

METROPOLITAN COUNCIL 2014 ANNUAL REPORT TO THE MINNESOTA LEGISLATURE



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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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Metropolitan Council: A Record of Accomplishment

Highlights from 2014

The Metropolitan Council is a regional agency of government for the Twin Cities metropolitan area. The Council's jurisdiction is the seven counties including and surrounding the cities of Minneapolis and Saint Paul: Anoka, Carver, Dakota, Hennepin, Ramsey, Scott, and Washington.

Created by the Minnesota Legislature in 1967, the Council's mission is to foster efficient and economic growth for a prosperous metropolitan region. The Council works in partnership with local governments to coordinate the orderly development of the metro area. We also provide innovative, efficient, and award-winning services that are most cost-effective delivered at a regional scale.

In 2014, the Council made significant progress in a number of areas that support the region's economic vitality and environmental sustainability: adopting the *Thrive MSP 2040* regional vision and the first *Housing Policy Plan* in 30 years; moving several key transitway projects forward, including opening the region's second light rail transit service, the METRO Green Line; reducing purchased fossil fuel energy use in the wastewater collection and treatment system by 21% since 2006; conducting groundbreaking research on use of regional parks by communities of color; completing a key study on groundwater sustainability in the northeast metro; investing regional funds in affordable housing, connected development, and contaminated land cleanup for economic development; and more. Highlights follow.

Planning

Council adopts Thrive MSP 2040

State law requires the Council to adopt a long-range plan for the seven-county Twin Cities region every 10 years. *Thrive MSP 2040* is the vision for the seven-county region. It reflects regional concerns and aspirations, anticipates future regional needs, and addresses our responsibility to future generations. It sets the policy foundation for the systems plans that are developed by the Council: the Transportation Policy Plan, Water Resources Policy Plan, and Regional Parks Policy Plan; as well as the Housing Policy Plan.

See *Policy Plans and Amendments Adopted in 2015 (pp.5-6)* for more details.

Communities

Livable Communities Act grants support local development

In the 2014 funding cycle, the Council will award up to \$21.6 million in Livable Communities grants. The grants support revitalization of brownfields for job creation; transit-oriented development; and affordable housing.

Since 1995, the Council has awarded 876 grants totaling \$307 million to build or rehabilitate nearly 20,000 affordable housing units; clean up 2,100 acres of polluted land, creating or retaining 41,000 jobs; and support development of transit-oriented, connected land uses. The grants have leveraged billions of dollars in other public and private investments.

Partnership for Regional Opportunity continues successful partnership in 2014

Launched in January 2011, the Corridors of Opportunity (COO) initiative brought together top leadership from state, regional and local government, philanthropy, nonprofit organizations, and business interests. The partnership focused on accelerating the build-out of the region's transit system while promoting adjacent development that advances economic vitality and benefits people of all incomes and backgrounds. Successes from the three-year initiative include:

- Transit corridor planning efforts—such as the Southwest Corridor Investment Framework—ensure station areas that result in economic growth and access to opportunity.
- Funding of a variety of catalytic transit-oriented development projects and plans to demonstrate the potential for TOD and to accelerate market readiness.
- Support of diverse and locally owned small businesses during the stresses of light rail construction.
- Increased engagement of historically underrepresented community residents in planning and created development plans that will better serve the communities in which they will be located.

Corridors of Opportunity completed its work in early 2014. But the project's leadership continued its efforts throughout the year as Partnership for Regional Opportunity, and broadened its vision to address region-wide prosperity and equity.

Public Engagement Plan emphasizes collaboration, shared decision making

The Council partnered with community organizations to draft a new public engagement plan for all Council activities. Responding to a new approach to engagement called for in *Thrive MSP 2040*, the Community Engagement Steering Committee—a consortium of community organizations initially created to support Corridors of Opportunity—provided principles and best practices to guide this new approach. The new public engagement plan calls for a more collaborative engagement process, including shared decision making between the Council and affected constituencies. The new engagement plan will be adopted and fully implemented in 2015.

Housing

Council adopts new Housing Policy Plan

The Council adopted a new regional Housing Policy Plan, its first in nearly 30 years. The plan establishes the Council's broad housing policy direction for the coming decades. The plan will also assist local communities throughout the region to plan for and create housing options that give all people, no matter their life stages or economic means, viable choices for safe, stable, and affordable homes.

See *Policy Plans and Amendments Adopted in 2015* (pp. 5-6) for more details.

Metro HRA earns highest-possible ranking

In 2014, the Council's Housing and Redevelopment Authority (Metro HRA) earned the highest ranking possible for program operation from the U.S. Department of Housing and Urban Development (HUD) for the 10th straight year. This 2014 ranking is for the calendar year 2013.

HUD and Congress use 14 indicators to measure and grade the performance of housing agencies that administer the Section 8 Housing Choice Voucher program. Working with landlords and program participants, Metro HRA ensured effective and efficient service. The result is that the Council is able to maximize the number of households served with rent assistance.

Supporting homeless veterans

The Metro HRA has 80 special-purpose housing vouchers to provide rental assistance for homeless, low-income disabled veterans and their families. The program provides stable and safe housing which combines HRA rental assistance with Veteran's Affairs (VA) case management and clinical services to ensure success in independent living.

Parks

Regional parks continue to be a top metro attraction

Twin Cities metro area residents love their parks. The number of annual visits to regional parks grew 3.3% from 2012 to 2013 (the latest figure available), reaching 47.3 million. For context, the Mall of America receives about 40 million annual visits.

Two parks and 15 miles of regional trails opened

Whitetail Woods Regional Park northeast of Farmington in central Dakota County and Kingswood Special Recreation Feature managed by Three Rivers Park District in the City of Minnetrista were opened for public use in 2014. An additional 15 miles of regional trails were opened to extend 12 trails with segments ranging from 0.2 to 3.2 miles in the counties of Anoka, Carver and Ramsey, plus suburban Hennepin County.

Regional park and trail rehabilitation projects create jobs

The Council's investment in parks helps protect sensitive areas of the region's environment, expand and restore regional parks, and create jobs.

In 2014, the Council approved grants financed with State funds and Metro Council bonds:

- \$2.3 million to acquire 187 acres for regional trail right of way and park land.
- \$21.87 million for 46 regional park and trail rehabilitation/construction, natural resource restoration projects, plus six grants for staff support to provide architectural services, coordinate volunteers, and provide environmental education programs.

The Council was also the fiscal agent for nearly \$23 million of State bond appropriations that funded seven park and trail capital projects. The cumulative effect of these capital and non-capital grants is that they support 239 construction and parks staffing jobs.

