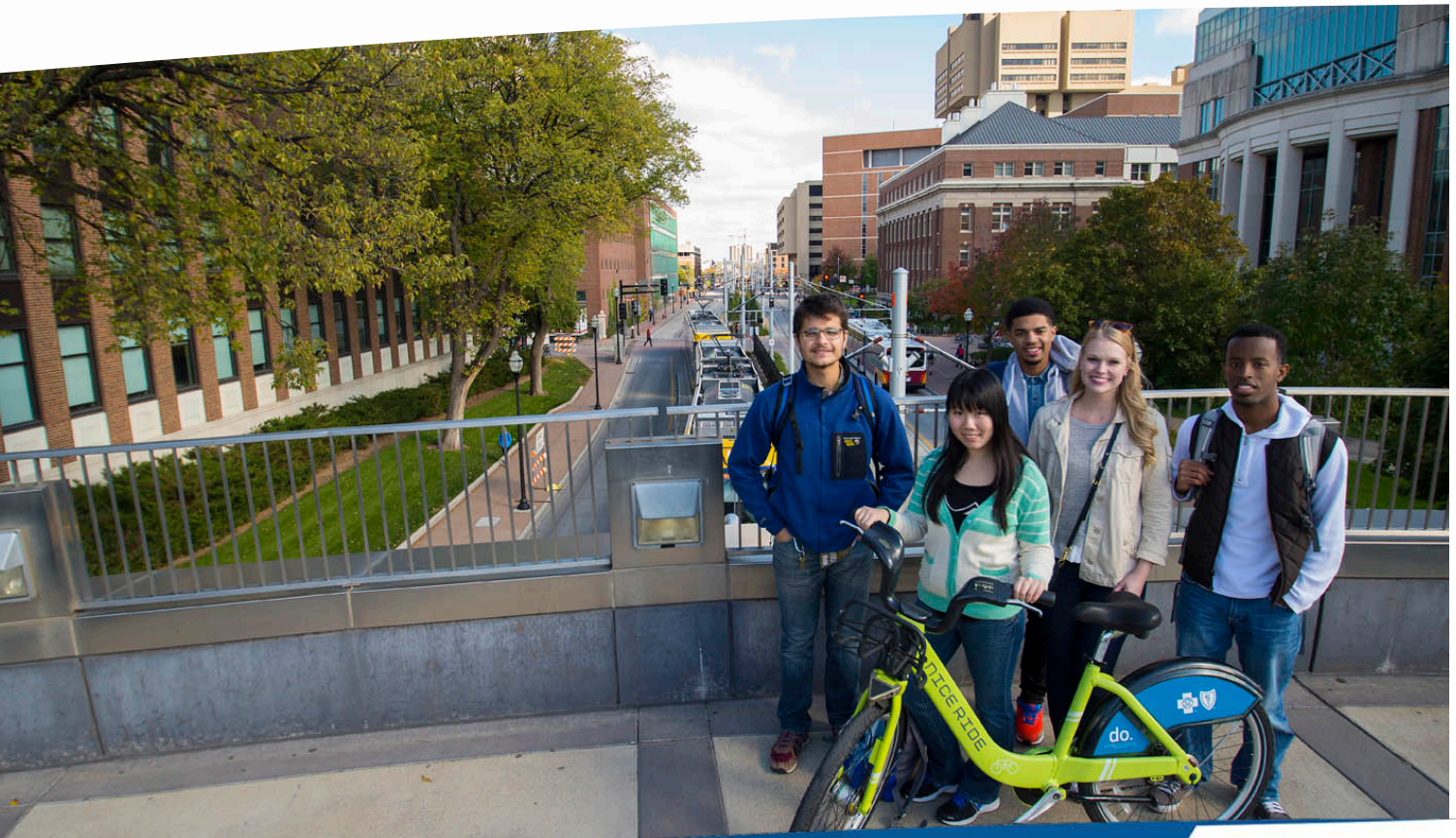


METROPOLITAN COUNCIL 2015 ANNUAL REPORT TO THE MINNESOTA LEGISLATURE



January 2016

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

Metropolitan Council Members

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The Metropolitan Council is the regional planning organization for the seven-county Twin Cities area. The Council operates the regional bus and rail system, collects and treats wastewater, coordinates regional water resources, plans and helps fund regional parks, and administers federal funds that provide housing opportunities for 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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A Record of Accomplishment: Highlights from 2015

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

The Minnesota Legislature created the Council in 1967. Our mission is to foster efficient and economic growth for a prosperous metropolitan region. We work 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 2015, the Council made significant progress in a number of areas that support the region's economic vitality and environmental sustainability:

- Adopted the 2040 Regional Parks Policy Plan, the 2040 Transportation Policy Plan, and the 2040 Water Resources Policy plan
- Adopted an amendment to the 2040 Housing Policy Plan that updated the Allocation of Affordable Housing Need and included a new Guidelines for Housing Performance Scores
- Issues System Statements to 188 local units of government as guidance for the decennial update of local comprehensive plans
- Created a new housing mobility counseling program
- Updated the Metropolitan Area Master Water Supply Plan
- Invested regional funds in affordable housing, connected development, and contaminated land cleanup for economic development
- Moved several key transitway projects forward, including the METRO Green Line Extension; the METRO Blue Line Extension; and the A Line arterial bus rapid transit line; and more

Council-wide

Council adopts the Public Engagement Plan

In 2015, the Metropolitan Council finalized its Public Engagement Plan. Engagement is the act of intentionally organizing individuals, communities, constituencies and organizations to help the Council generate ideas, better understand issues, identify concerns and considerations, and help with problem-solving. The Public Engagement Plan establishes principles and processes for public engagement to ground Council decisions in the needs of community stakeholders and to engage people in the decision-making process.

The plan was created collaboratively with members of the Community Engagement Steering Committee, a group of organizations initially formed to support the Corridors of Opportunity/Partnership for Regional Opportunity efforts.

The plan is founded on eight principles:

- Equity: residents and communities are partners in decision-making.
- Respect: residents and communities should feel heard and their interests included in decisions.
- Transparency: residents and communities should be engaged in planning and decisions should be open and widely communicated.
- Relevance: engagement occurs early and often throughout a process to assure the work is relevant to residents and communities.
- Accountability: residents and communities can see how their participation affects the outcome; specific outcomes are measured and communicated.
- Collaboration: engagement involves developing relationships and understanding the value residents and communities bring to the process. Decisions should be made with people, not for people.
- Inclusion: Engagement should remove barriers to participation that have historically disengaged residents and communities.
- Cultural Competence: Engagement should reflect and respond effectively to racial, ethnic, cultural and linguistic experiences of residents and communities.

As part of efforts to strengthen connections with customers and the community, Metro Transit created an Outreach and Engagement team, assigned transit officers to new beats in North Minneapolis and Saint Paul's East Side, and provided Spanish language courses to bus operators and police. The Council is also actively engaged in efforts to improve public involvement policies and activities in state agencies.

Council creates Equity Advisory Committee

In October 2015, the Metropolitan Council created the Equity Advisory Committee. The Equity Advisory Committee will advise the Council in its efforts to advance equity throughout the region and specifically how the Council implements the equity commitments in the region's long-range plan, *Thrive MSP 2040*. Members will influence Council decisions related to regional policies on transportation and transit, local planning, housing, environmental issues, and more.

