

METROPOLITAN COUNCIL 2020 ANNUAL REPORT TO THE MINNESOTA LEGISLATURE

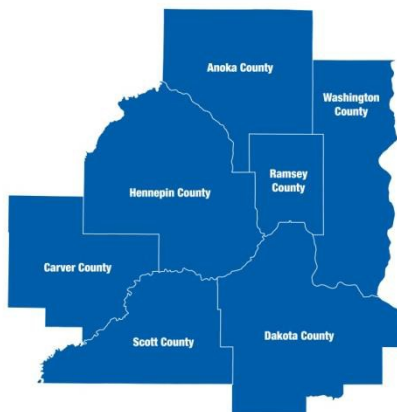


January 2021

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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2020 Highlights of Council Activities

The Metropolitan Council works in alignment with the Governor's One Minnesota Plan by addressing regional problems through regional solutions. We work to assure a high quality of life for residents in the seven-county Twin Cities region.

2020 was a tumultuous year for the region, the state, and the nation. Through it all, the Metropolitan Council continued to help plan for and build strong communities by:

- Supporting opportunities for safe, affordable housing
- Creating an interconnected transportation system
- Supporting local planning and development
- Providing access to parks and open spaces
- Providing affordable and sustainable wastewater infrastructure

Supporting Opportunities for Safe, Affordable Housing

Providing affordable housing in the private market. Metro HRA processed 81,842 rent payments to 1,800 private landlords in 2020 through the federal Housing Choice Voucher program. The payments are made on behalf of nearly 7,200 families (18,000 people including 9,500 children), totaling approximately \$66 million in public subsidy to private landlords.

Metro HRA implements Small Area Fair Market Rents in 2020. Metro HRA must review and adopt rent limits each year for use in administering the Housing Choice Voucher program. These limits represent the most that Metro HRA can reimburse a rental property owner and are set by the U.S. Department of Housing and Urban Development (HUD) based on region, unit size, and other factors. In 2017, HUD issued a rule that allows housing authorities to adopt Small Area Fair Market Rents. These are zip-code based rent limits, set at a more localized level to recognize differing market conditions, versus standard rent limits across the entire metro area.

Metro HRA is one of only a few agencies nationwide that voluntarily adopted Small Area Fair Market Rents. By doing so, Metro HRA aims to provide families with an increased choice of rental units in higher rent areas and improve voucher placement success. These fair market rents also enable a region with a broader housing spectrum where all people can thrive.

Metro HRA and Minneapolis Public Housing Authority move towards unique partnership. HUD approved a first-in-the-nation partnership between Minnesota's largest public housing authorities: the Minneapolis Public Housing Authority and Metropolitan Council Housing and Redevelopment Authority. HUD approved the two agencies to move forward in concept toward developing the first Regional Moving to Work agency.

The goal is for the two housing authorities to combine efforts to make it easier for families with housing vouchers to move where they wish across the metro area, including to neighborhoods they feel offer the best chance for economic success. Together, the two agencies serve more than 44,000 people in the Twin Cities through federal, subsidized housing programs.

Pandemic requires creativity, persistence. 2020 was an incredibly challenging year due to the COVID-19 pandemic, requiring Metro HRA to find new ways to conduct business. Among the changes implemented:

- All 43 Metro HRA staff transitioned to full-time telework in March.
- All in-person meetings and briefings with staff and program participants were suspended

- Metro HRA housing inspectors shifted to virtual video inspections of rental units.
- Staff conducted resident engagement sessions via Webex for implementing Small Area Fair Market Rents and the Moving to Work program.

Landlord engagement and outreach efforts with some of the region's most vulnerable people remained a strong priority. During 2020, Metro HRA outreach efforts included:

- Connecting with 180 new referrals of people experiencing homelessness and using the transit system as shelter; 97 are housed utilizing mainstream vouchers
- Completing 69 moves with housing search assistance
- Referring 777 housing units to program participants
- Conducting 8 owner meetings

Performing at the highest level. Metro HRA earned the highest Section 8 Management Assessment Program (SEMAP) ranking for the 16th straight year. SEMAP is a tool used by HUD and Congress to measure and grade the performance of housing agencies that administer the Section 8 Housing Choice Voucher program.

Helping create and preserve hundreds of affordable housing units. Through the Livable Communities program, the Council awarded \$25.3 million in grants to support development and redevelopment around the region, much of which included an affordable housing component. See details, page 5.

Creating an Interconnected Transportation System

Transportation Advisory Board awards federal funding for regional transportation projects. In December 2020, the Transportation Advisory Board approved \$214 million of federal funding for distribution to regional transportation projects. These projects will begin construction in 2024 or 2025. Overall, local elected officials and community representatives who make up the board selected 56 projects for funding including highway, bridge, transit, bicycle, and pedestrian projects in 36 different cities and townships, and all seven counties throughout the region.

- 56 projects funded out of 137 submitted (41%)
- \$214 million funded out of \$438 million requested (49%)
- \$214 million of federal funds will leverage \$235 million in local funds, with all projects totaling \$449 million

The projects not selected represent an unmet need in the region. The overall \$419 million requested would have leveraged \$351 million in local funds, with all projects totaling \$770 million.

The Council was scheduled to consider approval of the awards in late January 2021.

Construction continues on the METRO Green Line extension (Southwest LRT). 2020 was a significant year for construction in the state of Minnesota's largest public works project in history. At one point, every mile of the 14.5-mile project was under construction in all five cities: Eden Prairie, Minnetonka, Hopkins, St. Louis Park, and Minneapolis.

Half of the 16 stations are now under construction, 23 of the 29 bridges are under construction, private utility work is nearly complete, and some of the new light rail vehicles have arrived and are undergoing testing. As of Dec. 31, 2020, the line was scheduled to open for operations in 2023.

In 2020 the Federal Transit Administration issued a Full Funding Grant Agreement for the project, guaranteeing nearly \$1 billion in federal funds as a match for more than \$1 billion of local funding. Construction is expected to generate 7,500 jobs and \$350 million in payroll. The Minnesota Department of Human Rights has set ambitious workforce participation goals of 32% people of color and 20% women for the project. Further, the Council set a goal of 16% of subcontractors working on the line be from disadvantaged business enterprises.

Creating and operating a connected regional transit system. In addition to the METRO Green Line extension, several METRO system lines made progress in 2020. Most notably:

- **METRO Orange Line** – Construction continued on the Orange Line, a 17-mile transitway connecting Minneapolis, Richfield, Bloomington and Burnsville along I-35W. The bus rapid transit line will provide frequent, all-day service in both directions, seven days a week, and provide access to 198,000 jobs and 121,000 residents. Service is expected to start in late 2021.
- **METRO Gold Line** – Project staff worked to move this highway bus rapid transit project from design into full engineering status. The planned 10-mile line will connect Saint Paul, Maplewood, Landfall, Oakdale, and Woodbury, generally along Interstate 94. The Gold Line will be Minnesota’s first bus rapid transit line to operate primarily within bus-only lanes.
- **METRO Blue Line extension:** In August, the Met Council and Hennepin County announced the need to advance the Blue Line extension project without using approximately eight miles of freight railroad property as initially planned. Project partners and stakeholders developed and adopted a set of project principles that set the project scope and will guide decision-making and engagement. By the end of 2021, the project team aims to have a new route option that has the support of corridor residents, businesses, and cities.
- **METRO D Line** – This arterial rapid bus line, planned to connect Brooklyn Center with the Mall of America, is in the design and engineering phase. The Council secured bonding support from the Minnesota Legislature for the project, which will substantially replace Route 5 in one of the busiest corridors in the regional system.

