNCIL ANNUAL REPORT TO THE LEGISLATURE**

**SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED DECEMBER 31, 2022\*  
IN THOUSANDS**

<b>Passed Through to Subrecipients</b>	<b>Expenditures</b>	<b>Pass-Through Grant Number</b>	<b>Assistance Listing Number</b>	<b>Federal Grantor/ Pass-Through Agency/ Grant Program Title</b>
<u>-</u>	<u>20</u>	5995-2021-1	20.514	Passed Through Operation Lifesaver, Inc. Public Transportation Research
<u>22,183</u>	<u>527,967</u>			<b>Total U.S. Department of Transportation</b>
				<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
-	7,115	MPFA-CWRF-L-035-FY21	66.458	Capitalization Grants for Clean Water State Revolving Funds
-	36,685	MPFA-CWRF-L-027-FY22	66.458	Capitalization Grants for Clean Water State Revolving Funds
-	<u>43,800</u>			<b>Total Assistance Listing #66.458</b>
				<b>U.S. Department of Homeland Security</b>
				Passed Through Minnesota Department of Public Safety COVID-19 Disaster Grants - Public Assistance (Presidenti Declared Disasters)
-	<u>625</u>	MN-EMGP-20220707-4658	97.036	
<u><u>\$ 22,183</u></u>	<u><u>\$ 668,631</u></u>			<b>Total Federal Awards</b>
				<b>Totals by Cluster</b>
	\$ 95,775			Total expenditures for Housing Voucher Cluster
	521,461			Total expenditures for Federal Transit Cluster
	5,668			Total expenditures for Highway Planning and Construction
	43,800			Total expenditures for Clean Water State Revolving Fund C

\*Latest year available. 2023 figures available in mid-2024.

The notes to the Schedule of Expenditures of Federal Award

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, 2022**

### **A. Summary of Significant Accounting Policies**

#### **1. 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.

#### **2. 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, 2022. 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 the cost principles contained in the Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement.

### **B. 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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