



 **Metropolitan Council**



annual report **2003**

Message from the Chair:



I've often said that 90 percent of the residents of the Twin Cities metropolitan area don't know what the Metropolitan Council does, while the other 10 percent go to bed at night worrying about our every move.

Our dual challenge is to help inform and educate the former group about the value of regional solutions to regional problems, while reassuring the latter group that the Council can be trusted to focus on our core mission, work collaboratively with our regional partners and be accountable to the public.

In 2003, the new members of the Council made important strides in both areas, as this annual report explains.

Most significant, the Council undertook the job of writing a new *2030 Regional Development Framework* that reflects our commitment to work cooperatively with local communities to accommodate the region's growth in a sensible, efficient manner. For the first time, it includes a set of benchmarks that will allow us to measure the region's progress toward achieving our goals.

Adoption of the *Framework* came only after extended meetings with key stakeholder groups, a series of four public information meetings held around the region and a formal public hearing – as well as countless meetings of the Council itself.

The Council also demonstrated our commitment to fiscal responsibility. We reduced our 2003 budget as part of the effort to erase the state's budget shortfall, kept the Council's property tax levy in check for 2004 and maintained the agency's AAA bond rating.

Finally, we made significant progress in the construction of the region's first light-rail transit line in the Hiawatha Avenue corridor. This line – which is scheduled for completion in 2004 – will allow us to test a new form of transit in the Twin Cities area and help us in making future transit investment decisions.

A handwritten signature in cursive script that reads "Peter Bell".

Peter Bell
Chair



← New Council focuses on core mission

Cooperation, efficiency, accountability – these have been the bywords of the Metropolitan Council since its 17 members were appointed by Gov. Tim Pawlenty in early 2003.

The Metropolitan Council was created by the Legislature more than three decades ago to plan and coordinate the orderly development of the seven-county metropolitan area. The Council's core mission also includes the efficient operation of our regional systems for transportation, aviation, wastewater collection and treatment, and regional parks and open space.

After their appointment, the members of the current Council made a firm commitment to:

- Focus on these core missions
- Perform them in a cost-effective manner
- Work cooperatively with our regional partners
- Be accountable to the public for results

The Council's resolve was demonstrated throughout the year in many ways, both large and small.

Regional Framework: Most dramatic, the Council undertook a major rewrite of the *2030 Regional Blueprint* adopted by the last Council to guide the region's growth in the coming years. The new *2030 Regional Development Framework* is more clear and concise. It reflects the Council's commitment to work with communities in a collaborative and flexible manner. And it contains specific benchmarks to measure progress toward achieving regional goals.

Fiscal Responsibility: The Council did its part to help erase the state's budget shortfall, trimming our 2003 budget by 4 percent (nearly \$17 million) and eliminating more than 200 positions. The Council also adopted a 2004 budget that kept the lid on property taxes paid by the average homeowner for regional services and functions. In addition, the Council developed a set of performance indicators to regularly measure the efficiency and effectiveness of regional systems.

Cooperation

efficiency



Narrowing Its Focus:

The Council eliminated a program that used revenue from one-time wastewater service availability charges (SAC) to help encourage "inclusionary housing." While the Council remains committed to affordable housing, the SAC waiver program was draining reserves needed to help expand the region's wastewater collection and treatment system. The Council also drafted legislation for consideration by the 2004 Legislature that would eliminate statutory authority that is obsolete or unnecessary.

Building Closer Relationships:

The Council worked to build closer relationships with local communities in the seven-county area and the adjacent counties. During the course of the year, Chair Peter Bell and Regional Administrator Tom Weaver met individually with each of the county boards in the metro area. In December, the Council hosted a meeting of representatives from the seven metro counties and six adjacent counties to discuss the *Regional Framework* and other matters of mutual concern. Chair Bell also created the Chair's Forum – an advisory panel of 14 local elected officials – that will meet quarterly to provide local perspectives and feedback on issues of regional concern.

Exploring Outsourcing Opportunities:

At the direction of the 2003 Legislature, the Council requested proposals from private vendors to operate the new Hiawatha light-rail transit line, along with an internal competitive proposal from Metro Transit. The process resulted in the selection of Metro Transit as the most qualified and least costly operator for the line. The Council will continue to explore possible cost savings by having private vendors perform some functions, such as track maintenance and engineering services. The Council also began a systematic effort to identify other opportunities for savings through using competitive processes to ensure the most cost-effective delivery of services.

accountability

Other important milestones

➤ In cooperation with the Minnesota Department of Transportation and Hennepin County, the Council worked toward completion of the region's first light-rail transit line. By year's end, the \$715-million, 12-mile Hiawatha LRT line was 86% complete. Service between downtown Minneapolis and Fort Snelling will open in April 2004, with full service to the Mall of America by December 2004.

➤ The Council and Hennepin County continued design work on a proposed \$135 million busway along County Road 81 between downtown Minneapolis and Rogers. The Council also provided \$400,000 to help study alternatives for the construction of a busway in the Cedar Avenue corridor in Dakota County.

➤ The Council awarded \$13 million in Livable Communities grants to clean up polluted sites for redevelopment and jobs, support innovative development and redevelopment, and provide gap financing for local housing projects. In November, the program won recognition for "overall excellence" in the U.S. Environmental Protection Agency's 2003 Smart Growth Achievement competition.

➤ All of the region's wastewater treatment plants won national recognition for outstanding compliance with state and national water discharge permits. The Council also continued its record of maintaining competitive wastewater treatment rates. In 2003, the rates were lower than 83% of other U.S. cities with similarly sized systems.

➤ The Council provided a \$135,000 grant to help finance the addition of 600 acres to the Rice Creek Chain of Lakes Regional Park Reserve in Anoka County. This park – containing some of the most significant wildlife habitat in the metropolitan area – is part of the 47,000-acre regional park system, which attracts more than 30 million visits annually.

Regional Development Framework

Plan gives communities more flexibility

Slowing the growth of traffic congestion and protecting water resources as top priorities. Placing more emphasis on market solutions to producing affordable housing. Setting specific benchmarks to measure progress toward regional goals.

These are among the new directions in the Council's *2030 Regional Development Framework*. The *Framework*, adopted in January 2004, is the overall growth and development plan for the region.

The Council's strategies are organized around four policies:

- ▶ Working with local communities to accommodate growth in a flexible, connected and efficient manner.
- ▶ Planning and investing in multi-modal transportation choices, based on a full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- ▶ Encouraging expanded choices in housing locations and types, and improved access to jobs and opportunities.
- ▶ Working with local and regional partners to conserve, protect and enhance the region's vital natural resources.

Under the growth policy, local communities will have greater discretion in staging growth, recognizing that development opportunities do not always occur in a contiguous manner. The strategies encourage land-use patterns that connect a variety of uses, take advantage of existing sewer infrastructure, and provide convenient access to transportation corridors.

The transportation policy gives priority to maintaining the existing metro highway system, reducing bottlenecks that impede travel, and exploring new pricing strategies, such as FAST lanes, to improve the system's efficiency and add capacity where possible. It also supports expansion of the transit system and developing a network of transitways, with mode choices based on a thorough cost-benefit analysis.

The housing policy emphasizes market solutions to affordable housing production. As communities work to broaden the range of housing choices, they can draw on tools already at hand – for example, comprehensive plans and local ordinances. The Council will use its programs and resources – including negotiated housing goals, planning and technical assistance, regional investments and incentive programs – to encourage communities to provide for a diversity of housing types and costs.

The policy on natural-resource protection encourages the integration of natural-resource conservation strategies to regional and local land-use decisions. Its emphasis on protection and management of the region's water resources is consistent with Governor Pawlenty's initiative to protect water resources statewide. And it makes clear that preserving prime agricultural land is a local decision, not a regional priority.

The *Framework* is the centerpiece of the Council's regional policy plans. State law requires the Council to prepare and adopt a comprehensive development guide for the metropolitan area. The Council adopts long-range comprehensive policy plans for transportation, airports, wastewater treatment and regional recreation open space as part of the guide. These policy plans will be updated in 2004-05 to reflect the growth forecasts and policies in the new *Framework*.

State law also requires communities to review and update their local comprehensive plans at least once every 10 years. Communities then submit their plans to the Council, which determines if the local plans are consistent with its metropolitan plans. The next updates must be submitted to the Council by 2008.

Accommodating growth

The Twin Cities metropolitan area experienced unprecedented growth in the 1990s – a population gain of 353,000 people. New jobs, rising incomes, added tax revenue and rising property values accompanied the growth.

So, too, did increased traffic congestion and commuting times.

Home prices rose faster than incomes. New development created demand for costly urban services and put increased pressure on vital natural resources.

The Council forecasts the region will add another 966,000 people by 2030. Accommodating this new growth in a way that retains the region's quality of life will require carefully integrating investments in transportation, housing, wastewater services and natural resource preservation with decisions about land use. The Council, using the new *Regional Development Framework* as a guide, is committed to working with local communities to support land-use patterns that efficiently connect housing, jobs, retail centers, civic uses and open space to make the best use of valuable regional and local investments.

Council partners with local governments

State law requires local governments in the seven-county Twin Cities area to develop local comprehensive land-use plans. The law requires the Council to review the plans as they are updated or amended. The Council also reviews items in the plans related to environmental protection that are required by state and federal regulations.

In 2003 the Council reviewed a total of 129 comprehensive plan amendments, and another 273 environmental assessments, national pollution discharge elimination permits, watershed plans and other plans and permits as required by state and federal law.



Blaine – a ‘model for land-use planning’

Blaine’s amendments to its comprehensive plan clear the way for more than 11,000 new homes by 2020, increasing the city’s housing supply 70%. The changes will also expand the area served by regional sewers by nearly 2,500 acres, and change 4,600 acres in the city from a rural to an urban designation. In part, the amended comprehensive plan calls for:

- ▶ Single-family homes as well as attached and unattached townhouses
- ▶ Medium- and higher-density housing
- ▶ Protection of open space and natural resources based on the city’s natural resource inventory
- ▶ Two activity centers containing a mix of housing, shops and offices located on transportation corridors

The overall plan, endorsed by the I-35W Corridor Coalition, illustrates how thoughtful planning and growth can occur when communities and the Council work together to achieve local and regional goals. (See sidebar on right.)

Investments create community vitality

New job centers are thriving where polluted land once drained community tax bases. New town centers are springing up in older and developing communities, combining housing, shops, walkways, easy access to transit and open space, and providing community gathering places. Housing affordable to essential workers like teachers, health aides and police officers, as well as families with lower incomes, is being built by cities across the region.

These positive changes are spurred by communities working with funds from the Metropolitan Council’s Livable Communities Program. Participation in the voluntary program has never been higher, now at 106 communities.

In 2003, the Council gave grants totaling:

- ▶ \$5.1 million to 10 communities to clean up a total of 172 acres at 18 sites for redevelopment and job creation. The funds are expected to leverage nearly \$293 million in private investment. The projects will create an estimated 2,405 new jobs with an average hourly wage of \$12.22. The region’s net tax capacity is expected to increase by \$4.5 million.
- ▶ \$6.2 million to seven communities for nine mixed-use, transit- and pedestrian-friendly developments that demonstrate efficient growth and incorporate livability features that residents want.
- ▶ \$300,000 to seven communities to support projects in the planning stage that show promise as demonstration projects.
- ▶ \$1.4 million to 10 communities to support development, redevelopment and rehabilitation of rental and ownership housing for households with low and moderate incomes.

Between 1996 and July 2003, the Livable Communities program invested almost \$102 million in state and regional funding to clean up polluted land for jobs and redevelopment, produce affordable housing and create walkable, transit-oriented development. The effort has leveraged an estimated \$3.3 billion in private and other public investment, or 32 times the Council’s contribution. The federal Environmental Protection Agency recognized the program with its "Overall Excellence Award" in the 2003 Smart Growth Achievement competition.