This committee is also intended to bring new and more diverse voices to Council decision-making. The committee will have 21 members, representing geographic districts to assure region-wide representation, as well as people from different races, incomes, abilities and backgrounds. Specifically, members will be selected by the Chair of the Metropolitan Council to reflect the full range of diversity in the region, including low-wealth communities, and communities of color. It will include four current Metropolitan Council members. The Equity Advisory Committee is expected to hold its first meetings by spring 2016.

Chair Duinink tours all seven counties, strengthens bonds with local governments

Following his appointment in January 2015, Chair Adam Duinink completed a seven-week, seven-county tour of the Twin Cities region. The tour aimed to strengthen relationships between the Council and local governments, and to highlight issues key in local communities related to

regional systems and policies. Duinick toured transit and transportation projects, regional parks, existing and future housing developments, and wastewater treatment facilities, and met directly with local officials, legislators, business leaders, and community leaders throughout the region.

Celebrating the 25th anniversary of the ADA

2015 marked the 25th anniversary of Americans with Disabilities Act, and the Council celebrated the significant impact this law has on the services it provides to residents of the region. Among the direct impacts to Council services are the following:

- Guaranteeing that people can access public buildings independently (including access doors and wide hallways)
- Guaranteeing transit service for people with disabilities
- Assuring regular route transit is accessible to customers with mobility devices
- Improving housing to assure accessibility for people using mobility devices or providing notification for impaired residents to detect smoke alarms, doorbells, and related safety features
- Providing accessible facilities, parking, and special features in the regional park system

Partnership results in rainwater reuse at new ballpark

When the City of Saint Paul and Saint Paul Saints opened a new ballpark in May, the facility hosted a sustainability feature that captures rainwater from the rooftop of the adjacent Metro Transit operations and maintenance facility for the METRO Green Line. That rainwater is used to irrigate the ball field and grounds, and as water for some of the ballpark's toilets. Environmental Services division staff helped with the planning and implementation of the project, the first in Minnesota to recycle rainwater for human use indoors.

Sustainability efforts include energy conservation, solar development

- A new solar facility at the Blue Lake Wastewater Treatment Plant will provide 10% of the plant's annual energy needs and reduce energy costs. The Council will pass on the savings to residents and businesses who pay the cost of wastewater treatment throughout the metro area. The project is a public/private initiative. The Council is leasing land at the site to Oak Leaf Energy Partners, which is the developer on the project with SunEdison, a global renewable energy development company. Mortenson is a subcontractor and did most of the actual construction.
- Xcel Energy contributed a \$2 million renewable development fund grant. In 2015, efforts to reduce purchased energy used at the wastewater treatment plant yielded the equivalent of enough electricity to power more than 11,000 homes and enough natural gas to heat nearly 1,900 homes.
- The Council's Environmental Services (MCES) division expects to save \$3.5 million in 2015 on fossil-fuel energy purchases for wastewater treatment. (Energy savings are measured relative to 2006 energy costs as a baseline.) The savings result in lower wastewater rates for city and industrial customers, as well as significant environmental benefits.

- In the spring, three manufacturers demonstrated electric bus technology for Metro Transit customers and staff; feedback from these demonstrations will inform future fleet planning efforts.
- The Council approved a power purchase agreement to bring rooftop solar panels to six Metro Transit facilities in 2016. The panels will provide the equivalent of half the energy used at their respective locations and are expected to save about \$4 million in energy costs over the next 25 years.

Council ramps up workforce development

The Council continues to support programs that prepare the future workforce and help employees obtain the skills they need to support a changing customer base.

- The Council again sponsored the 12-week Urban Scholars summer internship program, providing critical, real-world experience for college students from diverse backgrounds. In 2015, 11 students participated in the program, working in departments throughout the Council.
- Metro Transit launched a new training program that will put job-seekers on a path toward full-time employment as a mechanic-technician through a combination of career and college readiness programming, support toward earning a technical degree and a paid internship. A group of 40 participants began the program in fall 2015. Job opportunities were promoted through a series of Employment Open Houses and an operator testing event.
- The Metro Transit Police Department also continued its growth, reaching 108 full-time officers. Many of the department's newest members speak a second language, and among the new hires is the state's first full-time female Somali police officer. Today the department is roughly 35% diverse, up from just 5% in 2012.

Community Development

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 2013 to 2014 (the latest figure available), reaching 48.7 million. For context, the Mall of America receives about 40 million annual visits.

Investing in parks protects the environment, raises quality of life, and creates jobs

The Council's investment in our regional parks helps protect sensitive environmental areas, expands the acres of regional parkland and miles of trails, expands outdoor and environmental learning, enhances park facilities, and creates jobs.

In 2015, the Council approved approximately \$24.1 million in grants to the regional park implementing agencies:

- \$16.9 million in grants to build, expand or improve planned park facilities including trails, nature centers, parking areas, swimming areas, fishing areas and other programmed enhancements.

- \$6.7 million in grants to acquire properties and trail easements within planned park and trail boundaries to expand the regional parks system.
- \$490,000 in grants to conduct outdoor recreation and environmental education, recruit volunteer coordinators to organize outdoor activities, or provide trail user wayfinding systems.

Planning sets framework to strengthen the regional park system

The Council adopted the *2040 Regional Parks Policy Plan* in February 2015. This is one of our most significant planning outcomes this year. In addition, the Council reviewed and approved master plans for:

- Baker-Carver Regional Trail (Three Rivers Park District)
- Nokomis-Hiawatha Regional Park (Minneapolis Park and Recreation Board)
- Theodore Wirth Regional Park (Minneapolis Park and Recreation Board)
- Coon Creek Regional Trail (Anoka County)
- Lebanon Hills Regional Park (Dakota County)

The Council also reviewed and approved amendments to the master plans for:

- Blakeley Bluffs Park Reserve (Scott County)
- Highway 96 Regional Trail (Ramsey County)
- Above the Falls Regional Park (Minneapolis Park and Recreation Board)
- East Anoka County Regional Trail (Anoka County)
- Lake Elmo Park Reserve (Washington County)

Livable Communities Act grants encourage development

In the 2015 funding cycle, the Council will award up to \$22.5 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 nearly 1,000 grants totaling over \$311 million to build or rehabilitate nearly 20,000 affordable housing units; clean 2,100 acres of polluted land, creating or retaining 41,000 jobs; and support development of transit-oriented, connected land uses. The grants have helped leveraged billions of dollars in other public and private investments.

Metro HRA earns highest possible ranking

In 2015, 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). This 2015 ranking is for the calendar year 2014.

HUD and Congress use 14 indicators to measure and grade the performance of housing agencies that administer the Housing Choice Voucher program. Working with landlords and program participants, Metro HRA ensured effective and efficient provision of rent assistance and maximized the number of households served and funds expended.

Housing wait list opened for first time in 8 years

In 2015, the Metro HRA opened the region's wait list for federal rent assistance for the first time since 2007. About 36,000 people applied for the 2,000 wait list spots. The Metro HRA provides housing assistance to more than 6,500 households. Under the Housing Choice Voucher program, tenants pay approximately 30% of their income towards rent and the Metro HRA pays the remainder directly to the landlord, within established rent guidelines.

HRA supports homeless veterans

The Metro HRA has 120 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.

Council creates mobility counseling program

In 2015, the Metro HRA established Community Choice, a mobility counseling program designed to assist families in finding housing in areas of opportunity. The program is based on a commitment to equity, providing residents with access to opportunity and choice to live in communities that provide possibilities for success, prosperity, quality of life and success in new neighborhoods. Program design was complete in 2015. Work with voucher holders will begin in late 2015.