Review of regional park and trail master plans

The Council reviewed and approved master plan amendments for:

- Bruce Vento Regional Trail
- Anoka County Riverfront Regional Park
- Crow-Hassan Park Reserve

- Above the Falls Regional Park

The Council also reviewed and approved two master plans for Ridgway Parkway Regional Trail in Minneapolis, and Chain of Lakes-Otter Lake Regional Trail in Anoka and Ramsey counties.

Transportation

Region's second light rail transit line launched

To link downtown Saint Paul and Minneapolis, the University of Minnesota, the Midway area and State Capitol area by light rail, the Council finished construction and, on June 14, opened the METRO Green Line—on time and on budget. The opening brought all-day, frequent rail service to one of the busiest transit corridors in the Twin Cities.

Average weekday ridership is around 37,000, exceeding the 2015 ridership goal in the first few months, with some days reaching 41,000 rides, which exceeds the 2030 ridership goal. Including routes 16 and 94, ridership in the Central Corridor has nearly doubled from the previous year. Several connecting bus routes were also improved to allow for easier transfers to and from Green Line stations.

Transit ridership keeps growing

Despite low gas prices, total annual Metro Transit ridership will grow to more than 84.5 million in 2014, a 33-year high. Average weekday ridership on all modes was 8.4% higher than 2013. Ridership has grown for nine of the last ten years and each of the last six. Ridership is at its highest level since 1981, when there were 90.5 million rides. Ridership is up 21% since 2005.

Updating the Regional Solicitation

The Transportation Advisory Board (TAB) and the Council evaluated and made changes to the Regional Solicitation process for projects seeking federal transportation funding, which had been in place since 1992. One of the biggest changes is that funding is now available from three modal categories: roadways, transit, and bicycle and pedestrian. Previously it wasn't as clear which category applicants should apply to.

The revamped process also builds in greater flexibility. For example, project evaluators have a range of dollars to award to each mode. That gives TAB the ability to award funds to the strongest, most viable projects that offer the most benefit to the region. Other changes are designed to streamline and shorten the process, and make the scoring more transparent. The Council also took applications online for the first time.

Approximately \$150 million was available for the 2014 Regional Solicitation. Awards will be made in July 2015.

Advancing METRO Green Line Extension project

In an important step towards extending the METRO Green Line from Minneapolis to St. Louis Park, Hopkins, Minnetonka, and Eden Prairie, the Council received municipal consent from all five cities and Hennepin County. The Council also secured 85 percent (\$705 million) of the local funding commitment, which is more than the 70 percent local funding commitment that the Federal Transit Administration looks for before approving the project's entry into Engineering. That approval is expected in 2015. In

2014, engineers completed 30 percent design plans, and the Council issued an RFP for the Advanced Design Consultant and prepared for award of the contract.

Assuming responsibility for METRO Blue Line Extension project

In the first step toward extending the METRO Blue Line from Minneapolis to Golden Valley, Robbinsdale, Crystal, and Brooklyn Park, the Federal Transit Administration approved the project to enter the federal New Starts program. The Council selected a project office site in Crystal, selected Engineering Services and Final Environmental Impact Statement consultants and issued Notices to Proceed.

Snelling Ave. BRT A Line construction under way

The Council approved plans for the region's first arterial Bus Rapid Transit Line. Named the A Line, it will run on Snelling Avenue and Ford Parkway between the Rosedale Transit Center in Roseville and the METRO Blue Line's 46th Street Station in Minneapolis. The line will include 20 enhanced stations, faster and more frequent bus service, and specialized train-like features that make boarding more efficient. Funding for the \$25 million project comes from the state, the Council, and federal grants. Construction is under way and service will begin in late 2015.

Midtown Corridor Alternatives Analysis completed

The Midtown Corridor links the existing METRO Blue Line Lake Street Station with a planned METRO Green Line West Lake Station along the 29th Street Greenway through south Minneapolis. Metro Transit led a study of the corridor through an Alternatives Analysis, which concluded with a recommended locally preferred alternative of rail in the Midtown Greenway combined with the proposed Arterial BRT on Lake Street. The recommended locally preferred alternative will be considered through a future amendment to the Transportation Policy Plan.

Website redesign improves trip planning, mobile experience

Metro Transit introduced a redesigned website that provides customers enhanced trip planning features, including an improved interactive map. The redesigned website is also more accessible on mobile devices and aligns with Governor Dayton's Plain Language Initiative. In August, there were a record 1.1 million visits to the website. The online Trip Planner also set a record with 724,000 trip plans in August.

New Park & Ride continues commitment to sustainability

A new Park & Ride in Brooklyn Park came as the latest sign of Metro Transit's continuing commitment to sustainability. The 1,000-space Park & Ride at Highway 610 and Noble Parkway features a geothermal heating & cooling system, electric vehicle charging stations, and a solar array that offsets energy use at the site. Metro Transit also became one of 12 transit agencies to earn Gold Level certification through the American Public Transportation Association's Sustainability Commitment program.

Visitors from around the country experience transit network

The Major League Baseball All-Star Game drew thousands of visitors to the Twin Cities, many of whom used Metro Transit to get around. Nearly 45,000 additional light rail and Northstar rides were generated by events during All-Star Week. Around 6,000 people took light rail to the All-Star Game. In September,

the Rail~Volution conference drew another 1,400 people to the Twin Cities to explore transit. Over the course of a week, conference attendees toured the Green and Blue lines, Northstar, and multiple transit-oriented development sites.

Metro Transit Police Department grows, becomes more diverse

The Metro Transit Police Department grew to more than 200 part- and full-time officers, allowing for more community-based policing along the Green Line and in downtown and North Minneapolis. The department also built on its commitment to diversity adding officers of Somali, Hmong, and Latino descent.

Metro Mobility advances technology projects

Metro Mobility completed a multi-year Mobile Data Computer (MDC) installation project on its fleet in 2014. MDCs provide real-time, up-to-date schedule information for drivers, dispatchers, and customers. This project improved on-time performance and increased the number of riders served per hour while managing an 8.5% ridership increase from 2013 to 2014.

In addition to improving on-time performance, this technology has helped reduce Metro Mobility's use of the Emergency Response Radio System for the metropolitan area by 70%. The reduction in "talk time" has freed up capacity on the system and helps ensure that emergency calls will not be disrupted or delayed.

2014 Rail~Volution held in the Twin Cities

Hundreds of planners, elected officials, and activists visited the Twin Cities region from Sept. 21 to 24 to participate in the 20th annual Rail~Volution conference. Rail~Volution is a nonprofit whose mission is to build livable communities with transit by inspiring people to make better transit and land use decisions. The annual conference draws participants from across the country and all levels of expertise together each year to discuss current trends and issues in transit and transit-related disciplines, and provide an opportunity to learn from each other's experiences. The Metropolitan Council is a proud co-sponsor of this event, along with the Counties Transit Improvement Board, and the Minnesota Department of Transportation.