Network Next: Expanding and improving the region’s bus network. Metro Transit’s major planning initiative, Network Next, is a 20-year plan for expanding and improving the bus network. Transit improvements under consideration include improved local and express routes, integrated shared mobility options, and new arterial bus rapid transit lines. The pandemic delayed and changed the project as follows.

- **Pausing to listen and learn:** Metro Transit staff spent the month of August listening to our customers and communities near our core routes, and learning how 2020 changed their transit needs and priorities. The information gathered will inform near-term decisions, long-term plans, and future public engagement efforts.
- **Putting local and express bus improvement planning on hold:** This will allow us to better understand the pandemic’s effects on transit needs and incorporate changing ridership patterns into our planning efforts.
- **Resuming planning with a focus on bus rapid transit:** In fall 2020, we resumed community engagement on Network Next to select and prioritize the next bus rapid transit lines – the METRO F, G and H lines.

Metro Mobility and Transit link pivot to provide new services. When COVID-19 first surfaced in Minnesota and stay-at-home orders went into place, traditional rides on Metro Mobility and Transit Link immediately dropped as customers complied with the order. Staff quickly pivoted, in partnership with contractors and county mobility management coordinators, to set in motion new services that would be vital to the community.

These services included providing grocery and goods delivery to customers confined to their homes, food-shelf deliveries, and transportation for essential health care workers to their jobs. All told, the two services made more than 33,000 food deliveries and provided nearly 158,000 essential health care worker trips.

Analyzing residential travel behavior. The Council continued to analyze data gathered during the 2018-19 Travel Behavior Inventory's household survey. The Council surveyed more than 7,500 households across the region to understand how they travel around the seven-county metro and surrounding areas. The survey data and resulting analysis will help agencies propose practical transportation investments, produce competitive federal grant applications, and prioritize the improvements that best fit regional needs.

Preparing for transit safety conversations. In 2020, the Council partnered with the Citizens League to engage our customers, employees, and communities in conversations about their experiences with the Metro Transit Police Department. The conversations were set to begin in 2021. In addition, the Council planned to renew its legislative request for authorization to create a new transit fare enforcement process. This would allow the Council to use staff who are not police officers to inspect fares and process citations internally. The new process would free up transit police to focus on more serious crimes on the system and increase safety for all customers and operators.

Homeless Action Team assists people on transit system. A team of Metro Transit police officers and Metro HRA staff continued to assist people who use transit for shelter to find suitable shelter and stable housing. Metro HRA has dedicated Housing Choice Vouchers to assisting people with disabilities who seek shelter on transit to find permanent housing.

Supporting Local Planning and Development

Technical assistance in the comprehensive planning process. Under state law, every 10 years the Council reviews the updated comprehensive plans of seven counties and 181 cities and townships in the region. As of Jan. 4, 2021, the Council had received 162 of the 168 expected plans; 138 had been authorized by the Council. Another 2 plans were under review, and 22 were incomplete and awaiting additional information from the local government.

Supporting affordable housing, connected development, and brownfield clean-up. The Livable Communities program is a voluntary, incentive-based approach to help communities invest in economic development and housing choices and promote connections between transportation options and land use. In the 2020 funding cycle, the Council awarded more than \$25 million in competitive Livable Communities grant funding to local government, with a large focus in 2020 on creating and preserving affordable housing. Funding highlights:

- \$6 million total for 25 projects in nine cities to clean up polluted sites for redevelopment. These projects anticipate retaining and creating hundreds of jobs and preserving or creating nearly 1,400 units of housing affordable to individuals and families with low incomes. The Council also awarded \$610,000 for environmental site assessments and \$261,000 to clean up sites located in areas of concentrated poverty.

- \$5.5 million – the most ever – in grants for affordable housing, including six multifamily rental developments and five homeownership initiatives. The Council grants will help create 360 new units of affordable rental housing, 8 units of affordable ownership homes, and preserve 12 units of affordable ownership housing. The grants were awarded to six cities and two multi-community land trusts.
- \$8.5 million to create connected, mixed-use development with a focus on affordable housing. Seven awards went to five cities and in total will help create nearly 600 homes for families and individuals.
- \$4.5 million in total to support four transit-oriented development projects in three cities. Three of the awards will help create 332 homes, most of them affordable to households with an income at or below 60% of area median income. A fourth award will help renovate and expand the Minneapolis American Indian Center.

Solar-for-Vouchers pilot program begins. In 2020, the Council began offering technical assistance to residential rental property owners who want to install solar panels on their buildings and reduce their energy costs. In exchange, property owners agree to rent, at market rates, a small share of their units to Section 8 Housing Choice Voucher holders for five years. The program tackles two critical issues at once: reducing regional carbon emissions and expanding housing opportunities for people with low incomes.

New resources for changing suburbs. The Council is offering new data resources and technical assistance to suburban local governments to help them plan and program more effectively for the ways their communities are changing. An interactive mapping tool allows planners to look at census tracts within their communities and visually identify other communities with census tracts that have been through similar changes.

Council researchers analyzed in detail the kinds of changes that suburban communities experienced between 2000 and 2017 in their demographics (age, income, and race), housing markets, and built environment (degrees and kinds of development). The analysis revealed seven different types of change. To complement the research, Local Planning Assistance staff developed a library of resources to address the distinct challenges and opportunities each type of change presents.

Council launches regional greenhouse gas inventory. The Council launched an online tool to help local governments quantify their greenhouse gas emissions. The greenhouse gas inventory provides local governments with high quality data about emissions from several key sectors. In addition, the Council is developing, in partnership with the Sustainable Healthy Cities Network, a first-of-its-kind scenario planning tool that will allow local governments to explore the potential for different climate solutions and mitigation strategies to reduce emissions in their local context.

Providing Access to Parks and Open Spaces

Regional parks provide respite during the pandemic. During 2020, regional parks and trails provided a safe and healing outlet for people who were spending most of their time sheltering in place in their homes. The Council plans and provides funding for the system of 56 regional parks and park reserves totaling more than 54,000 acres, and 400 miles of interconnected trails in the seven-county metro area. In 2019, the most current year for which data is available, the regional parks and trails had 63.4 million visits – the highest ever. Operations of the parks and trails are in the hands of 10 partner cities, counties, and special districts.

Equity analysis added to parks planning. The Council approved a new equity analysis as a requirement for counties, cities, and special park districts that plan and operate regional parks and trails in the metro area. The analysis requires park agencies to show how they engaged the public in

developing park and trail master plans, or amending those plans, as well as the outcomes of the engagement. It ensures that questions of who benefits and who is affected by the development of a regional recreational resource will be included in all regional park and trail master planning efforts.

Funding for regional parks and trails. In 2020, the Council awarded \$4.8 million from the Park Acquisition Opportunity Fund for the acquisition of 214 acres of land within the boundaries of the planned regional parks system. The fund is composed of dollars from the Parks and Trails Legacy Fund and the Environment and Natural Resources Trust Fund, and both are matched with Council funds. The grants contribute up to 75% of the total cost of an acquisition and the other 25% is matched by the park agency.