Sitting on the northern edge of the urban Twin Cities, the once-quiet city of Blaine is expected to grow quickly – and significantly – in the next few years. The city and its residents worked closely with the Council for more than two years to amend the city’s comprehensive land-use plan. The result, approved in 2003 by the Council, is what Council Chair Peter Bell called "a model for future development" across the region.

Among its many attributes, Bell noted the plan’s inclusion of housing goals, effective environmental planning, and support by neighboring communities. The plan also includes transportation improvements to support the additional growth.

Improving mobility

Highway congestion ranks as the region's top concern for a growing number of metropolitan area residents. Daily commutes take longer than ever. More highway miles are congested during peak travel times. Traffic tie-ups cost commuters and businesses hundreds of millions of dollars in wasted fuel, lost time and slower distribution of goods.

The Council is committed to working with the state and local communities to make strategic investments to improve mobility and slow the growth of congestion as the region adds nearly one million people by 2030. The first priority for highway improvements will be to maintain the existing 657-mile metro highway system, reducing bottlenecks that impede travel and adding capacity where feasible.

But the region must make more efficient use of the highway system by encouraging flexible work hours, telecommuting, ridesharing and other traffic-management efforts. Expanding the bus system and developing a network of transitways will also play a critical role in maintaining the region's mobility.

Governor's plan speeds up transit investments

Gov. Tim Pawlenty in July announced an innovative plan to accelerate road projects to improve safety and mobility for residents across the state. The \$900 million package included a transit component that will allow the Metropolitan Council to accelerate construction of much-needed transit facilities to help ease congestion in the Twin Cities area.

The package includes \$16.5 million for nine park-and-ride facilities in the metropolitan area, including in the Northwest Corridor, where a high-speed busway is being designed. Another \$12 million will be spent to enhance transit along major highway construction projects, including Hwys. 212 and 169, and Interstates 394, 494, 694 and 35E. Facilities will include bus-only shoulders, high-occupancy vehicle ramp bypasses and additional park-and-ride lots. Another \$6 million was allocated for transit improvements yet to be determined.

Light-rail line nears completion

Construction of the 12-mile Hiawatha LRT line was 86% complete at year's end. The region's first LRT route will connect downtown Minneapolis with Minneapolis-St. Paul International Airport and the Mall of America. The route has 17 stops.

Progress in 2003 included:

- Construction of all 12 stations in Minneapolis – each with its own neighborhood-inspired design – was completed, including installation of signals and gate arms at crossings.
- LRT cars were tested at up to 55 miles per hour between downtown Minneapolis and Fort Snelling.
- The Council and its partners approved realignment of the route near the Mall of America. The new alignment provides a much better connection to the mall for riders and triples the park-and-ride capacity near the station.

The line will open for service from downtown Minneapolis to Fort Snelling in April 2004, with full service to the Mall scheduled for December 2004.

Transit tackles funding challenge

Regional transit operations focused on becoming even more efficient in response to a nearly \$18.7 million cut in its base funding from the state for the 2004-05 biennium. Service cuts, fare increases and administrative overhead reductions were required to address the funding reduction. Implementing improved technology and continuing the multi-year, region-wide service restructuring effort will both improve current efficiency and position the service to grow more quickly as the economy and funding situation improve in the future.

New technology improves efficiency

The Council in 2003 began to install and test new "smart card" fare technology on a portion of the bus fleet. Users of the "Go To" cards simply touch the card to a small device to pay their fares, resulting in quicker boarding and reduced travel time. The durable plastic cards are rechargeable, and will be used both on buses and on the Hiawatha light-rail line. Cash will continue to be accepted on buses and at light-rail ticket machines. The new system will be installed on all buses and implemented throughout the region in 2004.

Transit updates fleet

Fifty new articulated buses will be on Twin Cities area roadways in the first quarter of 2004. The 68-seat buses will replace 25 aging articulated buses as well as 27 43-seat buses in the Metro Transit fleet. These replacements add capacity to the system without increasing the total number of buses.

Metro Transit is installing bike racks on buses. The entire fleet is expected to be outfitted by mid-2004.

Restructuring goal is improved service

Metro Transit is engaged in a comprehensive, multi-year, sector-by-sector restructuring of bus service throughout the region. The goal is to revamp service to optimize effectiveness, efficiency and productivity through faster service, enhanced reliability and higher ridership.

In 2003, the Council – after extensive public comment – approved final plans for the Central-South area, which includes Highland Park in St. Paul, south Minneapolis, Richfield, Bloomington and Edina. One goal is to seamlessly integrate bus and light-rail transit (LRT) service. Another is to implement daylong, high-speed, north-south service in the I-35W corridor, with plentiful cross connections to other freeways and local buses. The new plan will be implemented in three phases starting in April 2004.

The Council in 2003 also laid the groundwork for restructuring bus service in the northwestern suburbs. Metro Transit conducted research and held an initial stakeholder workshop in October 2003. A draft plan will be drawn up in 2004 for public comment.



Agencies cooperate to allocate federal funds

The Council and its Transportation Advisory Board (TAB) in 2003 solicited applications for federally funded transportation projects in the seven-county area. About \$90 million is available for projects in the 2007-08 funding cycle. The TAB is evaluating and ranking the applications. Funding awards will be made in 2004 to projects that increase regional mobility, improve safety for motorists and bicyclists/pedestrians, reduce congestion and automobile emissions, and enhance public transit service.

Many major highway projects in the region are funded through a related process coordinated by the Minnesota Department of Transportation. All roadway and transit projects that receive federal funding, regardless of where the projects originate, are incorporated into a regional Transportation Improvement Program (TIP). The TAB and the Council in 2003 approved the 2004-2007 TIP.

Other transit advances include:

- ▶ Metro Transit and Hennepin County continued design work on the reconstruction and redevelopment of County Road 81 in northwestern Hennepin County. The corridor serves seven diverse communities, from North Minneapolis to Rogers. The \$135 million project will integrate bus rapid transit (BRT) in the corridor.
- ▶ More riders – nearly 937,000 – took Metro Transit buses to the State Fair than ever in history. The ridership was up 3.6% from 2002. Almost one in three fair-goers boarded a bus to get to the fair.
- ▶ While ridership on the bus system overall declined in 2003 due to service cuts, fare increases and a continued soft economy, U-Pass ridership was up more than 30% in 2003. Metro Transit partners with the University of Minnesota to provide students with semester passes at a discounted rate on the bus system. The program vastly reduces congestion and parking shortages in and around the University.
- ▶ Ridership on contracted regional-route bus service topped 1.9 million, up about 1.5% from 2002.
- ▶ A record 80 employers offered discounted annual bus passes to their employees through the Council's MetroPass program. The passes are tax-deductible for employers and cut demand for on-site parking.
- ▶ Metro Mobility, the region's paratransit service for people with disabilities, continued a very low rate of trip denials in 2003 while facing increasing demand for the service. Ridership topped 1.2 million while denials averaged less than one percent. Service was restructured in August to respond to state budget constraints and to more closely mirror regular-route service. The result was less service on weekends in the outlying communities of the region.



Aviation fuels regional economy

Sustainable air transportation services to major domestic and international markets are essential to the region's ability to compete in the global marketplace. The Council works closely with the Metropolitan Airports Commission (MAC) and other airport owners to ensure that the region's system of airports provides state-of-the-art, secure, and affordable services for business and leisure travelers, freight transport and general aviation activities.

Council aviation planning during 2003 included:

- Continued coordination with the MAC on preparation and implementation of an updated zoning ordinance for Minneapolis-St. Paul International Airport (MSP) and updated noise contours for MSP's sound insulation program.
- Completion of the MSP 2010 Plan, which details upcoming airport capital improvements.
- Completion of predevelopment activities at Anoka County-Blaine, Flying Cloud and St. Paul Downtown airports.
- Continued coordination with Mn/DOT on air-service and air-cargo initiatives.
- Completion of technical work on the Council's special general-aviation light-aircraft study.
- Ongoing reviews of comprehensive plan amendments and environmental referrals.

The uncertainty created by the September 2001 terrorist attacks and the economic slowdown continued to have a major impact on industry and airport revenues. A significant development is an airline challenge to the MAC regarding funding of the region's reliever airports. In late 2003 the MAC was reviewing its fee ordinance for the reliever airports and evaluating financial alternatives for their operation. Recommendations are expected in 2004.

The Council also initiated interagency discussions as it prepares to update the aviation system plan in 2004. The plan will address, among other issues, classification and roles of the reliever airports.



Encouraging housing choices

The Council works closely with communities to ensure an adequate supply of serviced, developable land to meet regional housing needs and respond to demographic trends. Coalitions of interested organizations, public agencies, businesses and foundations continue to strive to expand housing choices in the region.

The Council uses its programs and resources – including negotiated housing goals, planning and technical assistance, regional investments, and incentive programs – to encourage communities to provide for a diversity of housing types and costs. In addition, the Council gives funding priority to communities and projects that increase the variety of housing types and costs, appropriately mix land uses, increase transportation choices and leverage private investment.

Expanding affordable housing opportunities

Affordable housing is fundamental to a strong economy and strong communities. Without affordable housing for people of all ages and incomes – including essential workers like teachers, police, and nursing aides – jobs go unfilled and community vitality suffers. Workers who can't afford to live in or near the communities where they work are forced to commute longer distances, adding to traffic congestion. Children without stable housing are at great risk for poor school performance.

For the second straight year, the Council's housing authority, Metro HRA, achieved full use of its available federal Section 8 Housing Choice vouchers by families and individuals with low incomes. Rising rental vacancy rates gave voucher holders more choice in housing location and amenities and lowered overall rental prices as property owners sought out tenants.

The HRA assisted an average of 6,800 households monthly through the Housing Choice voucher program and other tenant-based rental assistance programs targeted to special populations. Rental assistance payments were made to more than 1,400 property owners, injecting \$46.2 million annually of federal, state and local funds into the regional economy.

Metro HRA serves low-income seniors, families and people with disabilities throughout Anoka, Carver, and most of suburban Hennepin and Ramsey Counties. The vouchers allow people to locate decent housing while paying one-third of their income for rent. All housing units in the program are inspected annually by HRA staff. Participating property owners are guaranteed a stable source of rental income. In 2003 the program had a waiting list of approximately 7,400 eligible households.



Affordable housing for families in suburbs

The Council operates a small, scattered-site public housing program of 150 units in 11 cities in suburban Anoka, Hennepin and Ramsey Counties. The Family Affordable Housing Program gives families with low incomes the opportunity to live in neighborhoods outside areas with high levels of poverty. Most of the homes are within one-quarter mile of a bus stop.

As of November 2003, the Council had bought or executed purchase agreements for 144 of an eventual 150 homes. The cities where the homes are located each identified the need for more affordable rental housing in their comprehensive plans, and signed an agreement with the Council to participate in the program. More than 115 units are now occupied.

The units are leased to families on the Minneapolis Public Housing Authority and Metro HRA waiting lists. A professional property management firm manages all the program's properties.

Supporting housing production

The Family Housing Fund and Minneapolis Foundation provided the Council with \$300,000 to assist reinvestment activities that support housing production in the seven-county area. The Council used the funds to create a one-time predevelopment grant program for projects that had been planned but lacked resources for implementation.

The Council awarded grants to seven projects in six communities. If all the proposed housing units are built, an estimated 4,270 units will be added, including many units affordable to people with low to moderate incomes. The seven projects represent 1,075 acres of infill development, redevelopment or adaptively reused land.