Wastewater & Water

Saving energy and money

The Council's Environmental Services (MCES) division saved \$4.7 million in 2014 fossil-fuel energy purchases for wastewater treatment, compared to 2006. The savings result in lower wastewater rates for city and industrial customers, as well as significant environmental benefits. MCES is continuing its energy conservation and renewable energy projects that generate energy to be used onsite. MCES is on track to meet its 25% purchased energy reduction goal by 2015, having reduced purchased energy 21% (220,000 MMBTU) by the end of 2014. This 21% reduction equates to 65 million kilowatt hours.

Over the past nine years MCES has been recognized by Xcel Energy several times as leaders in industrial energy efficiency in the state. Mostly recently, in April 2014, Xcel won the Xcel Energy Efficiency Award for 2013, when it achieved over 11 million kWhs in conservation.

Keeping sewer rates competitive

MCES provides wastewater treatment services to 108 municipalities in the seven-county area at wholesale rates. In turn, those municipalities bill the households and businesses within their boundaries for the wastewater treatment services received, at an average annual rate of \$255. This \$255 retail sewer rate compares favorably to an average rate of \$393 reported by 24 similarly sized wastewater treatment “peer” agencies in the U.S., according to the most recent survey (2011) by the National Association of Clean Water Agencies (NACWA).

Council protects public health and environment

MCES treats approximately 250 million gallons of wastewater from more than two million residents daily. This cleaned water is discharged to our rivers. Six MCES wastewater treatment plants earned national awards for five years or more of perfect discharge permit compliance through 2014: Hastings (23 years); St. Croix Valley (22 years); Seneca (13 years); Blue Lake (8 years); Eagles Point (8 years); and Empire (6 years). These compliance records are among the highest in the nation.

Additionally, a new MCES facility, the East Bethel Water Reclamation Facility, began service in 2014. Its treated wastewater is used to recharge the groundwater and also is planned to be used for irrigation.

Seeking solution to water supply issues

Through partnerships with local communities and government agencies, the Council's water supply studies and projects seek to ensure that regional water supplies can support current and future generations. In 2014, the Council completed a study of alternatives for ensuring the sustainability of water resources in the northeast metro area (see pp. 12-13).

These projects will support community efforts to protect and manage water supplies and prevent further degradation of water sources in the metropolitan area. The Council's water supply efforts will help identify high-priority areas for protecting groundwater, will identify feasible options to address emerging water supply issues, and will support communities' efforts to preserve groundwater recharge areas.

Major Study Summaries and Recommendations

Twin Cities Regional Bicycle System Study

The Twin Cities Regional Bicycle System Study was designed to deepen understanding of the bicycle component of the regional transportation system and improve the knowledge base of the role of bicycling for the region's *2040 Transportation Policy Plan* (TPP) update. This includes a better understanding of how on-street bikeways and off-road trails interact to serve regional transportation trips. The study results informed the TPP process in setting regional priorities for planning and investments in bicycle transportation.

The 2030 TPP addresses increasing connectivity and removing barriers for bicycle travel and has a primary focus on policy, without defining a network or bicycle transportation system. This was the first step in defining a regional bicycle transportation system and developing a network approach to bicycling investments at the regional level.

The intent of the Regional Bicycle Transportation Network is to encourage planning and implementation of future bikeways. The result will be a seamless network of on- and off-road facilities that will improve conditions for regional bicycle transportation.

The study was also meant to inform aspects of MnDOT bicycle planning efforts, especially the MnDOT Metro District Bicycle System Plan, completed in 2014. To increase coordination, MnDOT planners were a part of the Project Management Team for the study, and the MnDOT Bicycle and Pedestrian Coordinator had a seat on the study's Project Advisory Committee (PAC).

Specifically, this study provided a more complete understanding of how the regional bicycle transportation network functions, particularly with respect to on-road routes and facilities. The study focus was to examine the transportation function of the bicycle network, with an understanding that significant segments of multi-use, recreational off-road trails in the Twin Cities can often serve purposeful transportation trips by connecting key regional destinations. The study used local data and stakeholder input to guide a process that:

- Identified key regional bicycle destinations.
- Developed guiding principles to define the roles for regional bicycle corridors and regional critical links.
- Identified a set of regional bicycle transportation corridors.
- Proposed a framework for monitoring the performance of the regional bicycle transportation system on an ongoing basis.

Highway Transitway Corridor Study

The Metropolitan Council initiated the Highway Transitway Corridor Study to examine the potential for all-day, frequent, station-to-station, Highway Bus Rapid Transit (BRT) along eight Twin Cities corridors.

The Council's *2030 Transportation Policy Plan* (TPP) recommends a mix of investments in the transitway system for the Twin Cities region, including commuter rail, light rail transit (LRT), dedicated busways, BRT on both arterial streets and highways, and express bus corridors with transit advantages. Prior to adopting the 2030 TPP, the Council completed the *Transit Master Study* to determine the feasibility of transitway investments along an extensive list of corridors in the region. At

the time, only LRT and dedicated busways were analyzed for relative demand and costs when compared across corridors.

In the 2030 TPP, a number of transitway corridors in the region remain undetermined in terms of identification of a preferred mode and alignment. The TPP recommends further study of these corridors. The Highway Transitway Corridor Study focused on these corridors to determine the potential for Highway BRT. The corridors studied included: I-94

- Highway 65
- I-35E North
- Highway 36
- I-35E South
- Highway 169
- Highway 212
- I-394

High-level points of the study's key findings are as follows:

- Station types can impact the effectiveness of this type of service, but they also have a huge implication on costs. The challenges of station types and design will need to be a key focus of corridor specific studies.
- MnPASS lanes provide a significant advantage to transit, especially peak service such as express bus. Their application in Highway BRT is dependent on a number of other factors, including the above-mentioned station types.
- The pedestrian environment and development patterns will dictate the long-term effectiveness of this type of service. Transit-friendly development patterns will lead to greater success.
- Frequency of service is important for delivering a Highway BRT experience, but less frequent service (every 30 to 60 minutes) can be effective as a solution in lower-demand corridors or as a strategy to help build transit demand. Express bus service is also important in this regard.

Each corridor was studied in three distinct phases: existing conditions, transit market analysis, and concept development and evaluation. The study includes a summary of each corridor that includes a corridor map showing station locations; an operating plan with service frequencies; key information on the cost to build, operate, and maintain the corridors; and forecasted ridership.

The study provided a strong foundation for identifying the corridors with the greatest potential for all day station-to-station Highway BRT. While concept plans were developed and costs and ridership were estimated for the eight corridors, the study acknowledged that corridors that ranked the highest in the evaluation should undergo additional, more detailed study and vetting with local communities and policymakers for consideration in adopted plans.

Both of the above studies informed the 2040 Transportation Policy Plan, which was in development during 2014 and scheduled for adoption in January 2015.