Also in 2020, the Council received a \$20 million fiscal year 2021 Parks and Trails Legacy Fund appropriation for the regional parks system. 10% of this appropriation is set aside for the Park Acquisition Opportunity Fund. The remaining 90% is allocated and awarded to the regional park implementing agencies using a legislatively derived distribution formula for grants for the regional parks system. Additionally, the Council received a \$5 million bonding appropriation in 2020, which we matched with \$3.3 million in Council funds. This funding was allocated and awarded to the regional park implementing agencies using a distribution formula in Council policy for grants to the regional parks system.

Providing Affordable and Sustainable Wastewater Infrastructure

Through the pandemic, providing uninterrupted 24/7 service. Met Council's Environmental Services division works 24 hours a day, 7 days a week, 365 days a year to protect public health and the environment. We collect and treat about 250 million gallons of wastewater from the region's homes, businesses, and institutions daily and return the cleaned water to the environment. At the outset of the COVID-19 pandemic, we quickly developed and implemented plans to protect employees from the virus and contingency plans for continuing our operations if and when employees became ill. Our services continued uninterrupted throughout the year.

Research may lead to better prediction of COVID-19 outbreaks. In 2020, Environmental Services staff at the Metro Wastewater Treatment Plant in Saint Paul – our largest treatment facility – participated in several research efforts to determine if the amount of SARS-CoV-2 genetic material in wastewater can be reliably quantified and correlated with the prevalence of COVID-19 in the plant's service area. The goal is to determine if COVID-19 outbreaks can be predicted even before testing can identify positive cases. This could become one more tool to help public health officials make informed policy decisions to mitigate or prevent future spread.

Wastewater treatment plants total 110 consecutive years of 100% discharge permit compliance. All nine of our wastewater treatment plants achieved full compliance with their clean water discharge permits in 2019 (latest year data available). To recognize this achievement, in 2020 the National Association of Clean Water Agencies bestowed its Peak Performance Award for excellence in operational performance and permit compliance on each plant.

Collectively, the plants achieved 110 consecutive years of compliance. Two of our plants, Hastings and St. Croix Valley are among the six top performers in the U.S, with 29 and 28 years, respectively, of permit compliance. Overall, our compliance record is the third best in the nation.

Giving our customers a rate break during the pandemic. Environmental Services started the 2021 budget planning cycle in January 2020. Once the COVID-19 situation unfolded, we realized many of our municipal customers would be facing budget challenges in the coming year. We proactively

dropped the proposed Municipal Wastewater Charge increase -- needed to cover annual debt service increase and inflation in operations -- to 2% by using more from our reserve funds.

Affordable services for households. According to the latest survey of the National Association of Clean Water Agencies, retail customers in our service region paid, on average, about \$347 per year for regional and local wastewater collection and treatment services. That's about 36% less than households in our peer regions across the country – those treating more than 100 million gallons of wastewater daily.

Sewer rehabilitation, treatment plant upgrades protect public health, environment. Environmental Services is in the midst of a multi-year capital improvement program to preserve and rehabilitate existing wastewater infrastructure, meet more stringent water and air quality regulations, reduce energy consumption, and expand the system capacity to meet regional growth needs. This strategic plan ensures that we preserve and renew our wastewater collection assets to protect the health of people in the region and protect the environment. Our capital improvement program plans to invest about \$168 million annually between 2020 and 2025 in the regional wastewater system that is valued at more than \$7 billion. Among the biggest projects under way in 2020:

- Metro Solids: A multi-year project to upgrade and increase wastewater solids processing capacity at the Metro Plant in Saint Paul.
- Metro Plant Renewal: A variety of projects to preserve and upgrade existing assets at the plant, including construction improvements to secondary treatment processes, electrical upgrades, and investment in water systems.
- Empire Solids Processing: A multi-year project to address capacity constraints, improve solids processing, and recover energy at the Empire Plant near Farmington.
- Interceptor Rehabilitation: Multiple projects to rehabilitate large regional sewer pipes in Minneapolis, Saint Paul, Waconia, St. Bonifacius, Brooklyn Park, Champlin, and other cities.

Supporting opportunities for efficient use of water. The Council secured funding and reauthorized a successful past grant program to provide Clean Water Funds to cities and townships to increase water efficiency. Under the program, cities provide rebates for irrigation audits, irrigation controllers, and WaterSense-labelled toilets and washing machines. There are 40 communities participating in the current program. In the first program, 19 communities participated and reduced groundwater use by 51 million gallons annually. The Council also continued its financial support for the Minnesota Technical Assistance Program (MnTAP) at the University of Minnesota, which places university interns in Minnesota businesses to help them conserve water use.

Leveraging energy efficiency. Environmental Services uses energy management as a tool to reduce operating costs and to extend our environmental protection to reducing greenhouse gas emissions. We focus on energy conservation and efficiency, energy recovery, purchasing renewable energy, and optimizing energy rate options with our utilities.

Other Activities

Improving accessibility for everyone. The Council entered a new phase of a multi-year initiative to make our offices, treatment plants, transit facilities, garages, websites, and other digital media more accessible to people with disabilities. The actions grew out of a comprehensive evaluation conducted in 2019, as well as a follow-up plan developed early in 2020. Significant improvements were made and will continue to be made in upcoming years.

Policy Plans

Transportation Policy Plan Update

In November the Council approved an update to the region's 2040 Transportation Policy Plan. This plan provides a framework for how our region will support the ways people travel around the region as we plan for future growth. The 2020 update to the plan also addresses trends that have emerged since the plan was last updated in 2018.

This minor update sets the stage with studies and analyses that will inform the region's next big planning effort, the 2050 regional development guide and the accompanying 2050 Transportation Policy Plan.

The process to update the plan involved stakeholder meetings with technical staff, policymakers, and people across the region over a period of 12 months.

The Transportation Policy Plan contains detailed information about the region's transportation system, including highways, transit, and bicycle and pedestrian infrastructure. The plan also addresses regional freight movement and airports. It identifies policies for maintaining, managing, and improving the region's transportation system. Those policies guide the investment plans for each aspect of the system. The plan is required by the federal government and must be updated every five years.

COVID-19 outbreak

The COVID-19 outbreak has had and will continue to have significant impacts on the regional transportation system and its funding streams. While the update does not fully address these changes, it does plan for future analysis to fully understand the effects. The update includes a commitment to studies that will analyze, account for, and help predict the long-term impacts of COVID-19; as well as inequities found in communities across the region.

Highlights of the 2020 update

- Key challenges and opportunities in transportation, including:
 - Impacts of COVID-19
 - Electric vehicles
 - Travel demand management
 - Equity in transportation investments.
- Results from recent transportation planning studies, like the [*Freeway System Interchange Study*](#) and the [*Travel Behavior Inventory Household Survey*](#)
- Interactive tools like on-line mapping to help assess industrial land options and prioritize sites for future development; and scenario-building applications for land use and transportation planning to reduce greenhouse gas emissions.

During the public comment period, over 200 commenters participated, including individuals and representatives of organizations – local governments and nonprofit organizations – logging 419 comments.

Equity

Planning for transportation is an opportunity to recognize inequity in the system, heal past harms, and bring residents into the process. Equity calls for focusing on the needs of those who are most impacted by decisions, like communities of color and those who have low incomes. In order to keep connected with these and other communities, engagement must be an ongoing conversation throughout planning processes to continue learning about their needs, concerns and recommendations, and focus on improvements.

Climate change

The region will consider air pollutant and greenhouse gas emission information as it makes investments with a target of helping to reduce transportation impacts. This plan places a renewed focus on all transportation-related emissions. Carbon monoxide, air pollutants like ozone and particulate matter continue to affect the health of people in the region. Additionally, transportation accounts for one quarter of statewide greenhouse gas emissions, contributing to global climate change.