Protecting natural resources

The Twin Cities metropolitan area is endowed with rich natural assets. Rivers, lakes, woodlands, wetlands, prairies, aggregate resources and prime agricultural land enhance our population's quality of life and provide significant economic benefits.

The Council has long been a capable steward of natural resources. Its regional wastewater collection and treatment system helps ensure the health of the region's rivers and the public. The Council works with communities and watershed management organizations to put into place practices that protect ground and surface water. Council investments in the region's renowned system of parks and trails help preserve beautiful natural habitats and provide recreation for millions of people each year.

Wastewater facilities support regional growth

Every day, the Council collects and treats up to 300 million gallons of wastewater from homes, businesses and industries in 103 communities in the region, ensuring the protection of public health and the region's water resources. With a goal of becoming one of the top five wastewater utilities in the nation, the Council has reduced its wastewater budget in recent years and maintained its competitiveness nationally for wastewater rates.

In 2003, according to industry figures, the Council's wastewater rates were lower than 83% of other U.S. cities with similar-sized systems. In 2004 the charge to municipalities for collecting and treating wastewater will rise just 3.1% to \$134 per 100,000 gallons, still less than the \$135 charged in 1998.

The Council plans rehabilitation and expansion of wastewater facilities carefully to support regional goals of accommodating growth, protecting natural resources, and maximizing the effectiveness and value of regional infrastructure investments. Capital budget expenses for work completed in 2003 amount to approximately \$158 million. Of this, 39% was earmarked for expansion, 48% for rehabilitation and 13% for quality improvement.

Treatment plants earn national recognition

While keeping costs down and maintaining competitive rates, the Council consistently achieves outstanding compliance with state and national clean water discharge permits. In 2003 the national Association of Metropolitan Sewerage Agencies honored all of the treatment plants in the region. The St. Croix Valley, Hastings and Eagles Point plants received Platinum Awards for five consecutive years of perfect compliance; the Seneca, Empire, Rosemount and Blue Lake plants earned Gold Awards for full compliance during 2002; and the Metro Plant earned a Silver Award for having five or fewer permit exceedances during 2002 (two exceedances).



Construction milestones reached:

- Construction of facilities for solids processing, operations and maintenance was completed at the Eagles Point Wastewater Treatment Plant in Cottage Grove.
- Construction began on the Council's new South Washington County Interceptor, a nearly 10-mile-long sewer pipe that will serve developing areas of South Washington County. When completed in 2004, the pipe will convey wastewater to Eagles Point.
- A \$130 million expansion of the Empire Wastewater Treatment Plant in fast-growing Dakota County is under way. The plant's treatment capacity will be doubled from 12 to 24 million gallons of wastewater per day. To avoid harm to the environmentally sensitive Vermillion River, the treated wastewater will be conveyed 13 miles through a new outfall pipe for discharge into the Mississippi River in Rosemount.
- Construction began on the four-mile Medina leg of the Elm Creek Interceptor to provide wastewater service to growing portions of northwestern Hennepin County.
- Construction was completed to rehabilitate the Metro Plant liquid-treatment facilities and retrofit them for phosphorus removal.

Task force to identify infiltration/inflow solutions

The Council in 2003 appointed a 16-member Infiltration and Inflow (I/I) Task Force to identify solutions to the region's ongoing challenge of excessive stormwater leakage into the region's sanitary sewers. The task force includes representatives from cities across the region as well as the Association of Metropolitan Municipalities, and is chaired by Metropolitan Council Member Russ Susag.

The task force is looking at four major issues:

- What is the regional-versus-local liability for sanitary-sewer overflows that can result from too much I/I?
- What are the appropriate levels of service and support from regional government to reduce I/I?
- What should be the schedule to implement solutions?
- Who pays and for what?

Not correcting the problem would necessitate an estimated \$300 to \$400 million in additional relief sewers and pumping stations. The task force is expected to issue recommendations in 2004.

Grants improve region's water quality

The Council awarded nearly \$1 million in competitive grants in 2003 aimed at improving the region's water quality by reducing pollution from surface water runoff. The 13 grants represent the last round of competitive grants in the five-year, \$7.5 million MetroEnvironment program initiated in 1998. The 2003 grants will fund construction of rain gardens, erosion control measures, stormwater management ponds and other projects to reduce nonpoint-source pollution in the region's lakes, streams and rivers.

The Council also approved five grants totaling \$403,000 to support its research on protection of both water quality and supply in the region. The grants will use the last of the funds set aside 10 years ago in the Twin Cities Water Quality Initiative (TCQI), some of which were returned when projects were completed under budget. Three of the new grants address water supply, and two address impacts on water quality related to urban growth.

Mercury reduction effort makes progress

The Minnesota Dental Association (MDA) and the Metropolitan Council made progress in 2003 on a joint program to drastically reduce the amount of mercury-containing dental amalgam that is getting into the regional wastewater collection and treatment system.

As of October 1, 65% of metro area dental clinics that place or remove amalgam fillings had committed to participate in the program. The clinics will voluntarily install equipment that will remove at least 99% of amalgam particles from dental wastewater.

Mercury in dental amalgam can be released into the environment if amalgam particles escape through dental-waste vacuum systems and are incinerated as part of the wastewater treatment process. Mercury in the environment can accumulate in fish and be harmful to people who eat the fish.

The partnership hopes to achieve 100% commitment to the program by June 2004.

Cities reach agreement on planning for future water supply

Participants in the Southwest Groundwater Work Group – including several communities, Scott and Dakota Counties, the Metropolitan Council and the Minnesota Department of Natural Resources – signed an agreement in 2003 to continue working together to address water supply issues in the fast-growing Minnesota River Valley. The goal is to sustain water supplies and protect valuable natural areas in the communities.

The work group, convened by the Council, has met since 1997 to study and resolve water supply issues in the southwest metro area. The Council will use the group as a model in assisting the northwest area of the region, which also faces water supply issues as its population grows.

Park expansion preserves valuable habitat

The Twin Cities area's nationally renowned system of regional parks grew in 2003 with the addition of 600 acres to the Rice Creek Chain of Lakes Regional Park Reserve in Anoka County. A \$135,000 Council grant helped make the purchase possible. The Rice Creek Watershed District also provided a \$50,000 grant.

The 600-acre parcel is part of a 1,000-acre park expansion approved in an amended regional park master plan in 2003. The park contains some of the most significant wildlife habitat in the metropolitan area and is home to such species as sandhill cranes, wild turkeys, bald eagles and the endangered Blanding's turtles. Habitats are rich and varied and include tamarack swamps, maple and basswood forests, sedge meadows, prairies and lakes.

In 2003 the Council made 16 grants for capital improvements to existing regional parks. The grants were financed with nearly \$2.37 million in Council park bonds and interest earnings, matching a \$3.34 million state appropriation and \$2.63 million in federal funds. The grants will help acquire 63 acres of park land, rehabilitate recreation facilities in seven parks, and develop new parks facilities.

The Council distributed \$3.3 million in state funding to regional park implementing agencies to help finance a portion of the cost of operating and maintaining the regional park system. The Council will also distribute up to \$4.12 million in lottery proceeds in monthly installments to the agencies. These funds are targeted for one-time operations and maintenance activities such as park, road and trail repairs, and maintenance equipment purchases.

The regional parks system includes 46 parks and park reserves and five special recreation features totaling about 47,000 acres open for public use. In addition, the system has 22 regional trails totaling 170 miles. Parks are operated by 10 partner cities, counties and special park districts. They work with the Council, and its Metropolitan Parks and Open Space Commission, to acquire and develop parks and trails. The goal is to protect natural resources and provide outdoor recreation for public enjoyment. The regional parks system receives more than 30 million visits annually.

2003 Budget Overview

The Metropolitan Council serves the public in five principal areas:

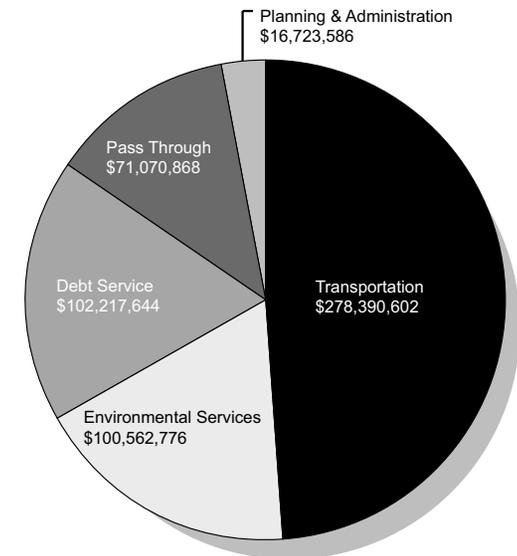
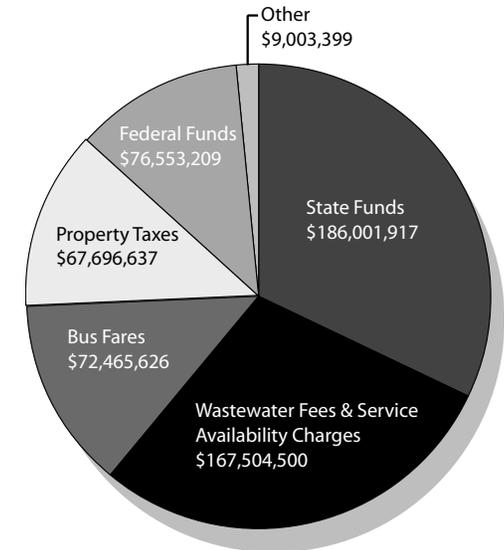
- 1) Providing and coordinating regional transit services and travel-demand management through Metro Transit, regional-route service and Metro Commuter Services; working with transit providers, transportation agencies and businesses to reduce traffic congestion and improve air quality; and providing transportation service to people with disabilities through Metro Mobility.
- 2) Conserving and protecting vital natural resources, principally water, by collecting and treating wastewater, and by working with communities and coordinating watershed management to improve water quality and supply; and open space, helping to plan, acquire and develop a system of regional parks.
- 3) Providing affordable housing choices by working with communities and employers to increase the supply of affordable housing, and providing affordable housing opportunities to low- and moderate-income families through the Metro Housing and Redevelopment Authority.
- 4) Working with local communities to accommodate growth in a flexible, connected and efficient manner, encouraging the creation of neighborhoods that are walkable, convenient to transit, jobs, shops and services, incorporate green space, include affordable housing, and save on infrastructure costs.
- 5) Increasing efficiency of regional services and investments by maintaining a AAA credit rating, making efficient and effective capital improvements, and providing cost-competitive services.

2003 Budget Revenue (Amended)

Total =	\$579,225,288
Wastewater Fees and Service Availability Charges	\$167,504,500
Bus Fares	\$ 72,465,626
Property Taxes	\$ 67,696,637
Federal Funds	\$ 76,553,209
Other	\$ 9,003,399
State Funds	\$186,001,917

2003 Budget Expenditures (Amended)

Total =	\$568,965,476
Transportation	\$278,390,602
Environmental Services	\$100,562,776
Debt Service	\$102,217,644
Pass Through	\$ 71,070,868
Planning and Administration	\$ 16,723,586



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Council Mission

The mission of the Metropolitan Council is to develop, in cooperation with local communities, a comprehensive regional planning framework, focusing on transportation, wastewater, parks and aviation systems, that guides the efficient growth of the metropolitan area. The Council operates transit and wastewater services and administers housing and other grant programs.

www.metrocouncil.org for regional information
www.metrotransit.org for direct link to transit information
www.metrocommuterservices.org for direct link to employer travel-demand information

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**Metropolitan Council
2003 Annual Report**

Appendices

January 2004



Metropolitan Council

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Appendix A. Studies and Recommendations

2000 Travel Behavior Inventory – Home Interview Survey

The Home Interview Survey is one of several studies comprising the *2000 Travel Behavior Inventory* (TBI). The TBI is a comprehensive survey of travel in the Twin Cities area, conducted jointly by the Metropolitan Council and the Minnesota Department of Transportation every 10 years.