System Statements issued to local governments

State law requires the Council to issue System Statements to local governments after updating the regional plan and accompanying system and policy plans once every 10 years. System Statements explain the implications of the metropolitan system plans for each individual community in the metropolitan area, and they include additional information specific to the community such as the community designation(s), forecasted population, household, and employment through the year 2040; guidance on appropriate densities; affordable housing need allocation; and specific information related to transportation, water resources, and regional parks and trails.

Receipt of the system statement triggers a community's obligation to review and, as necessary, amend its comprehensive plan by the end of 2018. System Statements were issued to all 188 cities, townships, and counties in the metropolitan region on Sept. 17, 2015.

Local Planning Handbook updated

To aid local governments in updating their local comprehensive plans, the Council has prepared a fully updated Local Planning Handbook. The handbook provides clear direction on the required elements for local comprehensive plans by topical area; contains an array of suggestions and resources to move beyond minimum requirements; individualizes community information as much as possible; connects communities with resources, grants, and technical assistance; and highlights local planning efforts across the region.

In addition, the handbook includes a whole new section of individual community pages full of checklists, maps, and resources specific to each community, while also allowing for online submittal of plans and plan amendments. The handbook, formerly in paper format, is now web-based, easing the distribution of materials, allowing for expanded resource libraries and tools

including interactive mapping, and allowing for better responsiveness to changes in legislation and incorporating community feedback.

Finalizing the new Housing Policy Plan

In 2014, the Council adopted a new regional *2040 Housing Policy Plan*, its first in nearly 30 years. In 2015, the Council truly finalized the work of the Housing Policy Plan by amending the plan to include an updated Allocation of Affordable Housing Need to inform local comprehensive plans. Additionally, the Council adopted a new set of Guidelines for Housing Policy Performance which included a complete reworking of the Council's approach to developing local Housing Performance Scores.

The plan establishes the Council's broad housing policy direction for the coming decades. It will assist local communities throughout the region to plan for and create housing options that give all people of all life stages and of all economic means viable choices for safe, stable, and affordable homes.

Transportation

Adopting the Transportation Policy Plan

In January, the Council adopted the *2040 Transportation Policy Plan*, which provides policy direction and investment priorities for the region's transportation system over the next 25 years. The plan provides the transportation-related specifics related to the regional policy direction in *Thrive MSP 2040*. The transportation plan details existing conditions and future needs for the region's system as a whole, as well as expected investments in the regional highway and transit systems.

For the first time the plan identifies a Regional Bicycle Transportation Network. It also provides a stronger emphasis on the relationship between local development decisions and transportation investment – particularly in terms of effective transit investment.

Regional Solicitation effectively allocates federal transportation dollars

Local officials had high praise for the process that allocated \$176 million in federal dollars to transportation projects slated for construction throughout the region in 2017-2019. In May, the Transportation Advisory Board (TAB) selected local projects for federal funding following an evaluation of the process and criteria over the course of the previous 18 months. The Council concurred with TAB's selection and recommendation.

Projects selected in this Regional Solicitation include local highway, bridge, transit, and bikeway and pedestrian enhancements in the metro area that local units of government submitted for funding consideration. The \$176 million of federal funds will leverage an additional \$131 million in local matching funds. The total cost of the all the projects comes to \$307 million. Carver County Commissioner Randy Maluchnik, a member of TAB, said the selected projects addressed meaningful transportation infrastructure needs and were regionally balanced.

Metro Mobility restructuring improves customer service and reduces costs

Metro Mobility is a shared public transportation service for certified riders who are unable to use regular route buses due to a disability or health condition. The 20-year-old Metro Mobility service model that was adopted in 1994 did not keep pace with the changing demographics and

travel patterns, contributed to regional inequity in service delivery, and compounded challenges in federal compliance.

To address these problems, Metro Mobility restructured its contractor service model, shifting from a five-contractor model to a three-contractor model. This change improves customer service by providing all customers with one-seat rides through eliminating transfers and by ensuring safety net programs, such as Premium Same Day Taxi Service and Assured Ride Home, are available to all customers. Restructuring Metro Mobility also saves the Metropolitan Council money—an estimated \$630,000 annually.

Light rail ridership climbs, sets records

The METRO Green Line enjoyed tremendous success during its first full-year of operation. Passengers boarded Green Line trains nearly 1.3 million times in October, the highest monthly total since the line opened in 2014.

Average weekday ridership in October 2015 exceeded 44,000, well ahead of the 41,000 average weekday rides forecast for 2030. With fans traveling to the new Saint Paul Saints ballpark, TCF Bank Stadium and Target Field, single-day light rail ridership topped 100,000 for the first time ever on Thursday, Sept. 3. The Blue Line also had a strong year, with ridership up 12.5% through the end of October.

The state's first light-rail line also celebrated an important milestone: in January, the Blue Line surpassed 100 million total rides since its 2004 opening.

Elsewhere, Northstar ridership increased slightly as on-time performance improved to 95%. Bus ridership declined, in part due to customers shifting to the Green Line. Several efforts were launched to support bus ridership, including the introduction of free Wi-Fi on several express and local routes.

Metro Transit also provided more than 575,000 rides to and from the 2015 Minnesota State Fair, the highest express and regular route ridership in event history. Through the end of November, total ridership exceeded 79 million, a nearly 2% increase over last year.

Metro Transit initiates major bus stop improvements

Efforts to improve the waiting experience at bus stops began taking shape across the region through the Better Bus Stops program. Metro Transit installed shelters at 51 locations where none had previously existed. Many of these sites will include solar-powered lighting. Metro Transit replaced another 60 shelters in Minneapolis, where the agency assumed responsibility for shelters that had previously been under private management.

In addition, Metro Transit installed 2,300 new bus stop signs with route numbers, maps and instructions that help customers access real-time departure information using a mobile device, the first phase in a system-wide roll-out. Digital displays with real-time departure information were also added at 15 busy bus boarding locations. Beyond the bus stop, customers benefited from the introduction of automatic on-board bus stop announcements on all routes and a new feature that provides real-time information through text message.

“A Line” construction gets under way

Station construction began on the state's first arterial bus rapid transit line, the A Line. Opening in 2016, the A Line will provide an improved bus experience with faster and more frequent

service, specialized vehicles and train-like features including off-board fare payment and enhanced stations with more amenities and security features.

The line will operate between the Rosedale Transit Center in Roseville and the METRO Blue Line's 46th Street Station in Minneapolis, serving several employment, retail and residential destinations along Snelling Avenue, Ford Parkway and 46th Street. The line will also provide a connection to the METRO Green Line's Snelling Avenue Station.

Metro Transit is partnering with the City of Saint Paul and the Saint Paul Port Authority to explore the possibility of building a new Major League Soccer stadium on Council-owned property near Snelling Avenue that would also be served by the A Line.

Light rail extension projects make progress

METRO Blue Line Extension: The Council approved an updated project scope and nearly \$1.5 billion cost estimate for the 13-mile line, which will run from Target Field in downtown Minneapolis into the northwest suburbs. Following Council approval late in the year, the project plans were submitted to Hennepin County and the corridor cities of Minneapolis, Golden Valley, Robbinsdale, Crystal, and Brooklyn Park for review and approval. This municipal consent process entails local approval of the project's physical design components.