Investment priorities

These priorities are driven by the goals and strategies laid out in the plan. The region has a goal to increase the number and share of trips taken by carpool, transit, bicycling, and walking. This includes shared mobility options and mobility as a service; rapid technology changes; expansion of infrastructure like regional transitways, MnPASS, and regional bikeways; and expanded interest in remote work. This plan underscores considering all of these travel options to improve how the transportation network best serves people living in the region.

Future planning for a growing region

The long-range nature of the Transportation Policy Plans keeps the work focused forward. That bears out most meaningfully in the work program. A series of previously planned and new transportation studies will address the key issues brought forward during the public comment as well as the key challenges and opportunities highlighted above.

The results of these studies move transportation planning toward the next milestone, the 2050 planning horizon.

Regional Parks Policy Plan Update

In December 2020, the Council approved an update to the 2040 Regional Parks Policy Plan. The plan lays out the goals for the continued development of the Regional Parks System and the strategies designed to meet those goals.

Highlights of the 2020 update

The updated plan includes 26 additions or expansions to the regional parks and trails system, including:

- Park boundary adjustments (additional acreage) at four regional park facilities: Battle Creek Regional Park, Crow-Hassan Park Reserve, Gale Woods Special Recreation Feature, and Pine Point Regional Park.
- Five new regional park facility search areas:
 - Coon Lake County Park in Anoka County
 - Rum River Regional Park in Anoka County
 - Minnetonka/Minnehaha Creek, a linear, creek-based greenway park facility
 - Rogers/Corcoran in northwest Hennepin County
 - A special recreation feature “bridging facility” search area, spanning 11 cities in eastern Hennepin County.
- 17 regional trail search corridors

Bridging facilities: Bringing in people new to the parks

Bridging facilities are a type of special recreation feature that are intended to attract and introduce new outdoor recreation users to the regional parks and trails system. Their purpose is to help address inequities that contribute to certain populations not using the parks in proportion to their presence in the general population. Bridging facilities are sited close to their target audience, which includes historically underserved communities. These facilities are not designed for a one-sized-fits-all approach, but instead invite creativity and innovation. They seek to build on community strengths, interests, and

establishing Bridging facilities are sited close to their target audience, which includes historically underserved communities. These facilities are not designed for a one-sized-fits-all approach, but instead invite creativity and innovation. They seek to build on community strengths, interests, and establishing partnerships with the communities they serve. A goal is to provide progressive, nature-based experiences for people to become familiar and comfortable with spending time in the regional parks.

Bridging facilities may be located in an area not currently served by an existing regional park or trail, or nested within existing regional park facilities. They will also have a “mobile element,” to reach into communities historically underserved by the parks. And they will include programming embedded in a partner facility, such as a school or nonprofit organization. Three Rivers Park District is proposing potential bridging facilities in 11 eastern Hennepin County communities.

Other policy refinements

The updated parks policy plan also includes refinement of policies related to the criteria and process for making park boundary adjustments; clarification of park and trail master plan boundary adjustments, and the parks equity analysis requirement approved by the Council early in 2020.

New studies in the park system

The work plan for Council parks staff in the next few years includes two major studies.

The first is a proposed Cultural Historical Study that will describe the historical inequities in the regional parks system that result in barriers to equal use of the parks. This study will include a land acknowledgment that recognizes the Native American community’s role in the region’s history and their presence in the region today.

The second will explore expansion of the regional park classification to include “regional water trail parks,” to provide paddling opportunities, camping, and more. This may be a sub-classification or an entirely new one.

The Council will also work with stakeholders to develop a set of Regional Parks System indicators as a foundation for continuous improvement and public accountability to address key priorities, such as strengthening equitable usage, managing natural resources within the system, and contributing to climate resilience.

During the parks plan update process, Council parks staff engaged with a variety of stakeholders, including the regional park implementing agencies, park users, and people not yet familiar with regional parks and trails. In total, the Council received comments from 137 participants.

Major Reports

Regional Economic Framework

In 2020 the Metropolitan Council adopted a Regional Economic Framework. Three primary partners – the Met Council, Greater MSP (the Minneapolis-St. Paul Economic Development Partnership), and the Center for Economic Inclusion – developed the framework to support the economic well-being of the Minneapolis-St. Paul region and its businesses, communities, and residents. The Regional Economic Framework provides a shared vision for the Twin Cities region to lead the world in inclusive economic growth by welcoming all voices, empowering talent, and igniting innovation.

The partners developed the framework as a “Comprehensive Economic Development Strategy equivalent alternative.” This refers to a body of work that the U.S. Economic Development

Administration (EDA) requires for entities in the region to qualify for various federal grants. As a result of the COVID-19 pandemic, the partners expedited the development of the framework so that eligible entities in the region could apply for EDA programs, including an additional appropriation as a result of the federal CARES Act.

The framework includes an overview of the region's approach to responding to the specific economic challenges presented by the pandemic. The nine strategic priorities in the framework are based on the work of GREATER MSP's regional ambitions, the development of which involved engagement over years involving numerous stakeholders. The Metropolitan Council and the Center for Economic Inclusion contributed expertise related to the regional economy, regional planning and policies, and workforce development.

In particular, the framework explicitly addresses our region's significant racial disparities. The framework's nine strategic priority areas are:

- Job growth
- Startups and innovation
- Talent migration
- Racial inclusion
- Skills and workforce
- Regional brand and image
- Housing affordability
- Transportation and mobility
- New climate economy

While racial inclusion is one of the strategic priority areas, the partners have pledged to integrate racial inclusion in all of the priorities. The partners are committed to making significant progress in closing the region's severe racial income and wealth gaps.

Each strategic priority considers an analysis of the region's strengths, weaknesses, opportunities, and threats. Each strategic priority explains why the issue matters, input that the region has received from stakeholders, project or program examples, action steps, and implementation partners.

The Regional Economic Framework is an articulation of the prosperity outcome and economic competitiveness themes identified in Thrive MSP 2040, the Council's regional vision and development framework, and its policy plans. The Regional Economic Framework does not replace these policies or actions identified in these plans.

The three partner organizations are committed to continue to work together to help advance implementation of the strategic priorities. The framework does not dictate the actions of any organization in the region. It does, however, identify numerous organizations in the region, including cities, counties, tribal governments, and community-based organizations, whose collaboration will be critical to address our region's greatest opportunities and challenges.

[Read the Regional Economic Framework \(pdf\).](#)

Water Supply Planning in the Twin Cities Metro

Industries have reduced their water consumption by hundreds of thousands of gallons of water annually. Cities have collaboratively developed plans for water sharing where supplies are limited or in jeopardy. Property owners have adopted lawn irrigation practices that save them money and conserve groundwater.

These are just a few examples of how the Metropolitan Council's work in water supply planning is benefiting the region. A new report, [Water Supply Planning in the Twin Cities Metro \(PDF\)](#), describes the many positive outcomes from the Minnesota Legislature's decision in 2005 to give regional water supply planning responsibilities to the Met Council.

The Council has a unique role when it comes to water supply. We are not a supplier nor are we a regulator. Where the Council adds significant value is collaborating with water utilities and other water agencies in long-range planning, data and analysis, giving grants for water conservation, and facilitating sub-regional partnerships among local governments. The Council's work is designed and applied to ensure local water suppliers have control of and responsibility for their water supply systems. The results benefit the region in the following ways:

- Shared water resources are better managed and more resilient for the long-term.
- Local governments and others better understand regional water resources and challenges.
- More technical and financial resources are focused on water supply challenges.
- Our successful subregional platform advances water sustainability.