The results are used to:

- Update regional travel models
- Discover travel needs of residents and businesses
- Enhance the credibility of regional transportation plans
- Evaluate the effects of transportation policy
- Plan and design needed transportation improvements

For the Home Interview Survey, a total of 6,219 randomly selected households successfully completed 24-hour travel diaries for each of five weekdays. Of these households, 5,032 were in the seven core counties of the metropolitan region and 1,187 were in the 13 “ring” counties surrounding the region.

In the diaries, household members (5 years of age and older) recorded locations of trip origins and destinations, travel mode (such as bike, auto, bus or bicycle), the times that trips started and ended, and activities at trip destinations.

To describe travel in the region, the TBI uses several measures. Two of them are the **person trip** and the **vehicle trip**.

A person trip is a one-way journey between two points by one person. **A vehicle trip** is a one-way journey made by an auto, truck or bus, regardless of the number of people transported. So, a trip by a mother and child traveling together from home to the grocery store in a minivan would constitute two person trips but one vehicle trip.

The number of person trips and vehicle trips swelled in the 1990s. Total person trips per average weekday increased by nearly 2 million, or 22%, to 10.8 million. Vehicle trips grew by 1.3 million per day, or 20%, to 6.4 million.

Just as the number of trips has gone up, so too has the number of miles traveled on an average weekday. The measures used here are person miles and vehicle miles. A **person mile** is one mile traveled by one individual. A **vehicle mile** is one mile traveled by one vehicle, which could carry any number of people.

Between 1990 and 2000, the number of person miles jumped 36%, from an average of 55.4 million to 75.4 million per weekday. The number of vehicle miles also surged, by 35%, from an average of 41.5 million to 55.9 million per day.

This amount of travel means that, during an average week (minus weekends), Twin Cities vehicles travel the equivalent of three times the distance to the sun, 93 million miles away.

Driving this trend are, in part, increases in population and households. But the amount of travel is, in fact, increasing faster than either of these factors. Also responsible is the growing number of trips each individual traveler and each household make per day (trip rates). The incremental increase in these trip rates over the years has had a multiplier effect on the total number of trips.

In addition to these factors, longer trip distances are driving up the total of vehicle miles. This conclusion is based on TBI results that show vehicle miles are increasing faster than trip rates.

The region contains more cars per household today than ever in its history. Households owned an average of 1.8 cars in 2000, slightly higher than a decade earlier. And, for the first time in history, the seven-county region has more vehicles than licensed drivers: 1.03 vehicles per licensed driver. A decade ago there were slightly more licensed drivers than vehicles.

For the first time, the 2000 TBI recorded biking and walking trips. Only one out of every 20 person trips was taken on foot. Walking constituted only 5.6% of all person trips made on an average weekday. Biking trips were even less frequent, only 1.5% of the total. The dominant travel mode was driving alone, which constituted nearly half (47.2%) of all person trips.

More findings

The average distance of home-based-work trips (trips between work and home with no stops in between) was a lengthy 31.4 miles in the ring counties. The average time of those trips was 40.8 minutes. By comparison, those same trips in the core counties averaged 10.6 miles in 25.6 minutes. Thus the exurbanites go three times as far as core area travelers in less than twice the time.

The same holds true for all trips. The average travel time for all trips in the ring counties is 17.2 minutes, and the average distance is 12.7 miles. That compares with 16.6 minutes (nearly the same) in the core, but at an average distance of only 6.6 miles. Clearly, ring-county travelers face less congestion and can drive faster. However, they have to travel longer distances.

More travel behavior highlights – seven core counties

- Average work commute took 25.6 minutes. For all modes, 35% of commutes took 15 minutes or less; 40%, between 16 and 30 minutes; and 25%, longer than 30 minutes.
- Home is at one end of two-thirds of all trips. But only 12.7% of all trips were directly from home to work or work to home with no stops in between.
- Daily commuting has big impact on traffic flow. Nearly 46% of all daily person trips in the region occurred from 6:45 to 9:45 a.m. and 2:30 to 5:59 p.m., the peak periods.
- Households average about 11 person trips per day during the week. Two-thirds (66%) of all trips were taken by auto drivers; 23%, by auto passengers; and 2.3%, by transit passengers (other modes total 8.7%.) Trips totaled 11.7 million.
- Households with more vehicles take more trips. Person trips in motorized vehicles (including transit) ranged from an average of 3.2 trips per day for households with no vehicles to 14.7 trips for households with five or more vehicles.
- Trips per household increase with household income. Households in the lowest income group (\$5,000 or less) made an average of 6.2 trips per day, compared to 16.1 trips for households earning \$150,000 or more.

More travel behavior highlights – 13 ring counties

- Home is at one end of only 43.2% of all person trips. Ring-county dwellers tend to combine their trip purposes, so fewer ring-county trips start or end at home than in the core counties. Only 5.7% of all trips directly link home and work with no stops in between.
- Trips to work start early. Most home-based-work trips in the ring counties (motorized modes) started between 5:45 and 6:45 a.m., while the majority of home-based-work trips in the core counties started between 7 and 7:59 a.m.
- Average work commute took 40.8 minutes. For all modes, about 12% of commutes took 15 minutes or less; 26%, between 16 and 30 minutes; and 62%, longer than 30 minutes.
- Households average about 10 person trips per day during the week. Weekday person trips totaled 2.2 million, including bicycling and walking, for an average of 10 trips per household. Two-thirds (66%) of all trips were taken by auto drivers and 27% as auto passengers. (Other modes total 7%.) Trips totaled 2.2 million.
- A household with more vehicles takes more trips. Person trips in motorized vehicles ranged from an average of 3.3 trips per day for households with no vehicles to a whopping 16 trips for households with four vehicles.
- Wednesday is a popular travel day. Average household trip rates varied from 7.7 trips on Mondays to 12.3 trips on Wednesdays.

- Single-occupant travel is popular. Of all vehicle trips in the ring counties, 67.5% were made by single-occupant vehicles, slightly less than the 71.5% in the core counties.

The Next Decade of Housing in Minnesota

The unmet need for housing for people with low incomes in the seven-county metro area is projected to grow 13% by 2010. A November 2003 report, *the Next Decade of Housing in Minnesota*, says the seven-county region will need about 22,000 additional affordable housing units for people with low incomes.

This amount is above the 26,400 housing units that private, public and nonprofit sectors in the metro area are projected to provide by 2010.

The Minnesota Housing Finance Agency, Family Housing Fund, and Greater Minnesota Housing Fund, with assistance from the Metropolitan Council, sponsored the study. The Denver-based national firm of BBC Research & Consulting conducted the study.

The study, *The Next Decade of Housing in Minnesota*, projects Minnesota's housing needs throughout this decade. The study says 300,000 Minnesota households with low incomes are currently living in housing they cannot afford, and it forecasts an unmet need of 33,000 additional affordable housing units statewide by 2010.

According to the study, about 171,000 low-income households in the metro area, representing 46 percent of the region's low-income households, are "cost burdened." This means these households are spending more than 30 percent of their household income for shelter. Conversely, housing is considered "affordable" when a household pays no more than 30 percent of its income for housing.

The need could be even greater than the figures show, according to the consultants who conducted the study. The study did not account for people who are living outside shelters – in automobiles, for example. Nor did it account for potential gentrification – the razing of older houses to make way for more expensive houses not affordable to people with lower incomes. Nor did the study account for the expiration of federal subsidies for apartments subsequently rented at market rates.

For the metro area, the results reveal a growing market for housing affordable to people who earn less than 60 percent of median family income. These data underscore a need for strategies to cut the cost of building new homes, and continued efforts to rehabilitate and preserve existing affordable homes.

The study contains neither recommendations nor a plan of action, but is intended as a base of information from which local, regional and state policymakers can make decisions regarding affordable housing policies and plans.

Appendix B. Policy Plans and Amendments Adopted in 2003 and Related Review Comments of Affected Metropolitan Agencies

2030 Regional Development Framework

Revised Policy Plan. The *2030 Regional Development Framework* reflects the new Council's policies for accommodating growth in the region over the next 30 years. It emphasizes:

- Working with local communities to accommodate growth in a flexible, connected and efficient manner.
- Planning and investing in multi-modal transportation choices, based on a full range of costs and benefits, to slow the growth of congestion and serve the region's economic needs.
- Encouraging expanded choices in housing locations and types, and improved access to jobs and opportunities.
- Working with local and regional partners to conserve, protect and enhance the region's vital natural resources, especially water.

The *Framework* was developed and brought before the public for review and comment in 2003, and adopted in January 2004. The *Framework* is summarized in the main annual report document.

Comments from Affected Metropolitan Agencies. Comments were received from the Metropolitan Parks and Open Space Commission and the Transportation Advisory Board, as follows:

December 9, 2003

Peter Bell, Chair
Metropolitan Council
230 East Fifth Street
St. Paul, MN 55101

Re: Metropolitan Parks and Open Space Commission comments on *2030 Regional Development Framework*

Dear Chair Bell:

The Metropolitan Parks and Open Space Commission met on December 2 and discussed their review of the *2030 Regional Development Framework*. The following comments on the *Framework* are a summary of the Commission's discussion.

The Commission endorses, "Policy 4: Work with local and regional partners to conserve, protect and enhance the region's vital natural resources." We also support the strategy to "designate additional areas for the regional park system that enhance outdoor recreation opportunities and serve important natural-resource functions."

In order to implement this policy and associated strategy, sufficient financial resources will be needed to acquire the additional regional park units and develop them for outdoor recreation and environmental education. The Commission suggests that the Council consider an increase in the amount of park bonds proposed for the Regional Parks capital improvement program to meet this demand for funds. The increase could be tied to the projected growth in households so that the property tax burden per household to pay off the bond debt would remain constant over time.

In Chapter 4/Implementation, the Commission noted there are no benchmarks for measuring progress in meeting goals for the Regional Park System. We suggest that benchmarks for the Regional Parks System track the annual increase in park system visitation and the amount of park acreage acquired annually compared to annual projections. We understand that refinements to the benchmarks will be made as more information becomes available.

Finally, the Commission supports the *Framework* strategies that help use land in environmentally sensitive ways, and help protect ground and surface water resources.

Thank you for the opportunity to comment on the *2030 Development Framework*. We look forward to working with you in preparing an update to the *Regional Recreation Open Space Policy Plan* that will help implement applicable *Framework* policies and strategies.

Sincerely,

Glen Skovholt, Chair
Metropolitan Parks and Open Space Commission

Transportation Advisory Board Comments on the 2030 Regional Development Framework

Reference: Chapter 1/Opportunities and Challenges – Our Goals (pages 2 and 3).

Comment #1: The four goals listed on pages 2 and 3 are reiterated through the rest of the Framework as four policies. This is confusing. Goals are desired outcomes or end results or finished products. Policies reflect an agency's overall philosophy about certain issues or conditions. Strategies are specific actions to be taken that are designed to implement the policies and achieve the goals.

Recommendation: The 2030 Framework should clarify what the goals, policies and strategies are.

Reference: Chapter 1/Opportunities and Challenges – Our Goals (first bullet statement on page 3).