METRO Orange Line Project Plan Update

The METRO Orange Line is the region's second proposed Highway BRT project, and will connect Minneapolis, Richfield, Bloomington, and Burnsville along I-35W. The locally preferred alternative was

refined in 2014 when the Council adopted the Orange Line Project Update, which incorporates and updates previous planning projects completed in the corridor between 2005 and 2010.

Several capital components were completed through the recent Urban Partnership Agreement and Crosstown Commons reconstruction. Metro Transit is partnering with a number of agencies to design and implement the remaining guideway improvements, stations, and service elements.

The Federal Transit Administration (FTA) approved the project for entry into the FTA's Small Starts project development phase in late 2014.

MnDOT's 2005 I-35W BRT Study and the *2030 Transportation Policy Plan* recommended extending METRO Orange Line south to Burnsville Shopping Center and the Kenrick Avenue Park and Ride in Lakeville. Future station locations, routing, and implementation timeline will be determined as part of this potential second phase.

Regional Park Use among Select Communities of Color: A Qualitative Investigation

A 2008 comprehensive survey of visitors to the metro area's system of regional parks and trails showed that people of color visit the parks system in numbers that are not proportionate (i.e., are less) than their share of the regional population. To better understand and address disproportionate or inequitable park use, Council staff conducted a qualitative research project to identify barriers to regional park visitation among communities of color.

Specifically, the study sought to explore:

- Preferred outdoor recreational activities and desired amenities.
- Perceived barriers that prevent use of the system.
- Issues or concerns about regional parks.
- Recommendations and suggestions to increase and enhance park visits.

Council staff partnered with several local community-based organizations and public agencies to organize focus groups throughout the region. Focus group sessions were held October 2013 to January 2014. The Council conducted a total of 16 focus group sessions, ranging in size from 5 to 36, with an average of 16 participants per session. In sum, a total of 263 individuals participated in the sessions, representing diverse racial, ethnic, and cultural backgrounds and speaking a total of 25 different languages.

Participants were first asked what outdoor activities they prefer. Overall, the most frequently noted activity was walking, followed by picnicking and/or barbequing. The third most preferred activity was playground use. Swimming or going to the lake and spending time with friends or family rounded out the top five preferred activities. Less frequently noted activities included biking, fishing, viewing nature, rest or relaxation and celebrations.

Differences between the various focus group types did emerge in their top three preferred outdoor activities:

- Asian Immigrant/Asian American focus groups identified their top three preferred activities as walking, fishing, and rest or relaxation.
- African Immigrant focus groups most frequently noted playground use, walking, and being with family.
- Hispanic participants most frequently noted celebrations and parties, followed by picnicking and/or barbequing, and spending time with family.

- African American participants identified picnicking and/or barbequing as the most frequent preferred activity, followed by biking and basketball.
- Walking, playground use, and swimming or going to the lake were the top three most frequently noted preferred activities among diverse composition focus groups.

One of the main objectives of the study was to explore perceived barriers to visiting regional parks and trails. Participants identified many perceived barriers, from which 11 major themes were identified. The top five, in rank order, were:

- Lack of awareness
- Time
- Fear/safety concerns
- Lack of transportation options
- Language barrier

Focus group participants were also asked to share their concerns or issues related to the regional park system, if any. Five major themes were identified: 1) safety, 2) behavior of others, 3) litter/uncleanliness, 4) lack of information and 5) dog waste. Safety was noted almost five times more often than any of the other concerns raised.

Focus group sessions concluded with asking what recommendations participants had to increase regional park visits. Several themes emerged across all groups. The top five major themes were: 1) increase awareness, 2) address safety, 3) enhance capacity of gathering spaces and create an ambassador program, 4) increase and diversify programming, and 5) provide more events.

The full study goes into great detail about people's responses on each of the questions.

As a result of the study, the Council convened meetings with representatives from regional park agencies, community-based organizations, advocacy groups, and other partners to discuss how to make the parks more accessible to everyone. Feedback will be used to inform the 2040 *Regional Parks Policy Plan*, which the Council is scheduled to adopt in 2015.

Annual Use Estimate of the Metropolitan Regional Parks System for 2013

The Twin Cities area's regional park system encompasses about 59,000 acres that are open for public use, ranging from urban lake environments and suburban nature centers to a working farm and large tracts of rural open space. The system comprises 53 regional parks and park reserves, 8 special recreation features, and about 340 miles of interconnected regional trails.

The Metropolitan Council oversees the acquisition and development of regional parks, guided by its *Regional Parks Policy Plan*. The parks are operated by 10 partnering cities, counties and special districts.

Visits made to the regional parks system in 2013 grew to over 47 million, a 3% increase over 2012 and nearly 30% since 2004. The estimate is based on a four-year average of visitation data from 2010 through 2013.

Overall, 26% of all visits in 2013 were to regional trails, and 74% were to visits in regional parks, park reserves, and special recreation features.

Fifty-four percent of all estimated visits occurred in regional parks and trails in Minneapolis and Saint Paul. Parks visits increased most significantly in Scott County, where regional park visits increased by 24% from 2012; this is likely due to the opening of Spring Lake Regional Park in 2013.

Walking and biking are the top activities in the regional parks system, followed by swimming, jogging, picnicking and relaxing.

The five most-visited regional parks, trails, and special recreation features in 2013 were:

Park/Reserve/Trail/Feature	Number of Visits
1. Minneapolis Chain of Lakes Regional Park	5.1 million
2. Como Regional Park, Zoo and Conservatory	4.5 million
3. Mississippi Gorge Regional Park	2.6 million
4. Central Mississippi Riverfront Regional Park	2.0 million
5. Phalen-Keller Regional Park	1.6 million

Feasibility Assessment of Approaches to Water Sustainability in the Northeast Metro

The primary objective of this study was to understand the relative costs and implementation considerations of different approaches to water sustainability. The Minnesota Legislature requested this part of the metro area be studied specifically, given the continued concern over lake levels and the interaction of groundwater and lakes in the area, especially White Bear Lake. The study area included 13 communities.

The results will be incorporated in the Twin Cities Metropolitan Area Master Water Supply Plan in 2015. The study will be referenced to support future planning of metro area water supplies and water sustainability practices.

The feasibility assessment evaluated only three approaches to water supply:

- Approach 1: Connect northeast metro communities to Saint Paul Regional Water Services to supply drinking water.
- Approach 2: Develop a surface water connection to a new sub-regional surface water treatment plant.
- Approach 3: Continued development of groundwater sources.

In addition to the water supply approaches evaluated, the Council evaluated the feasibility of direct augmentation of White Bear Lake using water from the St. Croix and Mississippi Rivers. This project was evaluated separately, as it does not directly involve drinking water supplies. In addition, a direct lake augmentation system would likely have different ownership with responsibility for constructing, operating, and maintaining the system.