In addition to the ongoing implementation of the Metropolitan Area Water Supply Master Plan, the Council and its partners have identified topics for further study and policy exploration. These topics arose out of the shared experience accrued through the regional and local water supply work done so far.

Through discussions with the Metropolitan Area Water Supply Advisory Committee and its Technical Advisory Committee, and the Council's Environment Committee and Land Use Advisory Committee, the following questions have been raised:

- How could equity be implemented in water supply activities?
- What is the impact of climate change on our resources and operations in the water supply sector?
- How can we strengthen land use and water supply planning connections?
- What can we do to prevent contamination of our water supply sources and respond more effectively to emerging contamination (recent examples: PFAS, chloride)?

Freeway System Interchange Study

The Metropolitan Council partnered with the Minnesota Department of Transportation (MnDOT) to conduct a study of 56 Twin Cities locations where at least two freeways meet. Examples of these locations:

- I-35W at I-694 in Arden Hills and New Brighton
- I-94 at I-494/I-694 in Oakdale and Woodbury

People want interchanges that allow various forms of transportation to move freely and safely whether driving, using public transit or carrying freight. As crashes happen and traffic volumes grow, we need to plan for safer, more efficient designs that keep people moving.

Of the 56 system interchanges in the Twin Cities, 17 were prioritized for solution development. For each of these locations, the study team developed at least one, and in many cases more than one, cost-effective improvements.

- The study team developed 66 possible improvements, ranging in estimated cost from under \$10 million to over \$100 million, where estimated benefits are greater than estimated costs.
- Local, regional and state planners and engineers will consider these results as funding opportunities present themselves and as agencies develop preservation projects.
- To advance any of these solutions, planners and engineers will need to reconsider and refine the improvements as part of project development and the formal environmental process, which will examine the details of the local transportation context and impacts.

[More information on the Freeway System Interchange Study.](#)

2021 Legislative Program

The Council’s legislative proposals for the 2021 session are still under development as of Jan. 1, 2021. The Council is working with the governor’s office and the state departments on proposals regarding bonding, policy issues, and statutory housekeeping matters.

Summary: Amended 2020 Council Budget

The Metropolitan Council submitted its [2020 Unified Budget](#) to the Minnesota Legislature in January 2020. That budget contains detailed budget information and a general description of the Council’s 2020 work program; it satisfies state reporting requirements. Following is a summary of the 2020 operating budget.

2020 Budget Expenditures

Transportation	573,602,000
Debt Service	199,974,000
Environmental Services	134,220,000
Pass-through Funds	133,043,000
Planning and Administration	88,741,000
Other Post-Employment Benefits	13,582,000
Total	1,143,162,000

2020 Budget Revenues

State Funds	417,026,000
Wastewater Fees & SAC	250,035,000
Transit fares	112,938,000
Federal Funds	106,767,000
Property Taxes	88,739,000
Other	69,043,000
Total	1,044,548,000

Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2020, the Council used reserves to account for the difference in revenues and expenditures.

Summary: 2021 Adopted Council Budget

The Metropolitan Council's [*2021 Unified Budget*](#) was submitted to the Minnesota Legislature in January 2021. It contains detailed budget information and a general description of the Council's work program in 2021, and satisfies state budget reporting requirements. Here is a summary of the 2021 adopted budget:

2021 Budget Expenditures

Transportation	546,379,000
Debt Service	205,354,000
Environmental Services	136,995,000
Pass-through Funds	156,912,000
Planning and Administration	93,303,000
Other Post-Employment Benefits	13,663,000
Total	1,152,606,000

2021 Budget Revenues

State Funds	417,690,000
Wastewater Fees & SAC	255,848,000
Transit fares	46,668,000
Federal Funds	182,502,000
Property Taxes	88,739,000
Other	60,853,000
Total	1,052,300,000

Appendix: 2020 Reviews Conducted by the Metropolitan Council

Review Type	Review Number	Applicant	Review Title
Alternative Urban Areawide Review	22503-1	Minnetonka	Opus Study Area AUAR
Alternative Urban Areawide Review	19536-6	Cottage Grove	East Ravine AUAR and Mitigation Plan Update
Alternative Urban Areawide Review	21385-3	Lakeville	Interstate South Logistics Park AUAR Update
Alternative Urban Areawide Review	21231-3	Rogers	Henry Area AUAR Update
Alternative Urban Areawide Review	19536-5	Cottage Grove202	2020 East Ravine AUAR and Mitigation Plan Update
Alternative Urban Areawide Review	22373-2	Shakopee	Revised Jackson Township AUAR
Alternative Urban Areawide Review	19529-6	Inver Grove Heights	Northwest Expansion Area AUAR Update
Alternative Urban Areawide Review	19528-5	Lino Lakes	I-35E Corridor 2020 AUAR Update
Alternative Urban Areawide Review	22418-1	Elko New Market	Adelmann Family Property AUAR and Draft Mitigation Plan
Alternative Urban Areawide Review	22361-2	St. Michael	Capstone 500 Final AUAR
Altern. Urban Areawide Rev. Total	10		
Army Corps of Engineers Permit	22522-1	U.S. Army Corps of Engineers	Dakota County Transportation Department Project
Army Corps of Engineers Permit	22471-1	U.S. Army Corps of Engineers	Main Street Wetland Mitigation Bank
Army Corps of Engineers Permit	22470-1	U.S. Army Corps of Engineers	Shaw Trucking, Inc. Project
Army Corps of Engineers Permit	22467-1	U.S. Army Corps of Engineers	Four Season's Mall Redevelopment Project
Army Corps of Engineers Permit	22449-1	U.S. Army Corps of Engineers	Northeast Lino Lakes Drainage Improvement Project
Army Corps of Engineers Permit	22437-1	U.S. Army Corps of Engineers	City of Blaine/Austin Street Extension

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Army Corps of Engineers Permit	22438-1	U.S. Army Corps of Engineers	North Meadows Development Project
Army Corps of Engineers Permit	22432-1	U.S. Army Corps of Engineers	Carver County Parks Project
Army Corps of Engineers Permit	22422-1	U.S. Army Corps of Engineers	Discharge fill into wetlands to construct Nadeau Acres residential development
Army Corp of Engrs. Permit Total	9		
Comprehensive Plan Amendment	21996-5	Inver Grove Heights	Ruby Meadows
Comprehensive Plan Amendment	21936-2	Scott Co.	Diamond W, LLC
Comprehensive Plan Amendment	22400-2	Edina	Hankerson Townhomes
Comprehensive Plan Amendment	21996-4	Inver Grove Heights	Ron Clark Construction
Comprehensive Plan Amendment	22281-2	Stillwater	Stillwater Planning Case 2020-21
Comprehensive Plan Amendment	21983-2	Corcoran	Tavera
Comprehensive Plan Amendment	21953-3	Bloomington	Penn Lake CityHomes
Comprehensive Plan Amendment	21927-2	Dakota Co.	2040 Comp Plan Amendment
Comprehensive Plan Amendment	21758-2	Minnetrissa	780 North Branch Road
Comprehensive Plan Amendment	22215-4	Lake Elmo	Pott and Wier Properties
Comprehensive Plan Amendment	22169-2	Apple Valley	Apple Valley Golf Course Plan Amend.
Comprehensive Plan Amendment	21831-3	Medina	Ditterswind
Comprehensive Plan Amendment	22055-2	Orono	Orono Amendment #1 (Wayzata Country Club)
Comprehensive Plan Amendment	22062-7	Eagan	Red Pine
Comprehensive Plan Amendment	22270-2	Forest Lake	MN Lakes Self Storage
Comprehensive Plan Amendment	21978-5	Eden Prairie	Aspire #2
Comprehensive Plan Amendment	21978-4	Eden Prairie	Aspire #3
Comprehensive Plan Amendment	21949-2	Richfield	64th & Lyndale - Henley II
Comprehensive Plan Amendment	22166-2	Minneapolis	Simpson Community Shelter and Apts.