Comment #2: Road-transportation needs extend beyond the classification of the regional highway system. Specifically, as congestion grows on the Principal Arterial system, significant additional congestion is being experienced on the A-minor arterial system. Congestion on the A-minor arterial system also affects the Principal Arterial system. The lack of financing for the Principal Arterial system means that local systems needs to be functional beyond their intended classification. Therefore, the local system is being burdened and also the local governments are paying to provide capacity lacking in the regional system.

Recommendation: The Framework should emphasize the development of additional stable regional funding mechanisms for all roadway improvements that adequately meet the expected transportation needs described in the Framework.

Reference: Chapter 1/Opportunities and Challenges – New Directions (pages 3 and 4).

Comment #3: The Framework document notes that the Metro Area has grown beyond the seven-county borders. This "larger metro area" has significant impact on the legally defined area under the jurisdiction of the Metropolitan Council, yet is not included in regional planning and funding decisions. Communities within the seven counties are, at times, adversely affected by the growth of these outlying areas.

Recommendation: The Framework should emphasize the development of a target formula for transportation funding that reflects the impact of the ring counties on the seven-county metropolitan area.

Reference: Chapter 2/Policy Directions and Strategies - Policy 1 (discussion on pages 6 and 7).

Comment #4: The discussion under strategies for all communities includes transportation, housing, natural resource preservation and other factors; however, it does not include aviation.

Recommendation: The Framework should include a new paragraph describing the significance of aviation infrastructure and economic development.

Reference: Chapter 2/Policy Directions and Strategies - Policy 1 (discussion on pages 6 and 7).

Comment #5: The amount of parking provided at park-and-ride lots and in the downtown core cities has a direct impact on the level of congestion on our transportation system. Access management is an important tool to maintain mobility and safety in all transportation corridors. The promotion of travel demand strategies encourages people to rideshare or use public transit, which adds to the efficiency of transit-oriented centers along transportation corridors.

Recommendation: The Framework should include discussion about parking and the impact it has on mode choice. The Framework should include more discussion on the importance of access management and travel demand management strategies.

Reference: Chapter 2/Policy Directions and Strategies - Policy 1 (third paragraph, discussion on page 7).

Comment #6: The Framework recognizes that an adequate supply of water is essential for growth and mentions that the groundwater aquifer system and Mississippi River may not be able to meet increasing demands for clean water. An adequate stormwater treatment system is also important to the efficient control of runoff to recharge aquifers.

Recommendation: The Framework should address the relationship between water supply and land development.

Reference: Chapter 2/Policy Directions and Strategies - Policy 2 (discussion on page 11).

Comment #7: On page 11, fifth paragraph, the Framework states, "The Council will evaluate the effectiveness of LRT in the Hiawatha corridor and use that information in making future transit investment decisions." Initially, the TAB thought this statement encompassed all types of transit investment decision, but Council staff said the statement refers only to the evaluation of other LRT lines in the region.

Recommendation: The TAB recommends the sentence be replaced with the following, "The Council will evaluate the effectiveness of LRT in the Hiawatha Corridor in making transit investment decisions."

Reference: Chapter 2/Policy Directions and Strategies - Policy 2 (discussion on page 11).

Comment #8: Preserving right-of-way is an efficient and cost-effective use of transportation resources. There are roles for communities and the Council in the area of right-of-way preservation that would reduce the volatile nature of land pricing from future transportation projects.

Recommendation: The Framework should mention right-of-way preservation as a cost-effective use of transportation resources. The Framework could specifically mention the Right-of-way Acquisition Loan Fund.

Reference: Chapter 2/Policy Directions and Strategies - Policy 2 (fourth paragraph, discussion on page 11).

Comment #9: Several innovative transportation financing strategies are not mentioned in the discussion under Policy 2.

Recommendation: The Framework should include value pricing, HOT lanes and other innovative transportation financing methods.

References: Chapter 2/Policy Directions and Strategies – Policy 4 (discussion on pages 14 and 15).
Chapter 4/Implementation – Measuring Our Progress (bullet regarding air quality on page 41).

Comment #10: The 2030 Regional Development Framework has very little mention of regional air quality issues. As the MPO, the Council has federal planning responsibilities in this area.

Recommendation: The Framework should include discussion of the Council's role and responsibilities in regional air quality issues relative to transportation planning in Chapter 2. The Framework should also note in Chapter 4 that the region is near the ozone standard limits and that violation of the ozone limits would carry significant regional costs.

References: Chapter 2/Policy Directions and Strategies - Policy 2 (last paragraph, discussion on page 15).
Chapter 3/Strategies for geographic Planning Areas – Rural Area: Agriculture Areas (Table 7, Policy 2, last paragraph, discussion on page 15).

Comment #11: The Framework includes a substantial policy change regarding the preservation of agricultural lands on page 15 and Table 7 on page 29. The regional policy now states that local governments should be in charge of the preservation of agricultural land.

Recommendation: The Framework should specifically describe what the Council intends to do in their role (in the discussion on page 15 and Table 7 on page 29).

Reference: Chapter 4/Implementation – (introduction on page 30).

Comment #12: The Framework does not acknowledge areas of responsibility and oversight for the Met Council beyond the four regional systems.

Recommendation: The Framework should describe the Council's responsibility and oversight in issues beyond the four regional systems. This should be included to assist readers in understanding why water resources and air quality, for example, are listed as Regional Benchmarks.

Reference: Chapter 4/Implementation – Regional Investments (introduction and table on page 33).

Comment #13: The implementation section should be more specific as to how the regional system's capital needs (including highway and transit) are to be addressed. While the document recognizes that the current funding levels do not satisfactorily address transportation-related needs, the Met Council, through the Framework,

should be taking more of an advocacy role in promoting additional funding for transportation.

Recommendation: The Framework should state that the Council shall take a strong leadership role in securing adequate funds to accomplish the goals in the Framework. The table on page 33 should include another column showing the funding shortfall for the six regional systems.

Reference: Chapter 4/Implementation – Regional Investments (Highways on page 34).

Comment #14: There is a disconnection between the areas targeted for significant growth and scheduled investment in regional infrastructure, particularly in transportation-related infrastructure. Local governments are forced to finance transportation improvements on local systems because the metropolitan highway system cannot accommodate the growing travel demand.

Recommendation: The Framework should acknowledge that developing cities and counties would be unable to provide adequate transportation infrastructure.

Reference: Chapter 4/Implementation – Regional Investments. (transit paragraphs, page 34 and 35).

Comment #15: The document notes that previous transportation plan goals were to double the bus system by 2025, expanding capacity by 3.5% a year. The Framework also states that there are not sufficient operating funds to provide for an expanded system and is cautious about the capital funding for expansion. It is unclear what are the goals for transit in the draft Framework.

Recommendation: The Framework should clearly state the Council's goals for transit services in the region and relate them to the transit service benchmarks on page 38. The Council should also identify the financial resources needed to reach the transit goal(s) and take a lead role in securing the necessary funding, and include that information in the Framework.

Reference: Chapter 4/Implementation – Regional Investments (Airports on page 35).

Comment #16: The discussion on airport revenues is inaccurate.

Recommendation: The last sentence in the last paragraph on page 35 should be replaced with the following: "Like other modes of transportation, revenue sources have not kept up with system needs and have been found to be inadequate." The Framework should also state that the Met Council would take on an advocacy role to secure appropriate funding.

Reference: Chapter 4/Implementation – Measuring Our Progress. (Regional Benchmarks pages 37 - 41).

Comment #17: The benchmarks section needs to better define the terms and comparisons.

Recommendation: The Framework should include explanations of baseline, trend line, target, annual indicator, etc., for all modes of transportation. As an example, the transit service benchmark uses a baseline of vehicle revenue miles per year but the 2030 target is expressed in riders. The Framework should include appropriate benchmarks for aviation developed by Met Council and Metropolitan Airports Commission staff. Also, the Framework should include a benchmark for air quality as it relates to

ozone and fine particulate matter similar to the air quality benchmark for carbon monoxide.

Reference: 2030 Framework Planning Areas Map.

Comment #18: The 2030 Planning Areas map shows two of the four regional systems – transportation and regional parks – but does not show airports or sewage treatment facilities.

Recommendation: The Planning Areas map in the 2030 Framework should depict all the metro systems, including the airports system.

Appendix C. 2004 Budget and Program Information

The *Metropolitan Council 2004 Unified Operating Budget*, to be submitted to the Minnesota Legislature in January 2004, contains detailed budget information and a general description of the Council's proposed program of work in 2004.

The 2004 operating budget holds constant the Council's overall property tax levy. While the levy revenues increase by one percent — from \$69.4 million in 2003 to \$70.1 million in 2004 — that increase is expected to be offset by growth in the region's tax base through an increase in the number of new homes and businesses.

Appendix D. Legislative Program

The Metropolitan Council's legislative proposals for the 2004 session are still under development as of Jan. 1, 2004. The Council is working with the Governor's office and the Department of Finance on proposals regarding appropriations, bonding, policy issues and statutory housekeeping matters.

**Appendix E. Plans, Projects and Applications Submitted to the
Metropolitan Council, January 1 through December 31, 2003**

Appendix E Contents

- Federal Grant and Loan Requests
 - U.S. Dept. of Agriculture
 - U.S. Dept. of Housing and Urban Development
 - U.S. Department of Transportation

- Independent and Metro Agency Plans and Programs

- Local Government Plans and Projects
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 - Water Supply Plans
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- Metropolitan Significance

- Miscellaneous Referrals
 - Critical Area Plans and Projects
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 - Solid Waste Plans and Reports
 - State Disposal System Permits
 - Special Permits
 - Special Transportation Projects
 - State and Federal Assessments and Statements
 - State Grant and Loan Requests

Federal Grant and Loan Requests
U.S. Dept. of Agriculture
Housing Programs

<i>Referral No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18882-1	MINNEAPOLIS-ST. PAUL HOUSING FINANCE BOARD 2003 SINGLE-FAMILY HOUSING PROGRAM	
18921-1	BURNSVILLE CAREFREE LIVING OF BURNSVILLE	No Comment by Council
18934-1	ST. PAUL EPISCOPAL CORP. FOR THE ELDERLY	Favorable
18984-1	VICTORIA HOUSING FINANCE PROGRAM IN THE CITY OF CHANHASSEN	Favorable
18996-1	NEW HOPE NEW HOPE PROPOSED HOUSING PROGRAM	Favorable
19035-1	CARVER COUNTY NORWOOD-YOUNG AMERICA PROJECT	Favorable
19049-1	BAYPORT CROIXDALE INC. PROJECT HOUSING PROGRAM	
19055-1	MAPLEWOOD CONCORDIA ARMS INC. HOUSING PROJECT	Favorable
19060-1	ST. PAUL MPLS./ST.PAUL HOUSING FINANCE BOARD SINGLE-FAMILY HSG. PROGRAM 2003	Favorable
19061-1	ST. PAUL LYON'S COURT PROJECT	Favorable

Federal Grant and Loan Requests

U.S. Dept. of Housing and Urban Development

Multifamily Housing Program (221d4)

Referral No.	Applicant/Description	Council Action
18880-1	WHITE BEAR LAKE LAKEWOOD PLACE APARTMENT	Favorable
18881-1	MINNEAPOLIS EAST PHILLIPS COMMONS	Favorable
18892-1	WOODBURY PONDVIEW TOWNHOMES (TAMARCK VILLAGE)	Favorable
18933-1	MINNEAPOLIS HERITAGE PARK	Favorable
18946-1	FALCON HEIGHTS FALCON HEIGHTS TOWN SQUARE SENIORS	Favorable
18947-1	FALCON HEIGHTS FALCON HEIGHTS TOWN SQUARE APARTMENTS	Favorable
18970-1	MAPLEWOOD LEGACY VILLAGE OF MAPLEWOOD - NEW CONSTRUCTION	Favorable
18988-1	ST. PAUL EPISCOPAL HOMES - FAIRVIEW/UNIVERSITY	Favorable
19022-1	BLAINE BLAINE TOWN SQUARE	Favorable
19023-1	ST. PAUL LYONS COURTS SENIOR HOUSING	Favorable