The approaches were selected in consultation with stakeholders in the northeast metro, based on their potential to reduce impacts on surface water bodies, including White Bear Lake, from groundwater pumping activities. The Council chose the communities in the study area based on proximity to new

surface water supplies, proximity to sensitive surface water bodies, as well as their inclusion in the U.S. Geological Survey (USGS) study of White Bear Lake that was published in 2013.

These are not the only viable approaches to achieve water sustainability in the northeast metro. The USGS has acknowledged that the communities included in the study area are not the only water users influencing White Bear Lake. There could be many other configurations of solutions that include other municipal water systems, private water users, and other solutions in addition to the infrastructure solutions considered in this study.

The alternatives evaluated should be viewed as examples. The best option for moving forward may be a hybrid of the examples considered in this study, and could involve approaches that were not considered in this study. For example, communities in the northeast metro could utilize less expensive approaches. These might include conservation or stormwater reuse to reduce groundwater pumping before making large-scale investments in alternative infrastructure solutions. Such a plan could couple these less expensive options with aggressive monitoring of groundwater and surface water, and set triggers for further action in the event these less expensive approaches are not effective.

The study provides more information and analysis as legislators and local officials work to identify a course of action.

Assessing the Opportunity and Barriers for Water Conservation by Private Industrial Water Users for the Twin Cities Metro Area

Private industrial water users have water supply allocation permits administered by the Minnesota Department of Natural Resources (DNR). A water use permit is required for all water users in Minnesota withdrawing more than 10,000 gallons of water per day, from surface or groundwater, or one million gallons per year. The permits limit the maximum amount of water withdrawn annually.

According to the DNR water use data, Industrial water consumers use approximately 101 billion of gallons/year. Approximately 75% of withdrawals are from surface water sources.

This project, a collaboration of the Metropolitan Council and the Minnesota Technical Assistance Program at the University of Minnesota, supported the intent of the Council to better understand the industrial water use needs of private well water users in an eleven-county area including Anoka, Carver, Chisago, Dakota, Hennepin, Isanti, Ramsey, Scott, Sherburne, Washington, and Wright counties. Through this project, the partners worked to identify opportunities for industrial water conservation as well as factors that motivated implementation of operational changes to capture water conservation savings.

The two-year program had four stages: a survey of private industrial water users; on-site industrial water use assessments; assignment of interns to work with specific businesses to reduce water use; and compiling and sharing results.

The project helped to fill an existing knowledge gap in water conservation data in the metropolitan area. Data gained from this project will be used in water supply planning projections for the region. Private industrial water users received site-specific water conservation recommendations and will continue to be followed up with through at least 2015 to see if additional assistance is useful.

Readers may visit www.metrocouncil.org to find studies summarized in this section of the 2014 Annual Report.

Policy Plans and Amendments Adopted in 2014 and Related Review Comments of Metropolitan Agencies

Regional Development Framework: *Thrive MSP 2040*

State law requires the Council to adopt a long-range plan for the seven-county Twin Cities region every 10 years. *Thrive MSP 2040* is the vision for the seven-county region. It reflects regional concerns and aspirations, anticipates future regional needs, and addresses our responsibility to future generations. It sets the policy foundation for the systems and policy plans that are developed by the Council: the Transportation Policy Plan, the Water Resources Policy Plan, and Regional Parks Policy Plan, and the Housing Policy Plan.

The Council forecasts more than 800,000 additional residents by 2040, and more than 500,000 new jobs in the region. The region's population also is getting older. More than one in five residents will be age 65 and older in 2040, compared with one in nine in 2010. By 2040, 40% of the population will be people of color, compared with 24% in 2010.

Thrive MSP 2040 addresses issues that transcend any one neighborhood, city, or county, as the region continues to build and maintain a thriving greater metro area. It identifies five key outcomes for the region to strive for over the next three decades:

- Stewardship: Managing the region's natural assets and financial resources.
- Prosperity: Investing in infrastructure and amenities that enhance the region's ability to compete.
- Equity: Connecting all residents to opportunity so they can share in the benefits, as well as the challenges.
- Livability: Creating quality of life and experiences.
- Sustainability: Protecting our regional vitality for generations to come.

Policies in *Thrive MSP 2040* address:

- Approaches to new development and redevelopment in the region.
- The growing need to preserve and maintain aging infrastructure, including highways, wastewater, and multifamily housing.
- Strategies to encourage development near transit investment.'
- The role that our quality of life plays in attracting and retaining talent.
- The value of housing and transportation choices.
- New planning challenges and opportunities based on anticipated regional needs.
- Environmental challenges and considerations, including natural resources, water sustainability, and climate change.
- Development and engagement practices that are equitable and empower communities to intentionally support prosperity for all residents.

The vision in *Thrive MSP 2040* can only be realized through partnerships with local governments, residents, businesses, and the philanthropic and nonprofit sectors.

The regional plan reflects more than two years of outreach, discussion, and deliberation among Council members, local officials, the region's residents, and business and community organizations. The *Thrive* plan is grounded in the principles that led to the creation of the Council nearly 50 years ago: efficiency,

collaboration, and accountability. The plan support municipalities to provide abundant choices, accommodate residents in different life stages, and meet local needs as they evolve.

Housing Policy Plan

The Council adopted a new regional Housing Policy Plan, its first in nearly 30 years. The plan establishes the Council's broad housing policy direction for the coming decades. It will also assist local communities throughout the region to plan for and create housing options that give all people, no matter their life stages or economic means, viable choices for safe, stable, and affordable homes. See

Data show that the demand for safe, stable, and affordable housing is growing in the greater Minneapolis-St. Paul region and that the supply of affordable housing is not keeping pace. The aging of baby boomers, the growing diversity of the region's population, and the changing market preferences of young adults all have implications for future housing in the region.

The plan discusses how the region can use its resources effectively to achieve the five outcomes of the metropolitan development guide, Thrive MSP 2040: stewardship, prosperity, equity, livability, and sustainability. It also spells out Council policies and roles to expand viable housing options.

This Housing Policy Plan provides an integrated policy framework that unifies the Council's existing roles in housing and identifies opportunities for the Council to play an expanded role to support housing in the region. The Council's roles include:

- Reviewing local comprehensive plans for the housing element, the housing implementation program, and minimum or maximum residential densities.
- Funding housing development through the Metropolitan Livable Communities Act (LCA) grant programs. Since 1995, the Council's LCA grants have helped create and preserve 18,660 units of affordable housing in communities across the region.
- Working with local governments to define their share of the metropolitan area need for low- and moderate-income housing.
- Administering the state's largest Section 8 Housing Choice Voucher program and providing rental assistance to 6,200 low-income households throughout Anoka, Carver, and most of suburban Hennepin and Ramsey Counties.
- Providing technical assistance to local governments to support orderly and economical development.
- Collaborating with, and convening partners and stakeholders, to elevate and expand the regional housing dialogue.