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Comprehensive Plan Amendment	21880-2	Coon Rapids	Shamrock
Comprehensive Plan Amendment	22215-3	Lake Elmo	Applewood Pointe Senior Housing
Comprehensive Plan Amendment	22095-5	St. Louis Park	Union Park Flats
Comprehensive Plan Amendment	22086-2	Farmington	Christensen
Comprehensive Plan Amendment	21914-4	Arden Hills	HDR Text Amendment Part 2
Comprehensive Plan Amendment	22056-2	Oakdale	Titan Park - single family lot
Comprehensive Plan Amendment	22007-4	Maplewood	Maplewood Senior Living, 1818 and 1832 Gervais Court
Comprehensive Plan Amendment	21914-2	Arden Hills	Arden Hills Senior Living
Comprehensive Plan Amendment	21879-2	Roseville	CommonBond - Owasso Gardens
Comprehensive Plan Amendment	21914-3	Arden Hills	High Density Text Amendment
Comprehensive Plan Amendment	22018-2	Waconia	Woodland Creek
Comprehensive Plan Amendment	21978-3	Eden Prairie	Villas at Smith Village
Comprehensive Plan Amendment	22062-4	Eagan	The Gallery of Eagan
Comprehensive Plan Amendment	22095-4	St. Louis Park	Cedar Place Development
Comprehensive Plan Amendment	22036-2	Spring Lake Park	7800 Monroe Street
Comprehensive Plan Amendment	21831-2	Medina	Weston Woods
Comprehensive Plan Amendment	22062-5	Eagan	Blue Gentian Retail
Comprehensive Plan Amendment	22062-2	Eagan	Nicols Apartments
Comprehensive Plan Amendment	22173-2	Vadnais Heights	Office-Business to Mixed Use
Comprehensive Plan Amendment	22062-3	Eagan	Ballantrae Apartments, LLC
Comprehensive Plan Amendment	21996-2	Inver Grove Heights	Solomonson
Comprehensive Plan Amendment	22007-3	Maplewood	Menard Inc. Redevelopment Project
Comprehensive Plan Amendment	21932-2	Hugo	Housing Needs Implementation Tools Text Amendment
Comprehensive Plan Amendment	22173-3	Vadnais Heights	Luther Acura/Subaru

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Comprehensive Plan Amendment	22215-2	Lake Elmo	Heritage Farms Sanitary Sewer Extension
Comprehensive Plan Amendment	22095-3	St. Louis Park	Parkway Residences
Comprehensive Plan Amendment	22016-2	Excelsior	Addition of the East Side Subarea Plan
Comprehensive Plan Amendment	22007-2	Maplewood	Elim Care Senior Housing Facility - 1534 County Road C East
Comprehensive Plan Amendment	22080-2	Woodbury	Chapter 11 Water Supply Text Amendment

Comp. Plan Amendment Total	48		
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Comprehensive Plan Update	22446-1	Pine Springs	2040 Comprehensive Plan Update
Comprehensive Plan Update	22440-1	Minnetonka	2040 Comprehensive Plan Update
Comprehensive Plan Update	22396-1	Mounds View	2040 Comprehensive Plan Update
Comprehensive Plan Update	22394-1	Circle Pines	2040 Comprehensive Plan Update
Comprehensive Plan Update	22154-1	Fridley	2040 Comprehensive Plan Update
Comprehensive Plan Update	21819-1	Ramsey	2040 Comprehensive Plan Update
Comprehensive Plan Update	22299-1	Hastings	2040 Comprehensive Plan Update
Comprehensive Plan Update	22301-1	Andover	2040 Comprehensive Plan Update
Comprehensive Plan Update	22276-1	Long Lake	2040 Comprehensive Plan Update
Comprehensive Plan Update	22455-1	Little Canada	2040 Comprehensive Plan Update
Comprehensive Plan Update	22025-1	East Bethel	2040 Comprehensive Plan Update
Comprehensive Plan Update	21902-1	Blaine	2040 Comprehensive Plan Update
Comprehensive Plan Update	22494-1	White Bear Lake	2040 Comprehensive Plan Update
Comprehensive Plan Update	22387-1	Lino Lakes	2040 Comprehensive Plan Update
Comprehensive Plan Update	21972-1	Watertown	2040 Comprehensive Plan Update
Comprehensive Plan Update	21804-1	Loretto	2040 Comprehensive Plan Update
Comprehensive Plan Update	21918-1	Saint Paul	2040 Comprehensive Plan Update
Comprehensive Plan Update	22390-1	May Twp.	Comprehensive Plan Update

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Comprehensive Plan Update	22398-1	South St. Paul	2040 Comprehensive Plan Update
Comprehensive Plan Update	22200-1	Spring Park	2040 Comprehensive Plan Update
Comprehensive Plan Update	22094-1	Hopkins	2040 Comprehensive Plan Update
Comprehensive Plan Update	22100-1	Credit River Twp.	2040 Comprehensive Plan Update
Comprehensive Plan Update	22236-1	Cottage Grove	2040 Comprehensive Plan Update
Comprehensive Plan Update	22303-1	Chaska	2040 Comprehensive Plan Update
Comprehensive Plan Update	22238-1	Norwood Young America	2040 Comprehensive Plan Update
Comprehensive Plan Update	22169-1	Apple Valley	2040 Comprehensive Plan Update
Comprehensive Plan Update	22400-1	Edina	2040 Comprehensive Plan Update
Comprehensive Plan Update	22308-1	St. Paul Park	2040 Comprehensive Plan Update
Comprehensive Plan Update	22218-1	Lakeland Shores	2040 Comprehensive Plan Update
Comprehensive Plan Update	22317-1	Carver	2040 Comprehensive Plan Update
Comprehensive Plan Update	22282-1	Prior Lake	2040 Comprehensive Plan Update
Comprehensive Plan Update	21788-1	Sunfish Lake	2040 Comprehensive Plan Update
Comprehensive Plan Update	22176-1	Empire Twp.	2040 Comprehensive Plan Update
Comprehensive Plan Update	22388-1	St. Marys Point	2040 Comprehensive Plan Update
Comprehensive Plan Update	22096-1	Cologne	2040 Comprehensive Plan Update
Comprehensive Plan Update	22098-1	New Germany	2040 Comprehensive Plan Update
Comprehensive Plan Update	22314-1	Wayzata	2040 Comprehensive Plan Update
Comprehensive Plan Update	21879-1	Roseville	2040 Comprehensive Plan Update
Comprehensive Plan Update	22160-1	Deephaven	2040 Comprehensive Plan Update
Comprehensive Plan Update	21901-1	St. Anthony	2040 Comprehensive Plan Update
Comprehensive Plan Update	21987-1	Jordan	2040 Comprehensive Plan Update
Comprehensive Plan Update	22036-1	Spring Lake Park	2040 Comprehensive Plan Update
Comprehensive Plan Update	22199-1	New Hope	2040 Comprehensive Plan Update