Sewer Program

Referral No.	Applicant/Description	Council Action
18943-1	MINNEAPOLIS RAINLEADER AND AREA DRAIN DISCONNECTION PROGRAM	Favorable

Water Program

Referral No.	Applicant/Description	Council Action
18967-1	EDEN PRAIRIE WATER APPROPRIATION REQUEST	Favorable

Federal Grant and Loan Requests

U.S. Dept. of Transportation

Airport Program

Referral No. Applicant/Description

18839-2 METROPOLITAN AIRPORTS COMMISSION
CAPITAL IMPROVEMENT PROGRAM 2003-2009

Council Action

Favorable

19019-1 METROPOLITAN AIRPORTS COMMISSION
PRELIMINARY NOTICE - 2004 CAPITAL IMPROVEMENT PROGRAM

Highway Programs

Referral No. Applicant/Description

18938-1 SCOTT COUNTY
EXTENSION OF CSAH 21 BETWEEN CSAH 42 (PRIOR LAKE) & CSAH 18
(SHAKOPEE)

Council Action

Favorable

18938-2 SCOTT COUNTY
SCOPING DECISION DOC. - CSAH 21 BETWEEN CSAH 42 AND CSAH 18

No Action by Design

19038-1 MINNESOTA DEPARTMENT OF TRANSPORTATION
SCOPING DOC./DRAFT SCOPING DOC. - NEW MISS. RIVER CROSSING &
N./S. CORRIDOR

Favorable

19064-1 MINNESOTA DEPARTMENT OF TRANSPORTATION
TH 212 PRELIMINARY WATER RESOURCES ENGINEERING REPORT

Independent and Metro Agency Plans and Programs

Groundwater Plans

Referral No.	Applicant/Description	Council Action
18812-2	WASHINGTON COUNTY FINAL GROUNDWATER PLAN	Favorable

Water Management Plans

Referral No.	Applicant/Description	Council Action
18890-1	LAKEVILLE FINAL DRAFT - LAKEVILLE WETLAND MANAGEMENT PLAN	
18925-1	VADNAIS LAKE AREA WATER MANAGEMENT ORGANIZATION LAMBERT CREEK PHSE. 3 WATER QUALITY IMPROVEMENT PROJECT	Favorable
18932-1	SHOREWOOD COMPREHENSIVE WATER RESOURCES MANAGEMENT PLAN	
18961-1	PRIOR LAKE-SPRING LAKE WATERSHED DISTRICT PRIOR LAKE OUTLET CHANNEL & LAKE VOLUME MGMT. STUDY	
18969-1	ROSEVILLE COMPREHENSIVE SURFACE WATER MANAGEMENT PLAN	Favorable

Watershed District Plans

Referral No.	Applicant/Description	Council Action
15120-6	MINNEHAHA CREEK WATERSHED DISTRICT MINOR PLAN AMENDMENT- WATER RESOURCES MGMT. PLAN (JAN 1997)	Favorable
15166-3	CARNELIAN-MARINE WATERSHED DISTRICT GERMAN LAKE PLAN AMENDMENTS	
18242-2	CAPITOL REGION WATERSHED DISTRICT MINOR PLAN AMENDMENT - COMO LAKE STRATEGIC LAKE MANAGEMENT PLAN	
18242-3	CAPITOL REGION WATERSHED DISTRICT MINOR PLAN AMENDMENT	
18873-2	NORTH CANNON RIVER WATERSHED MANAGEMENT ORGANIZATION FINAL WATERSHED MANAGEMENT PLAN	Favorable
18879-1	PIONEER-SARAH CREEK WATERSHED MANAGEMENT COMMISSION DRAFT 2ND GENERATION WATERSHED MANAGEMENT PLAN	
18907-1	SHINGLE CREEK & WEST MISSISSIPPI WATERSHED MGMT. COMMISSION DRAFT WATER RESOURCES MANAGEMENT PLAN	Favorable
18965-1	BASSETT CREEK WATER MANAGEMENT COMMISSION MINOR PLAN AMENDMENT	Favorable
19069-1	BASSETT CREEK WATER MANAGEMENT COMMISSION DRAFT WATERSHED MANAGEMENT PLAN	

Local Government Plans and Projects

Comprehensive Plan Amendments

Referral No. Applicant/Description

Council Action

16294-8	HUGO DIAMOND POINT EAST - 170.3 ACRES	Favorable
16294-9	HUGO WEST ONEKA LAKE - 84 ACRES	
16397-7	MINNEAPOLIS HOUSING TEXT CHANGE	Favorable
16397-8	MINNEAPOLIS DESIGNATE W. BROADWAY AS COMMERCIAL CORRIDOR - GIRARD TO 26TH AVE.	Favorable
16483-4	WATERTOWN RIVERPOINTE -37 ACRES	
16500-6	CHANHASSEN ST. HERBERT'S CEMETERY LAND-USE CHANGE - 3 ACRES	Favorable
16745-4	LONG LAKE VILLAGE BOUNDARY AREA - TEXT AND 2020 MAP AMENDMENT - 37 ACRES	Favorable
16799-6	VICTORIA DIETHELM PARK - 36 ACRES	Favorable
16799-7	VICTORIA McMAHON MUSA EXPANSION AND LAND-USE CHANGE	
16805-2	PRIOR LAKE-SPRING LAKE WATERSHED DISTRICT MINOR PLAN AMENDMENT #3	
16907-6	BURNSVILLE RIVER'S EDGE SINGLE-FAMILY DEVELOPMENT - 27.5 ACRES	
16907-7	BURNSVILLE CHATEAU RIDGE 58-UNIT CONDO - 3.45 ACRES	Favorable
16933-5	SHOREVIEW HODGSON ROAD PDA - 22 ACRES	Favorable
16958-10	LAKEVILLE LAKEVILLE SECOND HIGH SCHOOL - 153.46 ACRES	Favorable
16958-11	LAKEVILLE CORNERSTONE LAKE 4TH ADDITION - 7 ACRES	Favorable
16958-12	LAKEVILLE LAKEVILLE TIRE AND AUTO - CHANGE TO COMMERCIAL	Favorable
16959-6	CITY OF CARVER RIVER BLUFF ESTATES - 15.05 ACRES	
16959-7	CITY OF CARVER HERITAGE DEVELOPMENT - 38 ACRES	

Local Government Plans & Projects

Comprehensive Plan Amendments

Referral No.	Applicant/Description	Council Action
16961-4	LORETTO CHANGE FROM MULTIFAMILY TO COMMERCIAL – 10 ACRES	Favorable
16963-14	APPLE VALLEY CHANGE NEIGHBORHOOD SERVICE TO COMMERCIAL - ANDY'S MARKET - 1.12 ACRES	Favorable
16963-15	APPLE VALLEY LAND-USE CHANGE TO MIXED USE - 54 ACRES	Favorable
16973-2	DELLWOOD MUSA EXPANS. - SEWER HOOK-UP TO WHITE BEAR TWP. - 1.42 ACRES	Favorable
16999-4	ROSEMOUNT LAND-USE CHANGE TO URBAN RESID. - APPROX 40 ATTACHED HSG. UNITS - 16 ACRES	Favorable
17003-3	SOUTH ST. PAUL FOURTH AVENUE VILLAGE CONDOS	Favorable
17024-16	PRIOR LAKE SCHLITZ/SCHNEIDER - 38 ACRES	
17034-11	PRIOR LAKE SPRING LAKE PARK - 275 ACRES	Favorable
17034-12	PRIOR LAKE STEMMER PROPERTY - 65 ACRES	Favorable
17034-13	PRIOR LAKE DEERFIELD INDUSTRIAL PARK - 23.74 ACRES	Favorable
17034-14	PRIOR LAKE THE WILDS NORTH - LAND-USE CHANGE TO HIGH DENSITY - 8 ACRES	Favorable
17034-15	PRIOR LAKE STABER/KLINGBERG AMENDMENT	Favorable
17034-16	PRIOR LAKE SCHLITZ/SCHNEIDER - 38 ACRES	Favorable
17055-9	BLAINE WEST MEADOWS MUSA EXPANSION - 1,235 ACRES	Favorable
17058-4	ST. PAUL DOWNTOWN DEVELOPMENT STRATEGY - 10 ACRES	Favorable
17074-7	ST. LOUIS PARK CAPITAL IMPROVEMENT PROGRAM 2003-2007	Favorable
17074-8	ST. LOUIS PARK LUTHER CO. - CHANGE FROM INDUSTRIAL TO COMMERCIAL	Favorable
17074-9	ST. LOUIS PARK PARK COMMONS MIXED USE	Favorable

Local Government Plans & Projects

Comprehensive Plan Amendments

Referral No. Applicant/Description

Council Action

17074-10	ST. LOUIS PARK QUADION PROPERTY LAND USE & ELMWOOD STUDY TEXT AMEND. - 10 ACRES	Favorable
17074-11	ST. LOUIS PARK PARK SHORES PROPERTY - 1.91 ACRES	Favorable
17096-7	OAK GROVE RADEMACHER COMPANIES - CHANGE LAND-USE TO GENERAL BUSINESS	Favorable
17096-9	OAK GROVE WEST LAKE GEORGE REDEVELOPMENT - 17 ACRES	Favorable
17096-10	OAK GROVE M & G ANDERSON REZONE TO 5-ACRE LOTS - 25 ACRES	Favorable
17098-2	MAHTOMEDI MIXED-USE LAND DESIGNATION - 11 ACRES	Favorable
17098-3	MAHTOMEDI HOUSEKEEPING CORRECTION/CLARIFICATION	
18000-2	ROBBINSDALE LOW DENSITY TO HIGH DENSITY - THREE 11-UNIT APARTMENTS	Favorable
18014-2	ST. PAUL PARK INFORMAL - RIVERS EDGE	Other
18058-3	BROOKLYN PARK SEASON IN THE PARK - CHANGE TO MEDIUM DENSITY - 6.54-ACRES	Favorable
18081-7	ANOKA CITY MISSISSISSIPPI RIVER PARK LAND-USE CORRECTION	Favorable
18095-2	FALCON HEIGHTS SNELLING & LARPENTEUR AVES. - S.E. CORNER REDEVELOPMENT	Favorable
18103-6	BLOOMINGTON FRANCE AVE. AND OLD SHAKOPEE ROAD - CHANGE LAND-USE DESIGNATIONS	Favorable
18103-7	BLOOMINGTON FRANCE AVE. AND OLD SHAKOPEE RD. - AREAS #3 & #4 - LAND-USE CHANGE	Favorable
18103-8	BLOOMINGTON CHANGE QUASI-PUBLIC TO MEDIUM-DENSITY RESIDENTIAL - 2.64 ACRES	Favorable
18103-9	BLOOMINGTON CHANGE LAND-USE PLAN - 10 ACRES	Favorable
18103-10	BLOOMINGTON CHANGE FROM PUBLIC TO HIGH-DENSITY RESIDENTIAL - 7.3 ACRES	Favorable