Under state law, local comprehensive plans must include a housing element and implementation program that include plans for how communities will provide their share of the region's need for low- and moderate-income housing.

With adoption of the plan, communities can anticipate expanded technical assistance from the Council with the goal of stronger housing elements and implementation plans in local comprehensive plans. The Council will also offer more technical support to communities that have little experience working with affordable housing developers to help broaden the communities where affordable housing development might occur.

Between July 2013 and adoption of the plan in late 2014, the Council met monthly with a 26-member advisory group to solicit ideas, input, and perspectives from a wide array of stakeholders to develop the plan. The group included representation from cities; counties; housing developers; housing funders; nonprofit advocacy groups; and others with an interest in housing. Council Members and staff also conducted extensive outreach to residents of the region as they developed the plan.

2030 Transportation Policy Plan Amendments

The Council approved amendments to the *2030 Transportation Policy Plan* in 2013 to add four major interstate highway improvement projects to the plan. They included:

- Adding a lane to I-494 in the west metro each way between I-394 and I-94.
- Adding a lane to I-694 in the north metro each way between Lexington Avenue and Rice Street.
- Completing Highway 610 in the northwest metro.
- Adding new lanes to I-94 between St. Michael and Rogers.

2014 Budget Information

The Metropolitan Council submitted its 2014 Unified Operating Budget to the Minnesota Legislature in January 2014. That budget contains detailed budget information and a general description of the Council's 2014 work program. Following is a gross summary of the 2014 amended operating budget.

2014 Budget Expenditures

Transportation	442,363,000
Debt Service	154,597,000
Environmental Services	120,923,000
Pass-through Funds	115,306,000
Planning and Administration	54,420,000
Total	887,609,000

2014 Budget Revenue

State Funds	313,942,000
Wastewater Fees & SAC	223,580,000
Transit fares	107,116,000
Federal Funds	88,674,000
Property Taxes	79,362,000
Other	60,621,000
Total	873,295,000

Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2014, the Council used reserves to account for the different in revenues and expenditures.

2015 Unified Budget

The Metropolitan Council's 2015 Unified Budget was submitted to the Minnesota Legislature in January 2015. It contains detailed budget information and a general description of the Council's work program in 2015, and satisfies state budget reporting requirements. Here is a summary of the 2015 adopted budget:

2015 Budget Expenditures

Transportation	468,218,000
Debt Service	159,734,000
Environmental Services	122,722,000
Pass-through Funds	114,834,000
Planning and Administration	62,730,000
Total	928,238,000

2015 Budget Revenue

State Funds	341,060,000
Wastewater Fees & SAC	241,044,000
Transit fares	108,394,000
Federal Funds	85,887,000
Property Taxes	80,055,000
Other	62,782,000
Total	919,212,000

2015 Legislative Program

The Council's legislative proposals for the 2015 session are still under development as of Jan. 15, 2015. The Council is working with the governor's office and the state departments on proposals regarding appropriations, bonding, policy issues, and statutory housekeeping matters.

Appendix: Projects, Plans, and Applications Submitted to the Metropolitan Council, January 1 through December 31, 2014

Airport CIP

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21283-1	Metropolitan Airports Commission	2015-2021 CIP

Alternative Urban Areawide Review

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
18959-4	St. Paul Park	Rivers Edge Updated Alternative Urban Areawide Review and Mitigation Plan
20200-3	Lakeville	First Park Lakeville Final Alternative Urban Areawide Review Update
21231-1	Rogers	Henry Study Area Draft Alternative Urban Areawide Review
21237-1	Arden Hills	TCAAP Redevelopment Project- Draft Alternative Urban Areawide Review and Draft Mitigation Plan
21231-2	Rogers	FAUAR- Henry Study Area
19529-5	Inver Grove Heights	Northwest Area Alternative Urban Areawide Review Update
21237-2	Arden Hills	TCAAP Final Alternative Urban Areawide Review and Final Mitigation Plan
20394-3	Woodbury	Northeast Area Alternative Urban Areawide Review Update
21304-1	Dayton	French Lake Industrial Center

Army Corps of Engineers Permit

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21188-1	U.S. Army Corps Of Engineers	MnDOT to Construct a Rockfill and Riprap Causeway for St. Croix Crossing
21196-1	U.S. Army Corps Of Engineers	Discharge Fill Material over Wetlands Adjacent to Elm Creek
21204-1	U.S. Army Corps Of Engineers	Discharge Fill Material over Wetlands in Conjunction with TH610 Extension
21212-1	U.S. Army Corps Of Engineers	Mayer Wetland Compensation Mitigation Bank Proposal
21226-1	U.S. Army Corps Of Engineers	Wetland Compensatory Mitigation Bank
21230-1	U.S. Army Corps Of Engineers	Discharge Dredged and Fill Material Wetlands Abutting Mississippi River
21232-1	U.S. Army Corps Of Engineers	Accept Funds from MnDOT to Expedite Processing of MnDOT DA Apps
21234-1	U.S. Army Corps Of Engineers	Clean Water Act Interpretive Rule for 404(F)(1)(A)
21233-1	U.S. Army Corps Of Engineers	Clean Water Act Proposed Rule for Definition of Waters of U.S.
21239-1	U.S. Army Corps Of Engineers	Discharge Fill Material over Wet Meadow Type Wetlands
21250-1	U.S. Army Corps Of Engineers	Discharge Fill Material into Wetlands Adjacent to Vermillion River
21258-1	U.S. Army Corps Of Engineers	Local Road Wetland Replacement Program - Woodland Creek Wetland Mitigation
21294-1	U.S. Army Corps Of Engineers	Discharge Fill Material into Wet Meadows Associated with the Southwest Reconnection Project

Comprehensive Plan Amendment

Review No.	Applicant	Description
20628-5	Maplewood	Gloster Park Map Correction
20456-2	Scandia	Sandager CPA
20402-7	Scott Co.	By The Yard, Inc.
20416-7	Maple Grove	Highlands of Rush Creek Wiederholt
20460-3	Miesville	Supper Club Partnership Maplewood
20628-6	Maplewood	Fire Station Number One Dakota
20584-6	Rosemount	County CDA Senior Housing
20417-5	Shoreview	Applewood Pointe
20582-4	Mahtomedi	Wildwood Cove Development
20469-2	New Hope	PC13-09
20501-3	Blaine	The Lakes
19494-5	Prior Lake	CR 42 Study
20463-5	Brooklyn Park	First Industrial Realty Trust
20591-11	Apple Valley	Outlot E, Cortland
20469-3	New Hope	Compass Pointe
20417-6	Shoreview	Hummingbird Floral
20637-3	Orono	405 North Arm Drive
20601-2	Corcoran	Kopperhead Ranch Ag. Preserve
20427-5	Bloomington	Penn American District Plan -
20606-13	Eagan	Preusse Development
20606-14	Eagan	Cityvue Commons
20615-5	Champlin	Applewood Pointe of Champlin
20614-6	Inver Grove Heights	Fox Glen
19494-6	Prior Lake	Transportation Plan - Downtown
20265-7	Chanhassen	Arbor Cove
20584-7	Rosemount	Greystone III
20411-2	Dayton	Granstrom Orchard
20423-5	Waconia	Interlaken Woods
20445-7	Lakeville	Dodd Crossing