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Comprehensive Plan Update	21982-1	Centerville	2040 Comprehensive Plan Update
Comprehensive Plan Update	22097-1	Hamburg	2040 Comprehensive Plan Update
Comprehensive Plan Update	22296-1	Rogers	2040 Comprehensive Plan Update
Comprehensive Plan Update	22270-1	Forest Lake	2040 Comprehensive Plan Update
Comprehensive Plan Update	22083-1	White Bear Twp.	2040 Comprehensive Plan Update
Comprehensive Plan Update	22091-1	Mayer	2040 Comprehensive Plan Update
Comprehensive Plan Update	22062-1	Eagan	2040 Comprehensive Plan Update
Comprehensive Plan Update	22330-1	Nowthen	2040 Comprehensive Plan Update
Comprehensive Plan Update	22315-1	Linwood Twp.	2040 Comprehensive Plan Update
Comprehensive Plan Update	21999-1	Maple Grove	2040 Comprehensive Plan Update
Comprehensive Plan Update	22191-1	Ramsey County	2040 Comprehensive Plan Update
Comprehensive Plan Update	21937-1	Carver County	2040 Comprehensive Plan Update
Comprehensive Plan Update	22018-1	Waconia	2040 Comprehensive Plan Update
Comprehensive Plan Update	21988-1	Golden Valley	2040 Comprehensive Plan Update
Comprehensive Plan Update	21968-1	Brooklyn Park	2040 Comprehensive Plan Update
Comprehensive Plan Update	21810-1	Chanhassen	2040 Comprehensive Plan Update
Comprehensive Plan Update	22040-1	Oak Grove	2040 Comprehensive Plan Update
Comprehensive Plan Update	22286-1	Rosemount	2040 Comprehensive Plan Update
Comprehensive Plan Update	22287-1	St. Francis	2040 Comprehensive Plan Update
Comprehensive Plan Update Total	62		
Controlled Access Highway	22454-1	Washington County	Controlled Access Approval for Minn. Hwy. 36 at Manning Ave.
Controlled Access Highway Total	1		
Environmental Assessment	22484-1	Hopkins	Blake Rd. Station Development
Environmental Assessment	22403-1	Dakota County	County Hwy. 70 Expansion Project

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Environmental Assessment	22384-1	U.S. Army Corps of Engineers	Mississippi River Pool 2 DMMP
Environmental Assessment Total	3		
Environmental Assessment Worksheet	22509-1	Edina	Commons on France
Environmental Assessment Worksheet	22504-1	Edina	70th and France Redevelopment
Environmental Assessment Worksheet	22498-1	Minnesota Dept. of Natural Resources	Lock and Dam 2 Protective Island Project
Environmental Assessment Worksheet	22493-1	Medina	Chippewa Rd. Extension and Weston Woods
Environmental Assessment Worksheet	22491-1	Minneapolis	21 North Washington Redevelopment
Environmental Assessment Worksheet	22488-1	Minneapolis	Duffey 2.0
Environmental Assessment Worksheet	22482-1	Minneapolis	Abbott Northwestern Transportation Hub
Environmental Assessment Worksheet	22474-1	Minnesota Pollution Control Agency	Bituminous Roadways Asphalt Cement Storage Facility
Environmental Assessment Worksheet	22436-2	Stillwater	Central Commons Updated EAW
Environmental Assessment Worksheet	22463-1	Chaska	Pinnacle
Environmental Assessment Worksheet	22451-1	Chaska	Oak Ridge Development
Environmental Assessment Worksheet	22450-1	Vadnais Lake Area Watershed Mgmt. Org.	VLAWMO Bacteria, Nutrient, and Sediment Reduction Project
Environmental Assessment Worksheet	22448-1	Dakota Co.	County Rd. 26 & County Rd. 63 Improvement Project
Environmental Assessment Worksheet	22439-1	Roseville	Twin Lakes Station
Environmental Assessment Worksheet	22436-1	Stillwater	Central Commons

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Environmental Assessment Worksheet	22433-1	Roseville	Rosedale Center
Environmental Assessment Worksheet	22428-1	Rogers	Territorial Rd. Development
Environmental Assessment Worksheet	22427-1	Shakopee	Summerland Place
Environmental Assessment Worksheet	22420-1	Burnsville	KMM Burnsville Quarry PUD Amendment
Environmental Assessment Worksheet	22414-1	Scott County	Hwy. 169 / Hwy. 282 / CR 9 Intersection Improvement Project
Environmental Assessment Worksheet	22415-1	Carver	Timber Creek Residential Development
Environmental Assessment Worksheet	22417-1	Minnesota Pollution Control Agency	York Ave. Sanitary Sewer Extension
Environmental Assessment Worksheet	22408-1	Plymouth	Hollydale Residential Development
Environmental Assessment Worksheet	22385-1	Corcoran	Wessel Residential Development
Environ. Assess. Worksheet Total	24		
Environmental Impact Statement	22419-2	Scott Co.	Merriam Junction Sands FEIS
Environmental Impact Statement	22419-1	Scott Co.	Merriam Junction Sands, LLC. Draft EIS
Environ. Impact Statement Total	2		
Housing Bond Program	22499-1	Bloomington	MWF Bloomington, Limited Partnership
Housing Bond Program	22496-1	Saint Paul	Fairview and University Project
Housing Bond Program	22495-1	Dakota Co.	Nicols Apartments Project
Housing Bond Program	22489-1	Deephaven	Housing Program for the City of Deephaven
Housing Bond Program	22485-1	Hampton	Augustana Regent at Burnsville Project
Housing Bond Program	22229-2	White Bear Lake	Century Hills Townhouse Project – Amended

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Housing Bond Program	22477-1	Saint Paul	The Parkway Project
Housing Bond Program	22481-1	Dakota Co.	Dakota County Community Development Agency Housing Finance Program
Housing Bond Program	22465-1	Hennepin Co.	Olson Redevelopment I Limited Partnership
Housing Bond Program	22459-1	Bloomington	Aeon VP Bloomington 172 Limited Partnership
Housing Bond Program	22453-1	Falcon Heights	Suite Living Senior Care of Ramsey Project
Housing Bond Program	22447-1	Little Canada	Langton Shores Project
Housing Bond Program	22444-1	Hennepin Co.	Elliot Twins Project
Housing Bond Program	22416-1	St. Louis Park	Oak Park Village Apartments Project
Housing Bond Program	21822-2	Saint Paul	West Side Flats Phase III B Apartment Project, Series 2020
Housing Bond Program	22404-1	Minneapolis	Trinity Apartments
Housing Bond Program Total	16		
National Pollutant Discharge Elimination System Permit	22511-1	Minnesota Pollution Control Agency	Notice of availability of the Draft Minnesota Statewide Chloride Mgmt. Plan and request for comment
National Pollutant Discharge Elimination System Permit	22473-1	Minnesota Pollution Control Agency	Intent to Reissue NPDES and SDS Permit to Prior Lake/Spring Lake Ferric Chloride Wastewater Treatment Plant, Jordan
National Pollutant Discharge Elimination System Permit	22472-1	Minnesota Pollution Control Agency	Intent to Reissue NPDES and SDS Permit to CF Industries Distribution Facilities LLC - Pine Bend Terminal, Rosemount
National Pollutant Discharge Elimination System Permit	22457-1	Minnesota Pollution Control Agency	Intent to Modify NPDES and SDS Permit to City of Watertown Wastewater Treatment Facility
National Pollutant Discharge Elimination System Permit	22458-1	Minnesota Pollution Control Agency	Intent to Issue State of Minnesota General Animal Feedlot NPDES Permit
National Pollutant Discharge Elimination System Permit	22353-2	Minnesota Pollution Control Agency	Intent to Reissue a General NPDES and SDS Permit for Untreated Non-Contact Cooling Water