**Local Government Plans & Projects
Comprehensive Plan Amendments**

Referral No.	Applicant/Description	Council Action
18103-11	BLOOMINGTON REZONE FIVE LOTS - 2.56 ACRES	Favorable
18122-4	SAVAGE TITUS CONSTRUCTION - CHANGE LAND-USE DENSITY TO MEDIUM - 1.83 ACRES	
18148-2	OAKDALE SHOPPES OF TAMARACK - LAND-USE CHANGE - 20 ACRES	Favorable
18148-3	OAKDALE MEULINERS LAND-USE CHANGE - 4.52 ACRES	Favorable
18148-4	OAKDALE WESTERN BANK - 11.86 ACRES	Favorable
18148-5	OAKDALE OAKCREST VILLAGE - 28 ACRES	Favorable
18148-6	OAKDALE MORRIS PROPERTY - 2 ACRES	Favorable
18158-8	ANDOVER VARIOUS HOUSEKEEPING CHANGES	Favorable
18158-9	ANDOVER INFORMAL - TRUNK SANITARY SEWER ANALYSIS FOR DESIGNATED RURAL RESERVE A	No Comment by Council
18158-10	ANDOVER WOODLAND CREEK GOLF COURSE - MUSA EXPANSION - 4.08 ACRES	Favorable
18158-11	ANDOVER CITY VIEW FARM - LAND-USE CHANGE - 1.35 ACRES	
18158-12	ANDOVER CONSTANCE FREE CHURCH - MUSA EXPANSION - 24.5 ACRES	Favorable
18158-13	ANDOVER RURAL RESERVE AREA DESIGNATION - 964 ACRES	Favorable
18158-14	ANDOVER ADDENDUM TO THE PARKS CHAPTER	Favorable
18158-15	ANDOVER TRANSPORTATION PLAN UPDATE	Favorable
18158-16	ANDOVER FINAL MODIFICATIONS TO THE RURAL RESERVE AREA	Favorable
18158-17	ANDOVER BLUEBIRD TRUNK SEWER - MUSA EXPANSION INTO RURAL RESERVE - 75 ACRES	
18158-18	ANDOVER CHANGE IN SEWER STAGING - 43 ACRES	

Local Government Plans & Projects

Comprehensive Plan Amendments

Referral No. Applicant/Description

Council Action

18160-13	CITY OF RAMSEY ALPINE ACRES 2ND ADDITION - 4 TOWNHOUSE UNITS - 1.36 ACRES	Favorable
18160-14	CITY OF RAMSEY RIVLYN AVENUE - 2.10 ACRES	Favorable
18171-2	WHITE BEAR LAKE LAKE VILLAGE/TRIANGLE DISTRICT - 12 ACRES	Favorable
18181-7	COLUMBIA HEIGHTS LAND-USE CHANGE - .4 ACRES	Favorable
18181-8	COLUMBIA HEIGHTS K-MART REDEVELOPMENT AREA - 21 ACRES	Favorable
18208-16	PLYMOUTH CHAPTER 7 - TRANSPORTATION CHANGE - HEMLOCK LANE	Favorable
18208-17	PLYMOUTH CHAPTER 4 – LAND-USE PLAN, CHAPTER 8 - PARKS, TRAIL, OPEN SPACE, ETC.	Favorable
18208-18	PLYMOUTH FAMILY HOME SERVICE - REGUIDE PROPERTY FROM LA-2 TO PI	Favorable
18208-19	PLYMOUTH LAND-USE CHANGE FROM INDUSTRIAL TO COMMERCIAL - SCHNEIDERMAN'S FURNITURE - 6 ACRES	Favorable
18241-6	SHAKOPEE GONYEA AMENDMENT - 105 ACRES	Withdrawn
18241-7	SHAKOPEE VALLEY VIEW ROAD - 158 ACRES	Favorable
18241-8	SHAKOPEE GONYEA AMENDMENT - 40 ACRES	Favorable
18241-9	SHAKOPEE DREAM BUILDERS AMENDMENT- 40 ACRES	Favorable
18241-10	SHAKOPEE DERRICK LAND-USE CHANGE FROM COMMERCIAL TO MEDIUM-DENSITY RESIDENTIAL 4.	
18241-11	SHAKOPEE CHANGE FROM BUSINESS PARK TO RESIDENTIAL PUD - 42 ACRES	
18243-3	CENTERVILLE HUNTERS CROSSING 2ND ADDITION - 43 ACRES	Favorable
18243-4	CENTERVILLE PHEASANT MARSH - MUSA RESTAGING - 15 ACRES	Favorable
18248-10	HASTINGS SOUTH PINES - 6.12 ACRES	Favorable

**Local Government Plans & Projects
Comprehensive Plan Amendments**

Referral No.	Applicant/Description	Council Action
18248-11	HASTINGS GLENDALE HEIGHTS - REEVALUATION OF SPIRAL BLVD. EXTENSION	Favorable
18248-12	HASTINGS ED ROBINSON AMENDMENT	Favorable
18248-13	HASTINGS TIFFANY AND HWY. 316 LAND-USE CHANGE FROM COMMERCIAL TO RESIDENTIAL	Favorable
18274-12	EAGAN SPECIAL AREA NO. 5 - CEDAR GROVE AREA	Favorable
18274-13	EAGAN SPECIAL AREA NO. 4 - CENTRAL AREA - 660 ACRES	Favorable
18274-14	EAGAN MARCELLA WOODS ADDITION 6 - .4 ACRES	Favorable
18287-3	MOUND HOUSEKEEPING/MINOR AMENDMENT - LAND-USE CHANGE	Favorable
18304-9	MAPLE GROVE MUSA EXPANSION - WEST EDGE - 3 ACRES	Favorable
18304-10	MAPLE GROVE HINDU TEMPLE OF MINNESOTA - 20 ACRES	Favorable
18313-4	HAMPTON FUTURE LAND USE MAP	Favorable
18358-4	ROGERS SUNNYSIDE ESTATES - 146 ACRES	Favorable
18392-3	ORONO OLD LONG LAKE ROAD - MUSA EXPANSION - 18.2 ACRES	Favorable
18394-10	MAPLE GROVE HINDU TEMPLE OF MINNESOTA - 20 ACRES	Favorable
18451-2	GREENFIELD CHANGE RURAL RES./BUS. TO MULTIFAMILY - 52 ACRES	Favorable
18451-3	GREENFIELD OUTLOT A - GREENFIELD PARK 3RD ADDITION	Favorable
18452-7	WOODBURY GARDEN GATE PUD - 5 ACRES	Favorable
18457-5	MINNETRISTA LAND-USE CORRECTION	Favorable
18457-6	MINNETRISTA LAND-USE/MUSA MAP CORRECTION	Favorable

Local Government Plans & Projects

Comprehensive Plan Amendments

Referral No.	Applicant/Description	Council Action
18488-4	CHAMPLIN CHANGE LAND-USE DESIGNATION	Favorable
18495-12	INVER GROVE HEIGHTS BERGQUIST AMENDMENT - .56 ACRES	Favorable
18495-13	INVER GROVE HEIGHTS JEFF RIEGEL DEVELOPMENT - 22.15 ACRES (1 10-ACRE LOT IN MUSA)	Favorable
18495-14	INVER GROVE HEIGHTS BRENTWOOD VILLAGE APARTMENT - 15.83 ACRES	Favorable
18495-15	INVER GROVE HEIGHTS ARBOR POINTE PARK - 2 ACRES	Favorable
18495-16	INVER GROVE HEIGHTS DANNER AMENDMENT - 12.3 ACRES	Favorable
18495-17	INVER GROVE HEIGHTS KOLAND AMENDMENT - 6 ACRES	Favorable
18495-18	INVER GROVE HEIGHTS APENNINE WAY - 2.5 ACRES	Favorable
18495-19	INVER GROVE HEIGHTS CENTEX HOMES - RELOCATE FUTURE PARK - 6 ACRES	Favorable
18495-20	INVER GROVE HEIGHTS MENDOTA HOMES - 3.4 ACRES	Favorable
18586-4	LINO LAKES ELM STREET/GREY HERON DRIVE/SUNSET AVE. - MUSA EXPANSION - 7.04 ACRES	Favorable
18586-5	LINO LAKES HAILEY MANOR/MAR DON - 17 ACRES	Favorable
18600-2	MINNETONKA BEACH COMPREHENSIVE PLAN UPDATE	Favorable
18795-3	EDEN PRAIRIE UPDATED PARK AND OPEN SPACE PLAN 2003	Favorable
18795-4	EDEN PRAIRIE CHANGE DENSITY ON 2.95 ACRES, 1.9 ACRES AND 1.37 ACRES	Favorable
18795-5	EDEN PRAIRIE HENNEPIN VILLAGE SITE C AND D - 9 ACRES	Favorable
18795-6	EDEN PRAIRIE COSTCO WHOLESALE - 18 ACRES	Favorable
18957-1	COATES CHANGE FROM AGRIC. TO LIMITED INDUSTRIAL - 5 ACRES	Favorable

Local Government Plans & Projects

Comprehensive Plan Amendments

Referral No. Applicant/Description

Council Action

18957-2	COATES SHAWN CALLAHAN PROPERTY - 2.397 ACRES	Unfavorable
18979-1	CARVER COUNTY ADOPT HIGH AMENITY FOR PART OF TWPS - PROVIDE FOR HOMES	Favorable
18979-3	MAPLE PLAIN HAVEN HOME - 3.45 ACRES	Favorable
19047-1	FOREST LAKE CITY OF FOREST LAKE FINAL DRAFT	

Water Supply Plans

Referral No. Applicant/Description

Council Action

18884-1	BLAINE WATER SYSTEM PLAN UPDATE	Favorable
18911-1	SPRING PARK LOCAL WATER MANAGEMENT PLAN 2003	
19030-1	ST. ANTHONY VILLAGE WATER SYSTEM PLAN UPDATE	
19032-1	EDEN PRAIRIE DRAFT LOCAL WATER MANAGEMENT PLAN	Favorable

Local Government Plans & Projects

Local Sewer Plans

Local Sewer Policy Plan

Referral No. Applicant/Description

Council Action

16799-5	VICTORIA COMPREHENSIVE SANITARY SEWER PLAN
19083-1	INVER GROVE HEIGHTS TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19084-1	OAKDALE TIER I AND TIER II SEWER REQUEST REVIEW
19085-1	LAKEVILLE TIER I AND TIER II SEWER REQUEST REVIEW
19086-1	BLAINE TIER I AND TIER II SEWER REQUEST REVIEW
19087-1	MAPLE GROVE TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19088-1	DEEPHAVEN/GREENWOOD/WOODLAND TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19089-1	COON RAPIDS TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19090-1	BROOKLYN CENTER TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19091-1	LONG LAKE TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19092-1	BLAINE TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19093-1	GEM LAKE TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19094-1	OSSEO TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19095-1	PRIOR LAKE TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19096-1	SOUTH ST. PAUL TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19097-1	HILLTOP TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19098-1	WOODLAND TIER I AND TIER II COMPREHENSIVE SEWER PLAN
19099-1	EDINA TIER 1 AND TIER II COMPREHENSIVE SEWER PLAN

Local Government Plans & Projects

Local Sewer Plans

Local Sewer Policy Plan

Referral No. Applicant/Description

Council Action

19100-1 HUGO
TIER I AND TIER II COMPREHENSIVE SEWER PLAN

Metropolitan Significance

Referral No. Applicant/Description

Council Action

18931-1 VERMILLION
METROPOLITAN SIGNIFICANCE - DISPUTE WITH ROSEMOUNT

Other

18931-2 NININGER/VERMILLION
METRO SIG. REVIEW - GREAT RIVER ENERGY PLANT OF ROSEMOUNT

Miscellaneous Referrals

Critical Area Plans and Projects

Critical Area Review - Plans and Regulations

Referral No. Applicant/Description

Council Action

16397-9	MINNEAPOLIS DRAFT MISSISSIPPI RIVER CRITICAL AREA PLAN 2003	
18852-2	ANOKA CITY FORMAL CRITICAL AREA AND MNRRA PLAN	Favorable
19044-1	MINNESOTA DEPARTMENT OF TRANSPORTATION MISSISSIPPI SCENIC RIVERWAY CUMULATIVE IMPACTS STUDY	
19081-1	DAYTON AMEND ORD. SEC. 1001.07 REGARDING CRITICAL RIVERS AREA/MISS. RIVER CORRIDOR	