METRO Green Line Extension: All five corridor city councils and Hennepin County approved changes that reduced the cost of the METRO Green Line Extension by \$250 million while maintaining strong ridership projections in order to help secure federal funding. The revised project scope and cost estimate include the elimination of one station and the deferral of another. The line will run southwest from the downtown Minneapolis Target Field Station 14.4 miles through Minneapolis, St. Louis Park, Hopkins and Eden Prairie. The Final Environmental Impact Statement for the project will be published in 2016. Heavy construction is anticipated to take place between 2017 and 2019, with service opening in 2020.

Transit makes fare payment improvements made

More than half of transit customers pay their fares with a pre-paid Go-To Card or unlimited-ride pass, making boarding more efficient and providing customers greater convenience. Building on this trend, Metro Transit partnered with HOURCAR to give customers of the car-sharing service the ability to use their transit pass for vehicle entry. Additionally, Go-To Card readers were added to Northstar Link buses that provide connecting express bus service between the Northstar Commuter Rail line's Big Lake Station and St. Cloud.

In December, Metro Transit launched a low-income fare pilot program that provides households participating in the Council's rental assistance program fare passes that automatically provide discounted, \$1 fares. A Student Pass pilot was launched in St. Paul, providing around 1,000 students with unlimited-ride transit passes. Several large employers, including Regions Hospital, Be the Match, Delta and the Mall of America, also joined the Metropass program to provide employees a low-cost, unlimited-ride transit passes.

Environmental Services

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 \$242. This \$242 retail sewer rate is 40% lower than the average rate of \$404 reported by 25 similarly sized wastewater treatment “peer” agencies in the U.S., according to the most recent survey (2013) 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 wastewater treatment plants received national awards in 2015 for five years or more of perfect discharge permit compliance through 2014: Hastings (24 years); St. Croix Valley (23 years); Seneca (14 years); Blue Lake (9 years); Eagles Point (9 years); and Empire (7 years). These compliance records are among the highest in the nation.

Seeking solutions to water supply, water resources management issues

In collaboration with partner agencies and the region’s communities, the Council updated and adopted key water-related plans in 2015. The *2040 Water Resources Policy Plan* now has two overarching themes: taking an integrated approach to water supply, water and quality and wastewater collection and treatment, rather than addressing those issues separately; and also doing so in collaboration with local government and other partners.

Helping ensure the metro area has adequate water supplies now and in the future

In 2015 the Metropolitan Area Water Supply Advisory Committee and the Council approved an updated Metropolitan Area Master Water Supply Plan. The plan charts a path toward a future of affordable, safe and abundant water needed for a prosperous and equitable region. The plan stresses collaboration among communities and agencies, utilization of data that helps map out water supply trends, and options for action – including water conservation – as keys to a successful “water future” for the metro area. The Council’s role will include providing information and planning tools to help communities secure safe and plentiful drinking water, while protecting the region’s water resources.

Major Study Summaries and Recommendations

Twin Cities Metropolitan Area Master Water Supply Plan

Water is fundamental to the prosperity and quality of life of our Twin Cities region. Every sector of our regional community relies on water—commerce, manufacturing, construction, health care, recreation, and agriculture. While bountiful in the region, our water supply is vulnerable. Productive aquifers and river sources are not available to all communities, and drought and contamination can make those sources less reliable.

Even now, the water levels and flow have shown downward trends in groundwater-connected lakes, wetlands, and trout streams. Wells that track groundwater levels indicate declines in some areas, and groundwater contamination has occurred in some locations around the region.

At the same time, the demand for water will increase as our region's population and economy grow. About 75% of our water supply comes from underground sources, with the Mississippi River supplying the rest.

The Master Water Supply Plan charts a path toward a future of affordable, safe, abundant water. The regional plan helps coordinate the actions of state agencies, local governments, and water suppliers toward achieving a future water supply that sustainably meets the region's needs. A collaboration of communities, water utilities and state agencies, coordinated by the Metropolitan Council, developed the plan over several years of deliberations and participation of local water suppliers.

The Master Water Supply Plan sets an overarching goal—that the region's water supply is sufficient and sustainable now and in the future. These water sources include groundwater, surface water, stormwater, and reclaimed wastewater, in addition to conservation. How the region uses these sources will vary depending on conditions and situations that local affect water use and supply.

Local communities, the Council, and state agencies, working in coordination, are in a position to meet our future water needs.

- Public water suppliers plan for and provide safe water for the communities and businesses they serve.
- Municipalities develop comprehensive plans for their future growth that include water supply plans.
- The Council maintains a base of technical information, provides assistance to communities in developing their water supply plans, and identifies approaches to deal with emerging issues. The Council considers the effects of local decisions on shared water supplies, and the cumulative impact of decisions of individual communities on regional water resources.
- State agencies and other organizations support sustainable use of water through issuing and monitoring permits, as well as providing education and technical assistance opportunities.

Twin Cities Regional Water Billing Analysis

The Council contracted for a study to determine if the rates and rate structures that water utilities in the Twin Cities metro area use to bill their customers have any effect on water consumption. The study considered a number of factors in its analysis, including land use and socio-economic data.

From the data analyzed in the study, it did not appear that the conservation rate structures have any effect on water use. Increasing tiered rate structures and seasonal tiered rate structures do not automatically constitute a conservation rate structure. In order to promote conservation, the rate structure must have a significant enough cost increase between tiers as to have an impact on a monthly water bill.

Factors found to influence water use include:

- Median household income (higher income means greater water use per person)
- Average number of people per household (more people means more water use per person)
- Cost of 8,000 gallons (higher bill is correlated with lower water use)

Among the report's recommendations:

- Conduct a more detailed analysis of rate structures across municipalities based on an average customer consumption from each municipality.
- Conduct a detailed analysis to determine the impact of conservation activities.
- Support an outreach program to educate utility managers.

Comprehensive Water Quality Assessment of Select Metropolitan Area Streams

The Twin Cities metro area is not only a land of lakes but it is also home to nearly fifty streams that thread their way to the big waters of the Mississippi, Minnesota, and St. Croix rivers.

They all have environmental, aesthetic, or recreational importance, but they have experienced stress from human activity, development, and agriculture. Documenting the resulting impacts—especially pollution—is crucial for taking steps toward improvement.

Over the past three decades, Metro Council Environmental Services has monitored and assessed the water quality of 21 of the metro area's streams in cooperation with local water management organizations, cities, conservation districts, and counties. All together, the 21 streams drain half the geographic area of the seven-county area.

The monitoring project is one of the most extensive assessments of streams ever done in the metro area. The information helps gauge the extent of pollution that threatens them, compliance with state water quality standards, and progress toward achieving those requirements, as well as documenting amount of pollution delivered by the streams to the three major rivers.

The results show that water quality has improved in the majority of the 21 streams over the past 30-some years. The streams show reductions in three important pollutants—sediment, phosphorus, and nitrate.

Although it is not possible to trace individual results to specific actions, Council researchers believe that the improvement is likely the cumulative, collective result of a wide range of activities by many people and organizations over several decades. Among them are actions by government, industries and others to comply with 1972 Clean Water Act.

Others include educational programs, environmental advocacy by nonprofit organizations, improved management of rain water runoff, streambank restoration, changes in agricultural practices, grant programs that support water quality improvement projects, and upgrades to small municipal wastewater treatment plants.

Readers may visit www.metrocouncil.org to find studies summarized in this section of the 2015 Annual Report.