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National Pollutant Discharge Elimination System Permit	22354-2	Minnesota Pollution Control Agency	Intent to Reissue a General NPDES and SDS Permit for Treated Non-Contact Cooling Water
NPDES Permit Total	7		
Natural Resources Plan	22445-1	Dakota Co.	Land Conservation Plan for Dakota County
Natural Resources Plan Total	1		
Power Utility Environmental Review	22516-1	Minnesota Pollution Control Agency	Intent to Amend Air Emission Permit for Water Gremlin Co.
Power Utility Environmental Review	22519-1	Minnesota Pollution Control Agency	Proposed 401 Water Quality Certification for Nationwide Permits
Power Utility Environmental Review	22514-1	Minnesota Pollution Control Agency	Intent to Issue Air Emission Permit to Construction Materials Inc./CMI Coating Group Inc./Industrial Painting Specialists
Power Utility Environmental Review	22510-1	Minnesota Pollution Control Agency	Intent to Amend Air Emission Permit to SUEZ WTS Solutions USA Inc.
Power Utility Environmental Review	22502-1	Minnesota Pollution Control Agency	Intent to Reissue Air Emission Permit to FilmTec Corporation
Power Utility Environmental Review	22490-1	Minnesota Pollution Control Agency	Intent to Amend Air Emission Permit to Ceramic Industrial Coatings
Power Utility Environmental Review	22487-1	Minnesota Pollution Control Agency	Intent to Reissue Air Emission Permit to Xcel Energy - Black Dog Generating Plant
Power Utility Environmental Review	22486-1	Minnesota Pollution Control Agency	Intent to Issue Air Emission Permit to Kraemer Mining & Materials - Burnsville
Power Utility Environmental Review	22483-1	Minnesota Pollution Control Agency	Intent to Issue Air Emission Permit to Waterous Co. Inc.
Power Utility Environmental Review	22479-1	Minnesota Pollution Control Agency	Intent to Amend Air Emission Permit for Reconserv of Minnesota Inc.
Power Utility Environmental Review	22476-1	Minnesota Pollution Control Agency	Intent to Amend Air Emission Permit to Ceramic Industrial Coatings
Power Utility Environmental Review	22478-1	Minnesota Pollution Control Agency	Intent to Reissue Hazardous Waste Permit to Univar Solutions USA Inc, Shakopee

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Power Utility Environmental Review	22469-1	Minnesota Pollution Control Agency	Intent to Amend Air Emission Permit to MMPA Shakopee Energy Park
Power Utility Environmental Review	22464-1	Minnesota Pollution Control Agency	Intent to Amend Air Emission Permit to RR Donnelley
Power Utility Environmental Review	22461-1	Minnesota Pollution Control Agency	Intent to Reissue Air Emission Permit to 3M - R and D Facility
Power Utility Environmental Review	22460-1	Minnesota Pollution Control Agency	Intent to Issue Air Emission Permit to Upsher-Smith Laboratories LLC
Power Utility Environmental Review	22462-1	Minnesota Pollution Control Agency	Intent to Issue Proposed Clean Water Act Section 401 Water Quality Certification– Northeast Lino Lakes Drainage Improvement Project
Power Utility Environmental Review	22441-1	Minnesota Pollution Control Agency	Intent to Reissue Air Emission Permit to Delta Airlines Inc–Minneapolis/Saint Paul
Power Utility Environmental Review	22435-1	Minnesota Pollution Control Agency	Intent to Issue a Solid Waste Permit to U. of Minn. - Landscape Arboretum
Power Utility Environmental Review	22431-1	Minnesota Pollution Control Agency	Intent to Reissue Air Emission Permit to LSC Communications US LLC
Power Utility Environmental Review	22421-1	Minnesota Pollution Control Agency	Intent to Issue Air Emission Permit to Enviro-Chem Inc - Plant 1
Power Utility Environmental Review	22412-1	Minnesota Pollution Control Agency	Xcel Energy - Riverside Generating Plant
Power Utility Environmental Review	22405-1	Minnesota Public Utilities Commission	Application for Minor Alteration of Xcel Energy’s 345KV Transmission Line in Rosemount
Power Utility. Review Total	23		
State Disposal System Permit	22391-1	Minnesota Pollution Control Agency	Intent to Reissue SDS Permit to Credit River Township - Stonebridge, Credit River Township
SDS Permit Total	1		
Surface Water Management Plan	22456-1	Little Canada	Surface Water Plan
Surface Water Management Plan	22429-1	Maple Plain	Local Surface Water Mgmt. Plan
Surface Water Management Plan	22426-1	Savage	Water Resources Mgmt. Plan

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Surface Water Management Plan	22425-1	Elko New Market	Comprehensive Surface Water Mgmt. Plan
Surface Water Management Plan	22424-1	Lakeland Shores	Local Surface Water Mgmt. Plan
Surface Water Management Plan	22411-1	Lexington	Local Watershed Mgmt. Plan
Surface Water Mgmt. Plan Total	6		
Water Supply Plan	22409-1	Vermillion	Local Water Supply Plan
Water Supply Plan	22402-1	Eagan	Local Water Supply Plan
Water Supply Plan Total	2		
Watershed Plan	22500-1	Mississippi River Watershed Mgmt. Organization	MWMO Watershed Mgmt. Plan 2021-2031 Draft
Watershed Plan	21480-3	Eagan-Inver Grove Heights Watershed Mgmt. Organization	Eagan-Inver Grove Heights Watershed Mgmt. Plan Amendment
Watershed Plan	22466-1	Pioneer-Sarah Creek Watershed Mgmt. Commission	Draft Fourth Generation Watershed Mgmt. Plan
Watershed Plan	22452-1	Capitol Region Watershed District	2021 – 2030 Watershed Mgmt. Plan
Watershed Plan	21306-3	Bassett Creek Watershed Mgmt. Commission	Minor Plan Amendment for CIP and Wetland Mgmt. Policies
Watershed Plan	22442-1	Lower St. Croix Joint Powers Organization	Lower St. Croix River Comprehensive Watershed Mgmt. Plan
Watershed Plan	22406-1	Prior Lake - Spring Lake Watershed District	Water Resources Mgmt. Plan 2020 - 2029
Watershed Plan Total	7		
Well Permit	22497-1	Vadnais Heights	Wellhead Protection Plan Part 2
Well Permit	22434-2	Hastings	Wellhead and Source Water Protection – Part 2: Wellhead Protection Plan Amend.
Well Permit	22401-2	Woodbury	Wellhead Protection Plan Part 2

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Well Permit	22249-2	Centerville	Part 2 Wellhead Protection Plan
Well Permit	22434-1	Hastings	Wellhead Protection Plan Part 1 Amend.
Well Permit	22093-2	North St. Paul	Wellhead Protection Plan Part 2
Well Permit	22046-2	Bayport	Wellhead Protection Plan Part 2
Well Permit	22401-1	Woodbury	Wellhead Protection Plan Part 1
Well Permit Total	8		
Grand Total	230		



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