20599-7	Lake Elmo	Density Range Perfecting
20401-11	Eden Prairie	Eden Gardens
20554-5	West St. Paul	Land Use Map Amendment
20413-4	Edina	Lennar Multifamily Housing Redevelopment Project
20413-3	Edina	Residential Density Range Adjustments for Mixed Use Areas
19494-7	Prior Lake	MUSA and Annexation Area
20463-6	Brooklyn Park	Mills 2nd Addition
20361-14	Plymouth	Aspen Hollow
20361-15	Plymouth	Brockton East
20361-16	Plymouth	Enclave on the Greenway
20601-3	Corcoran	Peachtree Partners, LLC.
20411-3	Dayton	2030 Comprehensive Plan Land Use Update
20417-7	Shoreview	Surface Water Management
20434-5	Shakopee	Checkered Flag Properties
20668-2	Carver Co.	Roadway Systems Plan Update
20553-3	Mounds View	Anna Place Subdivision
20582-5	Mahtomedi	Coventry Senior Living
20535-13	St. Paul	District 12 St. Anthony Park Community Plan
20550-2	Nowthen	Viking Boulevard Transportation Plan & Land Use Study
20599-9	Lake Elmo	Holliday Property
20599-8	Lake Elmo	RAD - Alternative Land Use Category Elimination
20585-4	Golden Valley	Laurel Ponds
20609-3	Hastings	Nichols Inn
20463-7	Brooklyn Park	Mississippi Gardens
20591-12	Apple Valley	Outlot C, Cobblestone Lake Commercial 3rd Addition
20401-12	Eden Prairie	Lion's Tap
20413-5	Edina	Regional Medical District
20325-7	Carver	Parks Element
20614-7	Inver Grove Heights	Jeff Leyde
20512-2	Hopkins	Oxford Village
20512-3	Hopkins	Closed Landfill

20653-3	Lino Lakes	Future Fire Station and Community Facilities
20599-10	Lake Elmo	Wildflower at Lake Elmo
20582-6	Mahtomedi	Lakeside Club Redevelopment

Environmental Assessment

Review No.	Applicant	Description
21144-2	Minnesota Department Of Commerce	Elko New Market Cleary Lake Areas 115Kv Transmission Line Upgrade
21267-1	Minnesota Department Of Transportation	Reconstruction of I-94 Eastbound from E. 7th St. to Mounds Blvd.
21276-1	South St. Paul	Fleming Field Municipal Airport Land Use Compatibility

Environmental Assessment Worksheet

Review No.	Applicant	Description
21203-1	Woodbury	Compass Pointe
21202-1	Minnesota Department Of Transportation	I-94 Reconstruction, St. Michael to Rogers
21213-1	Washington Co.	Scoping EAW
21220-1	St. Paul	Canadian Pacific Railway Track Expansion
21219-1	Plymouth	Vicksburg Lane
20950-2	Scott Co.	Merriam Junction Scoping EAW
21056-2	South Washington Watershed District	Central Draw Overflow, Phase II-V EAW
21240-1	Dayton	French Lake Industrial Center
21241-1	Minnesota Pollution Control Agency	Hawkins, Inc. - Rosemount Chemical Storage Facility Expansion Northcross
21218-1	Brooklyn Park	Business Park - Draft EAW
21243-1	Hennepin Co.	CSAH 61/Flying Cloud Drive Reconstruction Project
21249-1	Brooklyn Park	610 Commerce Center
21252-1	Woodbury	City Place
21253-1	Lakeville	Berres Ridge Residential Subdivision
21259-1	Orono	Lakeview
21263-1	Hennepin Co.	Reconstruction of CSAH 101 - CSAH 62 to Hutchins Dr.
21275-1	Blaine	Parkside North
21280-1	Minnehaha Creek Watershed District	Long Lake Creek Corridor Improvements - Phase II
21284-1	Lake Elmo	InWood

21286-1	Corcoran	Schendel Development
21289-1	Cottage Grove	Riverstone Residential Development
21291-1	Minnesota Pollution Control Agency	Nicols Road Lift Station L-13 Improvements
21290-1	Minnesota Department Of Transportation	Trunk Highway 5 Improvements Project
21292-1	Lakeville	Avonlea Residential Development
21296-1	Chaska	Block 37 Parking - Walnut Street Redevelopment
21297-1	Minnesota Pollution Control Agency	University of Minnesota Twin Cities - Combined Heat and Power Project
21299-1	Washington Co.	Lake Elmo Avenue Corridor and Utility Improvements

Environmental Impact Statement

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21225-1	Hennepin Co.	Draft EIS - Bottineau Transitway
20822-4	Scott Co.	Jordan Aggregates Revised FEIS
21260-1	Minnesota Department Of Transportation	ZIP Rail Draft Scoping Decision Document
21213-2	Washington Co.	Scoping Document- Gateway Corridor

Housing Bond Program

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21197-1	St. Paul	Hamline Station West Project
21211-1	Minneapolis	The Cameron Building
21215-1	Dakota Co.	2014 Single-Family Housing Finance Program Maryland Park
21214-1	St. Paul	Apartments Project
20863-2	Minneapolis	Hi-Lake Limited Partnership Project
21221-1	St. Paul	Waters of Highland Park Project
21235-1	Coon Rapids	Cottages of Coon Creek Project
21245-1	Edina	Yorktown Continental Project
21246-1	Minnnetonka	Tonka on the Creek Project
21261-1	Woodbury	Housing Program for St. Therese of Woodbury Project Riverton
21264-1	Minneapolis	Community Housing HRB Reissue 2006
21278-1	Norwood Young America	The Haven at Peace Village
21287-1	St. Paul	2700 University at Westgate Station Housing Project

21293-1	Anoka	The Homestead at Anoka Project
21298-1	Minneapolis	Broadway Flats
21307-1	St. Paul	East 7th and Bates Project
21315-1	Blaine	Crest View Senior Communities Project

Municipal Boundary Adjustment

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21205-1	New Germany	New Germany/Camden Twp. Municipal Boundary Adjustment
21206-1	Maplewood	North St. Paul/Maplewood Municipal Boundary Adjustment