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

2040 Regional Parks Policy Plan

Adopted May 2015

Twin Cities region's renowned Regional Parks System showcases the unique landscapes of the region and provides year-round recreation. Parks are critical to our region's current and future livability, sustainability, stewardship, and prosperity, and the Regional Parks System is an amenity that can help retain and attract businesses and residents.

The Regional Parks System, supported by the Metropolitan Council in partnership with cities, counties and special park districts, was established in 1974. As of 2015, the Regional Parks System includes:

- 54,286 acres open for public use
- 54 regional parks and park reserves
- Eight special recreation features, such as the zoo and conservatory at Como Regional Park
- 40 regional trails, with 340 miles currently open to the public
- Over 47 million visits each year

The *2040 Regional Parks Policy Plan* incorporates the policy direction provided by *Thrive MSP 2040* to:

- Promote expanded multimodal access to regional parks, regional trails, and the transit network, where appropriate.
- Strengthen equitable usage of regional parks and trails by all our region's residents, such as across age, race, ethnicity, income, national origin, and ability.

The *2040 Regional Parks Policy Plan* sets the goals for the development of the Regional Parks System and the strategies designed to meet these goals. The population of the seven-county area is expected to grow by 824,000 more people by 2040. The planned regional parks and trails will enable residents to enjoy a variety of new park experiences throughout the region.

The vision for the Regional Parks System includes expanding it to nearly 70,000 acres and tripling the trail system from 340 miles in 2015 to more than 1,100 miles by 2040. New regional trails and greenway corridors will link regional parks and park reserves. Also proposed are two additional regional parks in Carver County and a regional park in the northwest corner of Anoka County.

Just less than 1% of the total state and local taxes paid by a household in the seven-county region go to support the Regional Parks System. For the owner of a \$250,000 home in the seven-county metropolitan area, the average annual cost of the Regional Park System is \$67, including \$26 in state income and sales taxes and \$41 in regional and local property taxes.

Comments by Metropolitan Agencies: Metropolitan Parks and Open Space Commission

Members of the Metropolitan Parks and Open Space Commission unanimously approved a recommendation to the Metropolitan Council to adopt the 2040 Regional Parks Policy Plan as part of the comprehensive development guide for the metropolitan area authorized under Minnesota Statutes, Section 473.145.

2040 Transportation Policy Plan

Adopted January 2015

Transportation is the engine of our regional prosperity. The next 25 years call upon the Twin Cities region to maintain and enhance our existing facilities, better connect people and communities, and provide more transportation choices that will make the region stronger and a better place to live. The *2040 Transportation Policy Plan* lays out a course of action to achieve that goal through six areas of action::

- *Transportation System Stewardship* – we will maintain our regional transportation system in a good state of repair and operated to connect people and freight to destinations in a cost effective manner.
- *Safety and Security* – we will reduce crashes as well as reduce vulnerability to natural and man-made incidents.
- *Access to Destinations* – we will improve multimodal travel options for people of all ages and abilities to connection jobs and other opportunities as well as ensure access to freight terminals.
- *Competitive Economy* – we will attract and retain businesses and residents by improving multimodal access to areas in our region have a high concentration of jobs as well as efficiently moving freight
- *Healthy Environment* – we will provide a provide a system that promotes connectivity for people of all ages and abilities, particularly under-represented communities, while reducing the impacts of transportation construction and use on the natural, cultural, and developed environments.
- *Leveraging Transportation Investments to Guide Land Use* – we will encourage local land use design that integrates highways, streets, transit, walking, and bicycling as well as focuses regional growth in the areas that support the full range of multimodal travel.

Looking ahead, the region will need to invest sufficiently in the transportation system to ensure the region’s livability and prosperity. The Transportation Policy Plan describes two long-term investment scenarios that clarify the funding choices the region faces for future transportation system needs. The ***Current Revenue Scenario*** describes what the region can do with the revenue currently anticipated through 2040, and the ***Increased Revenue Scenario*** details further critical investments that can be made if additional resources become available.

Current Revenue Scenario

- \$11 billion to improve mobility on state highways while maintaining, managing, and repairing existing highways

- \$31 billion for supporting existing transit routes and completing planned transit routes including Blue Line Extension (LRT) and Green Line Extension (LRT) as well as building out the Orange Line (BRT), Gold Line (BRT), and three additional Bus Rapid Transit (BRT) lines.
- \$2.4 billion for additional transit corridors in preliminary planning stages including Red Rock, Riverview, and Robert Street

Increased Revenue Scenario

The Increased Revenue Scenario includes 7 additional transitways, 2 transitway extensions, 11 arterial bus rapid transit lines.

- An additional \$8 to \$10 billion to enhance regional mobility while rebuilding and maintaining the existing system
- An additional \$7 to \$9 billion for transit investment including expansion of bus service and facilities and accelerated completion of the region’s transitway vision

In line with the equity outcome included in *Thrive MSP 2040*, the strategies detailed in the *2040 Transportation Policy Plan* include equity among the criteria for prioritizing transportation funding across the system. Strategies also highlight the importance of healthy and livable communities for investment decision-making.

For the first time, the plan acknowledges the impact the transportation system has on global climate change. The plan calls for additional evaluation of this impact, and convening partners to discuss how the region can prepare to mitigate the effects of climate change and slow its progress.

Comments by Metropolitan Agencies: Metropolitan Airports Commission

The Metropolitan Airports Commission agreed with the policy statements in the Transportation Policy Plan and provided the Council with some edits to text and data.

2040 Water Resources Policy Plan

Adopted May 2015

Water—an essential regional resource—has sustained the people and industry of this region for generations, and wise planning now can ensure a water-rich future for generations to come.

In partnership with local communities, watershed management organizations, and other stakeholders, the Council developed the *2040 Water Resources Policy Plan*. Policies and strategies in the plan work towards achieving outcomes identified in *Thrive MSP 2040*, the region’s overall development framework for the seven-county Twin Cities metro area. These outcomes include prosperity, livability, equity, sustainability, and stewardship.

The Council provides wastewater services to municipal and industrial customers at competitive rates, fostering a favorable economic environment for growth and development. The Council promotes sustainable water resources through its planning and technical assistance for surface water and water supply.

These activities help to ensure the region has adequate water quality and supply to support:

- economic development
- drinking water needs
- quality of life for all residents
- tourism

Sustainable water resources means having adequate high quality groundwater and surface water resources to support the region's growing water supply needs and its unique and intricate ecosystems. And it means managing our resources in a way that ensures water availability for current and future generations.

The overall theme of the Water Resources Policy Plan is to move further toward integrating planning for wastewater, water supply, and surface water management. The challenges of water supply, water quality issues, and environmental stewardship need strategies that look at the whole water picture and consider how efforts in one area could benefit the other. For example, an integrated approach sees treated wastewater effluent and stormwater as resources for irrigation and use in industrial processes.

Water resources have strategic importance in achieving economic growth, competitiveness, and high quality of life. The Council's regional strategy balances the demands of growth with the protection and management of our lakes, rivers, streams, wetlands, and groundwater.

The plan supports the Council's uniform rates for all wastewater customers. The Council provides equal access to the affordable wastewater systems for customers within the metropolitan urban service area.

The Council is committed to collaborating with our partners, including federal, state, local, and regional agencies and organizations to promote the long-term sustainability of the region's water resources for surface and groundwater quality and quantity, and wastewater collection and treatment.

Amendment—Housing Policy Plan

Adopted July 2015

Safe, stable, and affordable housing is essential for people to work productively, for children to learn, and for individuals, families, and communities to thrive. A range of housing options across the region benefits people, businesses, and local governments.

Collaborating with its local government partners, housing developers, community organizations, and other stakeholders, the Metropolitan Council adopted the *Housing Policy Plan* in December 2014 to provide leadership and guidance on regional housing needs and challenges.

The strategies in the housing plan advance the five outcomes in *Thrive MSP 2040*—stewardship, prosperity, equity, livability, and sustainability. It provides guidance to local officials as they address housing and housing affordability in their local comprehensive plans. It also reflects new federal guidance on “affirmatively furthering fair housing.” It promotes programs and activities related to housing and urban development in areas of opportunity as well as areas in need of revitalization.

The amendment helps local communities plan by clarifying both the need for affordable housing and how the Council reviews the housing element of local comprehensive plans. The Council

developed the amendment in partnership with working groups made up of city and county staff, elected officials, developers, and housing advocates.

The Housing Policy Plan amendment includes:

- Consistent expectations about what communities must include in the housing element of local comprehensive plans.
- The identified Affordable Housing Need for the region overall in the 2021-2030 decade, and the allocation of affordable housing need for each metro area community. Housing “need” assesses the need for affordable housing in the region and communities, as prescribed by statute—in other words, the gap between supply and demand.

Information about housing need was included in System Statements that metro area communities received from the Council in 2015, so that local comprehensive plans and regional plans will be consistent.

2015 Budget Information

The Metropolitan Council submitted its 2015 Unified Operating Budget to the Minnesota Legislature in January 2015. That budget contains detailed budget information and a general description of the Council’s 2015 work program. Following is a gross summary of the 2015 amended operating 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	62,772,000
Total	919,212,000

Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2015, the Council used reserves to account for the different in revenues and expenditures.

2016 Unified Budget

The Metropolitan Council's 2016 Unified Budget was submitted to the Minnesota Legislature in January 2016. It contains detailed budget information and a general description of the Council's work program in 2016, and satisfies state budget reporting requirements. Here is a summary of the 2016 adopted budget:

2016 Budget Expenditures

Transportation	482,730,000
Debt Service	173,853,000
Environmental Services	127,009,000
Pass-through Funds	122,379,000
Planning and Administration	68,290,000
Total	974,261,000

2016 Budget Revenue

State Funds	365,064,000
Wastewater Fees & SAC	254,918,000
Transit fares	109,388,000
Federal Funds	86,334,000
Property Taxes	82,039,000
Other	55,288,000
Total	953,031,000

2016 Legislative Program

The Council's legislative proposals for the 2016 session are still under development as of Jan. 15, 2016. The Council is working with the governor's office and the state departments on proposals regarding appropriations, bonding, policy issues, and statutory housekeeping matters.

Plans, Projects, and Applications Submitted to the Metropolitan Council in 2015

Airport CIP

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

Airport Long Term Comprehensive Plan

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
20301-2	Metropolitan Airports Commission	Lake Elmo 2035 LTCP

Alternative Urban Areawide Review

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
20561-3	Brooklyn Park	Brooklyn Park Gateway AUAR Update
19079-3	Victoria	Southwest Area AUAR Update
21338-3	Elko New Market	Elko New Market Final AUAR
19528-4	Lino Lakes	I-35W Corridor AUAR Update
19536-4	Cottage Grove	East Ravine Revised AUAR Update with Comments and Responses
21385-2	Lakeville	Interstate South Logistics Park Final AUAR
21338-2	Elko New Market	Elko New Market Draft AUAR
21385-1	Lakeville	Draft AUAR Interstate South Logistics Park
21338-1	Elko New Market	Scoping Elko New Market AUAR
21304-2	Dayton	French Lake Industrial Center Final AUAR
19536-3	Cottage Grove	East Ravine AUAR Update

Army Corps of Engineers Permit

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21485-1	U.S. Army Corps Of Engineers	North Fork Nine Mile Creek Stream Bank Improvement Project
21477-1	U.S. Army Corps Of Engineers	Dakota Slough Wetland Mitigation Bank Project
21474-1	U.S. Army Corps Of Engineers	Proposal to Modify Regional General Permit
21459-1	U.S. Army Corps Of Engineers	Mader Wetland Mitigation Bank

21442-1	U.S. Army Corps Of Engineers	Upper Mississippi River Basin Mitigation Project
21402-1	U.S. Army Corps Of Engineers	Liberty Property Limited Partnership Industrial Park
21391-1	U.S. Army Corps Of Engineers	General Regional permit Applicable within the Exterior Boundaries of Indian Reservations
21388-1	U.S. Army Corps Of Engineers	Valleyfair Road Relocation
21389-1	U.S. Army Corps Of Engineers	Regional General Permit for Discharge into Waters of US Associated with Reconstruction
21367-1	U.S. Army Corps Of Engineers	Villa Park Restoration
21347-1	U.S. Army Corps Of Engineers	Scott/Dakota County Roadway Reconstruction Project
21336-1	U.S. Army Corps Of Engineers	Discharge Dredged Material for the Purpose of Constructing a Trail
21334-1	U.S. Army Corps Of Engineers	Discharge Dredged Material for Reconstructing CSAH 14
21331-1	U.S. Army Corps Of Engineers	Gorham Development
21330-1	U.S. Army Corps Of Engineers	Discharge Dredged and Fill Material into Wetland for Constructing a Mixed Use Neighborhood
21309-1	U.S. Army Corps Of Engineers	Public Notice, Lock and Dam 1 Scour Repair Upper Mississippi River
21310-1	U.S. Army Corps Of Engineers	Special Public Notice, TH41 Tier 1 FEIS & Associated Clean Water Act Section

Comprehensive Plan Amendment

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
20326-8	Andover	Innventures Properties
20619-10	St. Louis Park	Arlington Row Apartments West
20565-2	Excelsior	Villas at Excelsior Village
20413-7	Edina	Valley View Wooddale Small Area Plan
20473-5	Savage	Anderson CMC
20584-10	Rosemount	Minnesota Education Trust
20606-18	Eagan	MVZ Ventures, LLC –CPA
20736-3	Afton	Afton Historic Village Sewage Treatment Area CPA
20614-11	Inver Grove Heights	Hemant Bhakta
20416-8	Maple Grove	Bottineau Ridge Apartments
20463-11	Brooklyn Park	Villas of Rush Creek Trail
20512-4	Hopkins	10th Avenue Rezoning
20476-5	Arden Hills	Arden Hills TCAAP CPA
20448-5	St. Paul Park	Friends in Need Food Shelf

20593-3	Columbus	2015 Minor CPA
20361-17	Plymouth	Brockton PUD
20423-7	Waconia	ISD#110- High School Site
20402-8	Scott Co.	Hentges Gas Station
19494-10	Prior Lake	Jeffers Pond PUD
20458-4	Burnsville	Burnsville High school
20227-22	Coon Rapids	1005 Coon Rapids Blvd. Extension
20671-2	Elko New Market	I-35/ County Road 2 Interchange
20543-4	Minnetonka	Ridgedale Village Center
20619-9	St. Louis Park	Bridgewater
20348-8	Minneapolis	Marcy-Holmes Neighborhood Master Plan
20348-9	Minneapolis	Stadium Village/ University Avenue Station Area Plan
20326-7	Andover	Country Oaks North
20445-12	Lakeville	Chokecherry Hill 4th Addition
20606-17	Eagan	Gates of Eagan Apartments
20460-4	Miesville	Miesville 2015 CPA
20423-6	Waconia	ISD #110- Elementary School Site
20585-6	Golden Valley	9000 and 9050 Golden valley Road
20606-16	Eagan	Minnesota Autism Center (MAC)
20619-8	St. Louis Park	Flexible Planned Densities
20463-10	Brooklyn Park	Astra Village (west)/ 610 Zane
20472-9	Richfield	Richfield Audi
20584-9	Rosemount	Prestwick Place North
20348-7	Minneapolis	Loring Park Neighborhood Master Plan
20348-6	Minneapolis	Linden Hills Small Area Plan
20445-11	Lakeville	Avonlea
20614-10	Inver Grove Heights	Argenta Trail Realignment
20472-8	Richfield	6244 Cedar Avenue
20348-5	Minneapolis	Nicollet Island East Bank Neighborhood Small Area Plan
20227-20	Coon Rapids	Egret Blvd. and Woodcrest Dr.