National Pollution Discharge Elimination Permit

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21189-1	Minnesota Pollution Control Agency	Boomerang Laboratories In Spring Park
21194-1	Minnesota Pollution Control Agency	Meadows of Whisper Creek Wastewater Treatment Facility
21198-1	Minnesota Pollution Control Agency	Mayer Wastewater Treatment Facility
21217-1	Minnesota Pollution Control Agency	Vermillion Wastewater Treatment Facility
21222-1	Metropolitan Airports Commission	MAC Construction Dewatering
21236-1	Minnesota Pollution Control Agency	Saint Paul Park Refining Co.
21238-1	Minnesota Pollution Control Agency	Pub. Notice of Draft NPDES Permit to Discharge into U.S. Waters
21244-1	Minnesota Pollution Control Agency	Castle Towers Wastewater Treatment Plant
21247-1	Minnesota Pollution Control Agency	Aggregate Industries - Nelson Plant
21256-1	Minnesota Pollution Control Agency	Nea Galtier LLC
21271-1	Minnesota Pollution Control Agency	Honeywell Aerospace - Minneapolis
21281-1	Minnesota Pollution Control Agency	Rosemount Inc.
21303-1	Minnesota Pollution Control Agency	Calco of Minneapolis

Power Utility Environmental Review

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21195-1	Dakota Co.	Notice of Intent for Removal of Land from Metropolitan Ag. Preserve
21223-1	Minnesota Pollution Control Agency	Multi-Sector Industrial Stormwater Permit
21186-2	Minnesota Public Utilities Commission	Order Permitting Withdrawal of Hollydale 115K Transmission Line Permit

21248-1	Minnesota Pollution Control Agency	SKB Rosemount Industrial Waste Facility
21255-1	Minnesota Pollution Control Agency	Waste Permit - Gopher Resources LLC
21257-1	Minnesota Pollution Control Agency	Waste Permit- Nexeo Solutions LLC
21268-1	Minnesota Public Utilities Commission	Aurora Distributed Solar Project
21272-1	Minneapolis	Intent for New License for A-Mill Artist Loft Hydroelectric Project
21301-1	Minnesota Pollution Control Agency	Air Emission Permit to Bongard Creameries
21300-1	Minnesota Pollution Control Agency	Air Emission Permit to University of Minnesota Board of Regents
21308-1	Minnesota Pollution Control Agency	Air Emission Permit to General Electric

State Disposal System Permit

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21191-1	Minnesota Pollution Control Agency	Territory Wastewater Treatment Facility
21201-1	Minnesota Pollution Control Agency	Credit River Twp. - Stonebridge Wastewater Treatment Facility
21208-1	Minnesota Pollution Control Agency	Credit River Twp. -Territory Wastewater Treatment Facility
21209-1	Minnesota Pollution Control Agency	Cornelian Hills Community - May Twp. Facility
21224-1	Minnesota Pollution Control Agency	Dayton Park Properties Wastewater Treatment Facility
21242-1	Minnesota Pollution Control Agency	Afton Wastewater Treatment Facility
21251-1	Minnesota Pollution Control Agency	Whistling Valley Development WWTP
21273-1	Minnesota Pollution Control Agency	Bonnevista Terrace Manufactured Home Community - Wastewater Treatment Facility
21279-1	Minnesota Pollution Control Agency	Marine on St. Croix Wastewater Treatment Facility

Surface Water Management Plan

<i>Review No.</i>	<i>Applicant</i>	<i>Description</i>
21193-1	Anoka	Local Surface Stormwater Management Plan
21207-1	Marine On St. Croix	Local Surface Water Management Plan
21210-1	Riley Purgatory Bluff Creek Watershed District	Draft Rules
21216-1	Mahtomedi	Local Water Management Plan Update
20743-3	Carver Co.	Draft CCWMO Water Management Plan Amendment
21227-1	Burnsville	Water Resources Management Plan
20687-2	Edina	Lake and Pond Policy Amendment
21262-1	Inver Grove Heights	Local Water Management Plan - 60-Day Draft

21269-1	St. Anthony	Surface Water Management Plan - 60 Day Draft Minor
21270-1	Vadnais Lake Area Watershed Management Organization	Plan Amendment to 2007 Watershed Plan

Watershed Plan

Review No.	Applicant	Description
19848-7	Bassett Creek Watershed Management Commission	Major Plan Amendment to 2004 Watershed Management Plan
19849-6	Shingle Creek Watershed Management Commission	Minor Plan Amendment
21274-1	Richfield-Bloomington Watershed Management Organization	Watershed Management Plan Minor Amendment
20861-3	Lower Mississippi River Watershed Management Organization	Amendment to the 3rd Generation Watershed Mgmt. Plan - 60 Day Review
21282-1	Pioneer-Sarah Creek Watershed Management Commission	60-day Review Draft 3rd Generation Watershed Management Plan - Proposed Minor
20656-4	Rice Creek Watershed District	Amendments
19849-7	Shingle Creek Watershed Management Commission	Major Plan Amendment to Third Generation Watershed Plan
21000-2	Elm Creek Watershed Management Commission	Minor Plan Amendment - Adopting 3rd Generation Plan Rules
21069-2	Coon Creek Watershed District	Minor Plan Amendment
21295-1	Mississippi River Watershed Management Organization	2015 Plan Amendment

Well Permit

Review No.	Applicant	Description
21190-1	Woodbury	Wellhead Protection Plan Amendment, Part 1
21192-1	Lino Lakes	Wellhead Protection Plan-Part 1
21199-1	Hugo	Wellhead Protection Plan-Part 1
21142-2	Bloomington	Wellhead Protection Plan-Part 2
21200-1	Lakeville	Wellhead Protection Plan-Part 2
21070-2	Rogers	Wellhead Protection Plan-Part 2
21228-1	Wayzata	Wellhead Protection Plan-Part 1

21229-1	Champlin	Wellhead Protection Plan-Part1
21108-2	Waconia	Draft Wellhead Protection Plan-Part 2
21254-1	Minnetrista	Wellhead Protection Plan-Part 1
21058-2	Eagan	Wellhead Protection Program-Part 2
21265-1	Tonka Bay	Wellhead Protection Plan-Part 2
21154-2	Long Lake	Wellhead Protection Plan-Part 2
21277-1	South St. Paul	Wellhead Protection Plan Amendment-Part 1
21228-2	Wayzata	Wellhead Protection Plan-Part 2
21190-2	Woodbury	Wellhead Protection Plan-Part 2
21285-1	Newport	Wellhead Protection Plan Amendment-Part 1
21052-2	Excelsior	Wellhead Protection Plan-Part 2
21288-1	St. Paul Park	Wellhead Protection Plan-Part 1



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