20227-21	Coon Rapids	80 Coon Rapids Boulevard
20432-8	Medina	Staging and Growth Amendment
20476-4	Arden Hills	Valentine Bluff
19494-9	Prior Lake	Gateway Redevelopment
20444-17	Anoka	Rum River Shores North
20533-5	Minnetrista	7601 CR 110W 11.8- ac Ag to Public
20326-6	Andover	Creekside Meadows
20628-7	Maplewood	Parkside
20628-8	Maplewood	LCS Lawn Service
20606-15	Eagan	Wyatt Caring and Sharing
20463-9	Brooklyn Park	North Park Business Center
20265-8	Chanhassen	CSAH 61 Corridor
20585-5	Golden Valley	Liberty Crossing
20614-9	Inver Grove Heights	IMH Investments
20442-2	Norwood Young America	The Haven
20533-4	Minnetrista	John Boll County Road 110W & County Road 92
20668-3	Carver Co.	Carver County Parks, Open Space, and Trails Update
20619-7	St. Louis Park	Highway 7 and Glenhurst Development
20444-16	Anoka	B-1 Highway Business Land Use Study
20720-2	Mendota Heights	Condon Court Residential Development
20445-10	Lakeville	Berres Ridge Residential Subdivision
20418-4	New Brighton	Belair Excavating Expansion
19494-8	Prior Lake	Fountain Hills Business Park
20445-9	Lakeville	Fulford Group
20432-7	Medina	Wealshire FLU
20501-4	Blaine	Blaine Parkside North
20463-8	Brooklyn Park	Oak Grove Parkway & Zane Avenue (Town Center)
20516-2	Roseville	Dale Street Redevelopment
20591-13	Apple Valley	The Springs At Apple Valley
20445-8	Lakeville	Kenwood Hills

20413-6	Edina	Pedestrian Facilities
20584-8	Rosemount	South Urban Gateway
20614-8	Inver Grove Heights	Blackstone
20620-3	Rogers	2013 Comprehensive Plan Update With Hassan Twp. Annexation Included

Comprehensive Plan Update

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
20781-1	Landfall	2008 CPU

Controlled Access Highway

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21381-1	Minnesota Department Of Transportation	Reconstruction of Eastbound I-94 from East 7th to Mounds Blvd

Environmental Assessment

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21481-1	Minnesota Department Of Transportation	I-35W MnPass Extension
21413-1	Minneapolis	Eastside Food Co-op Expansion
21313-1	U.S. Army Corps Of Engineers	Closure of Upper St. Anthony Falls Lock to Commercial and Recreational Navigation Traffic- Draft EA

Environmental Assessment Worksheet

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21483-1	Lake Minnetonka Conservation District	Bean's Greenwood Marina
21484-1	Hennepin Co.	West Broadway Avenue (CSAH 103) Reconstruction Project
21471-1	St. Paul	844 Fairmount Avenue- Single Family Home Roof Renovation
21469-1	Nine Mile Creek Watershed District	Nine Mile Creek Stabilization Project, Edina
21467-1	Woodbury	Tamarack
21462-1	Metropolitan Airports Commission	Minneapolis-St. Paul International Airport (MSP) Hotel and Skyway
21465-1	Chanhassen	TH 101 Improvements (CSAH 14 to CSAH 61)
21458-1	Comfort Lake Forest Lake Watershed District	Bixby Park Water Quality Improvement Wetland
21454-1	Scott Co.	Minnesota Valley Sands Scoping EAW and Draft Scoping Decision Document
21438-1	Rice Creek Watershed District	Middle Rice Creek Restoration Project

21432-1	Ramsey Co.	Rice Creek Meander Project at County Road H
21431-1	Minnesota Department Of Natural Resources	Lock and Dam 1 Scour Repair Project
21429-1	Scott Co.	CSAH 16 Roadway Reconstruction
21424-1	Rice Creek Watershed District	Hansen Park Comprehensive Water Management Project
21411-1	Minnesota Department Of Natural Resources	Pillsbury A-Mill Artist Lofts Hydroelectric Project
21396-1	Scott Co.	Quarry Creek Conservation Project
21397-1	Minnesota Pollution Control Agency	St. Francis Wastewater treatment Facility
21398-1	Minnesota Pollution Control Agency	MCES Seneca Area Collection System Rehabilitation- Phases 3, 4, and 5
21374-1	Minneapolis	Ritz Block
21375-1	Minneapolis	Superior Plating Site Redevelopment
21378-1	Minnesota Pollution Control Agency	City of Afton Wastewater Collection and Treatment System
21366-1	Lake Minnetonka Conservation District	T & T Boatworks Marina
21360-1	Brooklyn Park	610 West
21348-1	Anoka Co.	CSAH 116 Reconstruction Project
21345-1	Minnesota Pollution Control Agency	Stemmer Ridge Road Trunk Sanitary Sewer Extension
21323-1	Lakeville	Interstate South Logistics Park Scoping EAW
21316-1	Minneapolis	L&H Station
21317-1	Minnesota Pollution Control Agency	Flint Hills Resources- Tier 3 Clean Fuels Projects
21318-1	Minnesota Pollution Control Agency	Flint Hills Resources- Combined Heat And Power (CHP) Cogeneration Project
21314-1	Anoka Co.	Anoka County State Highway 14/125th Avenue NE Reconstruction Project
21312-1	Woodbury	Summerlin

Environmental Impact Statement

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
20031-2	Minnesota Department Of Transportation	Tier I FEIS/ Preliminary Final Section 4(f)/6(f) Evaluation

Housing Bond Program

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21494-1	Hennepin Co.	Minneapolis Leased Housing Associates VIII, LLLP Project

21490-1	Columbia Heights	Columbia Heights Leased Housing Associates I, LLLP Project
21476-1	St. Louis Park	The Shoreham Project
21478-1	Scott Co.	Unlimited Tax General Obligation- The Henderson Project
21470-2	North Oaks	Shoreview Senior Residence Project Amendment
21470-1	North Oaks	Shoreview Senior Residence Project
21373-2	Minneapolis	Corcoran Triangle, LLC- Revised Request
21452-1	Minneapolis	Seward Towers Renovation, Limited Partnership
16872-2	Minneapolis	Walker Minneapolis Campus Project
21443-1	Dakota Co.	Dakota County CDA- The Sanctuary at West Saint Paul, LP
21444-1	Coon Rapids	Cottages of Coon Creek Apartments Project
21433-1	Hampton	Augustana Apartments Project
21427-1	St. Paul	Lonnie Adkins Court Apartments Project
21421-1	Oak Park Heights	Green Twig Villas Project
21416-1	Coon Rapids	River North Project
21417-1	Arden Hills	Presbyterian Homes of Arden Hills, Inc. Project
21418-1	Columbus	Richfield Senior Housing, Inc. Project
21395-1	Mahtomedi	Piccadilly Square
21394-1	Minnetonka	Rowland Apartments Project
21372-1	Robbinsdale	Broadway Court Project
21373-1	Minneapolis	Corcoran Triangle, LLC
21349-1	Minneapolis	Parcel A- Mill City Quarter
21350-1	Dakota Co.	Dakota County Community Development Agency Housing Finance Program for Seniors

National Pollution Discharge Elimination Permit

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21472-1	Minnesota Pollution Control Agency	Apex International Manufacturing Inc.
21463-1	Minnesota Pollution Control Agency	Jordan Gravel, LLC
21441-1	Minnesota Pollution Control Agency	Kraemer Mining & Materials
21439-1	Minnesota Pollution Control Agency	SIGH properties LLC
21435-1	Minnesota Pollution Control Agency	Honeywell Inc.- Plymouth Operations
21415-1	Minnesota Pollution Control Agency	Seagate Technology LLC

21408-1	Minnesota Pollution Control Agency	Met Council- Mississippi Basin Total Phosphorus Permit
21409-1	Minnesota Pollution Control Agency	Metropolitan Council- Hastings WWTP
21410-1	Minnesota Pollution Control Agency	MCES- Metropolitan Wastewater Treatment Facility St.
21400-1	Minnesota Pollution Control Agency	Francis Wastewater Treatment Facility
21377-1	Minnesota Pollution Control Agency	Hennepin County Energy Center

Power Utility Environmental Review

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21491-1	Minnesota Pollution Control Agency	Air Emission Permit to Toro Co
21489-1	Minnesota Pollution Control Agency	Air Emission Permit to St. Paul Park Refining Co LLC
21482-1	Minnesota Pollution Control Agency	Notice and Request for Comments on Army Corps Permit
21473-1	Minnesota Pollution Control Agency	Air Emission Permit to Koda Energy LLC
21466-1	Minnesota Pollution Control Agency	Air Emission Permit to Ardent Mills LLC
21437-1	Minnesota Pollution Control Agency	Air Emission Permit to AmeriPride Services Inc.
21436-1	Minnesota Pollution Control Agency	Air Emission Permit to EDCO Products, Inc.
21434-1	Minnesota Pollution Control Agency	Air Emission Permit to Carley Foundation, Inc.
21422-1	Minnesota Pollution Control Agency	Intent to Adopt Rules using Good Cause Exemption
21419-1	Minnesota Pollution Control Agency	Solid Waste Permit for pine bend Sanitary Landfill
21412-1	Minnesota Pollution Control Agency	A-Mill Artist Lofts Project Draft Section 401 Water Quality
21401-1	Minnesota Pollution Control Agency	Air Emission Permit to Target Corporation for Their Brooklyn Park Facility
21387-1	Minnesota Pollution Control Agency	Draft Spring Lake Site-Specific Standard
21384-1	Minnesota Pollution Control Agency	Air Emission Facility Permit to 3M Company
21376-1	Minnesota Pollution Control Agency	Air Emission Permit to Northern States Power dba Xcel Energy

State Disposal System Permit

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21242-5	Minnesota Pollution Control Agency	Afton Wastewater Treatment Facility with Changes

Surface Water Management Plan

Review	Applicant	Description
21453-1	Eden Prairie	Local Water Management Plan for 60-day Review
21425-1	Hugo	City of Hugo Stormwater Management Plan
21414-1	Ramsey	Surface Water Management Plan
21392-1	Osseo	2015 Stormwater Management Plan
19976-2	Bloomington	Comprehensive Surface Water Management Plan-Section IV Update
21111-2	Spring Lake Park	Update to 2013 Local Surface Water Management Plan
21363-1	Brooklyn Center	Surface Water Management Plan- 60 Day Draft
21361-1	Andover	Third Generation Surface Water Management Plan
21358-1	Chaska	Local Surface Water Management Plan
21346-1	Blaine	Update to Local Surface Water Management Plan
21328-1	Circle Pines	60 Day Draft Water Resource Management Plan

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Water Supply Plan

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21492-1	Carver Co.	Draft Groundwater Plan (2016-2025)

Watershed Plan

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21480-1	Eagan-Inver Grove Heights Watershed Management Organization	Watershed Plan- Draft 60 day review
21393-2	Elm Creek Watershed Management Commission	Third Generation Watershed Management Plan- 60Day Review
20792-4	Lower Minnesota River Watershed District	Comments and 90Day Review Plan Amendment to the 2011 Plan
21393-1	Elm Creek Watershed Management	Third Generation Watershed Management Plan
20746-5	Riley Purgatory Bluff Creek Watershed	Major Plan Amendment to CIP
21382-1	Valley Branch Watershed District	2015-2025 Watershed Management Plan- 60 day Review Draft
20692-3	Carnelian Marine St. Croix Watershed District	Amendment to 2010 Watershed Management Plan

21364-1	Middle St. Croix Watershed Management Organization	Draft 2015 Watershed Management Plan Update
20792-3	Lower Minnesota River Watershed District	Amendment to the 2011 Watershed Management Plan
19848-8	Bassett Creek Watershed Management	Major Plan Amendment to 2004 Plan
21306-1	Bassett Creek Watershed Management	Draft 2015-2025 Watershed Management Plan

Well Permit

<i>Review No</i>	<i>Applicant</i>	<i>Description</i>
21495-1	Forest Lake	Wellhead Protection Plan Amendment Part 1
21487-1	Oak Grove	Wellhead Protection Plan Amendment Part 1 Wellhead Protection Plan Part 1
21486-1	Oakdale	Wellhead Protection Plan Part I
21475-1	Cottage Grove	Wellhead Protection Plan Part 1
21288-2	St. Paul Park	Wellhead Protection Plan Part 2
21457-1	Andover	Wellhead Protection Plan Part 1 Amendment
21456-1	St. Louis Park	Wellhead Protection Plan Part I
21038-2	Shorewood	Wellhead Protection Plan Part II
21428-1	Belle Plaine	Wellhead Protection Plan Part 2
21440-1	Brooklyn Center	Wellhead Protection Plan Part II
21229-2	Champlin	Wellhead Protection Plan, Part 2
21277-2	South St. Paul	Wellhead Protection Plan Amendment, Part 2
21321-1	Eden Prairie	Wellhead Protection Plan Update- Part II
21199-2	Hugo	Wellhead protection Plan, Part II
21288-2	St. Paul Park	Wellhead Protection Plan Part 2
21457-1	Andover	Wellhead Protection Plan Part 1 Amendment
21456-1	St. Louis Park	Wellhead Protection Plan Part I
21038-2	Shorewood	Wellhead Protection Plan Part II
21428-1	Belle Plaine	Wellhead Protection Plan Part 2
21440-1	Brooklyn Center	Wellhead Protection Plan Part II
21229-2	Champlin	Wellhead Protection Plan, Part 2
21277-2	South St. Paul	Wellhead Protection Plan Amendment, Part 2

21321-1

Eden Prairie

Wellhead Protection Plan Update- Part II

21199-2

Hugo

Wellhead protection Plan, Part II



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