Miscellaneous Referrals

Housing Bond Plans and Programs

Housing Bond Programs

Referral No.	Applicant/Description	Council Action
18883-1	PLYMOUTH ELIM CARE INC. HOUSING PROJECT	Favorable
18889-1	DAKOTA COUNTY BRENTWOOD HILLS PROGRAM	Favorable
18908-1	ST. PAUL SELBY-GROTTO HOUSING	Favorable
18920-1	CHASKA CHASKA COMMONS PROJECT	Favorable
18939-1	CHANHASSEN MULTIFAMILY HOUSING REVENUE BONDS - VILLAGE ON THE PONDS PROJECT	Favorable
18955-1	FARMINGTON ST. FRANCIS HEALTH SERVICES OF MORRIS INC.	Favorable
18975-1	SCOTT COUNTY SENIOR MULTIFAMILY RENTAL HOUSING FACILITY PROGRAM	
18976-1	DAKOTA COUNTY 2003 SINGLE -FAMILY MORTGAGE REVENUE BOND PROGRAM	Favorable
18977-1	MINNEAPOLIS MARSHALL RIVER RUN HOUSING BOND PROGRAM	Favorable
19005-1	ST. PAUL GATEWAY SENIOR HOUSING DEVELOPMENT	Favorable
19006-1	ST. PAUL GATEWAY RENTAL HOUSING	Favorable
19013-1	ST. PAUL BRIDGE CREEK SENIOR PLACE	Favorable
19020-1	ST. LOUIS PARK HOUSING REVENUE BOND PROGRAM	Favorable
19021-1	RAMSEY COUNTY MULTIFAMILY HOUSING REVENUE BOND PROGRAM - ST. PAUL GATEWAY APARTMENTS	Favorable
19027-1	MINNEAPOLIS RIVERTON COMMUNITY HOUSING	
19036-1	CARVER COUNTY MULTIFAMILY HOUSING REVENUE BOND PROGRAM - CHASKA -STATE STREET	Favorable
19042-1	OSSEO ST. GERTRUDES/STEEPLE POINT PROJECT, SERIES 2003	
19063-1	MINNEAPOLIS AUGUSTANA CHAPEL VIEW HOMES INC.	Favorable

Miscellaneous Referrals

Housing Bond Plans and Programs

Housing Bond Programs

Referral No.	Applicant/Description	Council Action
19068-1	DAKOTA COUNTY 2004 SINGLE-FAMILY MORTGAGE REVENUE BOND PROGRAM	Favorable
19070-1	MINNEAPOLIS HOUSING BOND PROGRAM - ST. ANNE'S SENIOR HOUSING	Favorable
28939-1	CHANHASSEN VILLAGE ON THE PONDS PROJECT	Favorable

Regional Park Master Plans and Budgets

Regional Park Master Plans

Referral No.	Applicant/Description	Council Action
16884-2	RAMSEY COUNTY MASTER PLAN AMENDMENT - RICE CREEK NORTH REGIONAL TRAIL CORRIDOR	Favorable
18903-1	WASHINGTON COUNTY MASTER PLAN - ST. CROIX BLUFFS REGIONAL PARK	Favorable
18913-1	ANOKA COUNTY MASTER PLAN AMENDMENT - RICE CREEK CHAIN OF LAKES REGIONAL PARK RESERVE 2003	Favorable
19039-1	CARVER COUNTY MASTER PLAN - LAKE MINNEWASHTA REGIONAL PARK	
19062-1	SCOTT COUNTY/THREE RIVERS PARK PLAN MASTER PLAN - DOYLE KENNEFICH REGIONAL PARK ACQUISITION	
19101-1	SPRING LAKE REGIONAL PARK FINAL MASTER PLAN AMENDMENT	

Miscellaneous Referrals

Solid Waste Plans and Reports

Solid Waste Facility Permits

Referral No.	Applicant/Description	Council Action
18887-1	MINNESOTA POLLUTION CONTROL AGENCY A.S. KING ASH DISPOSAL - EXCEL ENERGY	No Comment by Council
18900-1	MINNESOTA POLLUTION CONTROL AGENCY XCEL ENERGY HIGHBRIDGE TRANSFER STATION	No Comment by Council
18914-1	MINNESOTA POLLUTION CONTROL AGENCY SKB ROSEMOUNT INDUSTRIAL WASTE FACILITY	No Comment by Council
18917-1	MINNESOTA POLLUTION CONTROL AGENCY RAMSEY/WASHINGTON RESOURCE RECOVERY FACILITY	No Comment by Council
18918-1	MINNESOTA POLLUTION CONTROL AGENCY 3M COTTAGE GROVE CENTER - HAZARDOUS WASTE FACILITY PERMIT MODIFICATION	No Comment by Council
18972-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE FILL AND DREDGE IN 2.5 ACRES PURGATORY CREEK	Unfavorable
18973-1	MINNESOTA POLLUTION CONTROL AGENCY VASKO RECYCLING FACILITY AND TRANSFER STATION	No Comment by Council
18973-2	MINNESOTA POLLUTION CONTROL AGENCY VASKO RECYCLING FACILITY AND TRANSFER STATION - FINDINGS OF FACT	No Comment by Council
18980-1	MINNESOTA POLLUTION CONTROL AGENCY BURNSVILLE SOLID WASTE MANAGEMENT LANDFILL	
19004-1	MINNESOTA POLLUTION CONTROL AGENCY RE-CY-CO TRANSFER FACILITY	No Comment by Council
19059-1	MINNESOTA POLLUTION CONTROL AGENCY BFI WASTE SYSTEM OF NORTH AMERICA - PINE BEND LANDFILL - INVER GROVE HEIGHTS	
19073-1	MINNESOTA POLLUTION CONTROL AGENCY DEM-CON LANDFILL - SHAKOPEE	

State Disposal System Permits

Referral No.	Applicant/Description	Council Action
18990-1	MINNESOTA POLLUTION CONTROL AGENCY WHISTLING VALLEY WASTEWATER TREATMENT FACILITY	No Comment by Council
19026-1	MINNESOTA POLLUTION CONTROL AGENCY WYLDEWOOD ACRES WASTEWATER TREATMENT FACILITY	

Miscellaneous Referrals

Special Permits

Corps of Army Engineers - Permit

Referral No.	Applicant/Description	Council Action
18936-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE, DREDGE AND FILL WETLAND - HWY. 65 EAST BETHEL - 2.4 ACRES	Unfavorable
18960-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE WETLANDS ADJACENT TO MINN. RIVER - BURNSVILLE SANITARY LANDFILL - 31.5 ACRES	Favorable
18968-1	U.S. ARMY CORPS OF ENGINEERS 10.36 ACRES OF WETLAND FOR FILL - MINNETONKA	No Comment by Council
18993-1	U.S. ARMY CORPS OF ENGINEERS RECONSTRUCTION OF LEXINGTON AVENUE NEAR PHEASANT RIDGE DR.	No Comment by Council
18995-1	U.S. ARMY CORPS OF ENGINEERS PLACE FILL INTO WELANDS ALONG ANOKA COUNTY DITCH 29 - 10 ACRES	No Comment by Council
19009-1	U.S. ARMY CORPS OF ENGINEERS ST. PAUL DISTRICT'S MODIFIED AND SECOND PROPOSAL TO REVISE AND REPLACE	
19010-1	U.S. ARMY CORPS OF ENGINEERS SEH INC. REPRAP. 500 FEET AT BANK OF ST. CROIX RIVER	No Comment by Council
19011-1	U.S. ARMY CORPS OF ENGINEERS ST. PAUL DISTRICT'S PROPOSAL TO MODIFY AND REISSUE FIVE-YR. GP-001-WI, WIS.	No Comment by Council
19015-1	U.S. ARMY CORPS OF ENGINEERS FILL WETLANDS FOR ROADWAY- 2.95 ACRES - CIRCLE PINES	No Comment by Council
19033-1	U.S. ARMY CORPS OF ENGINEERS FILL WETLANDS ADJACENT TO MINN. RIVER - LONE PINE GOLF COURSE REDEVELOPMENT	

Miscellaneous Referrals

Special Permits

National Pollution Discharge Elimination Permits

Referral No. Applicant/Description

Council Action

18888-1	MINNESOTA POLLUTION CONTROL AGENCY BOOMERANG LABORATORIES	No Comment by Council
18891-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE, DREDGE AND FILL WETLAND - YOUTH GOLF CENTER, BLAINE - 7.5 ACRES	Favorable
18893-1	MINNESOTA POLLUTION CONTROL AGENCY ST. PAUL PIONEER PRESS - RIDDER CIRCLE FACILITY	No Comment by Council
18897-1	MINNESOTA POLLUTION CONTROL AGENCY MIDWEST COCA COLA BOTTLING COMPANY	No Comment by Council
18898-1	MINNESOTA POLLUTION CONTROL AGENCY EMERSON PROCESS MANAGEMENT	No Comment by Council
18899-1	MINNESOTA POLLUTION CONTROL AGENCY ELECTRIC MACHINERY CO. INC.	No Comment by Council
18901-1	MINNESOTA POLLUTION CONTROL AGENCY AVEDA CORP.	No Comment by Council
18905-1	MINNESOTA POLLUTION CONTROL AGENCY DIAMOND PRODUCTS CO.	No Comment by Council
18916-1	MINNESOTA POLLUTION CONTROL AGENCY CAPTAIN KEN'S FOODS INC.	No Comment by Council
18926-1	MINNESOTA POLLUTION CONTROL AGENCY GALTIER PLAZA - ST. PAUL COMMERCIAL LLC	No Comment by Council
18928-1	MINNESOTA POLLUTION CONTROL AGENCY U.S. AIR FORCE RESERVE/934TH AIRLIFT WING	No Comment by Council
18935-1	MINNESOTA POLLUTION CONTROL AGENCY MINNEAPOLIS GRAIN EXCHANGE	No Comment by Council
18948-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE, FILL AND DREDGE IN WETLAND - MEADOW CREEK, LAKE JULIA OUTLET	No Comment by Council
18954-1	MINNESOTA POLLUTION CONTROL AGENCY HUTCHINSON TECHNOLOGY INC.	No Comment by Council
18964-1	MINNESOTA POLLUTION CONTROL AGENCY FORMER ADVANCE MACHINE CO.	No Comment by Council
18981-1	MINNESOTA POLLUTION CONTROL AGENCY NAVAL INDUSTRIAL RESERVE ORDINANCE PLANT - EAST RIVER RD.	No Comment by Council
18985-1	MINNESOTA POLLUTION CONTROL AGENCY MINNEGASCO GROUNDWATER TREATMENT PLANT	No Comment by Council
19000-1	MINNESOTA POLLUTION CONTROL AGENCY VERSA IRON & MACHINE CASTING	No Comment by Council

Miscellaneous Referrals

Special Permits

National Pollution Discharge Elimination Permits

Referral No.	Applicant/Description	Council Action
19003-1	MINNESOTA DEPARTMENT OF TRANSPORTATION TRUNK HWY. 100 CONSTRUCTION PROJECT - BROOKLYN CENTER AND ROBBINSDALE	No Comment by Council
19018-1	MINNESOTA POLLUTION CONTROL AGENCY EXCELSIOR MUNICIPAL WATER TREATMENT FACILITY	No Comment by Council
19024-1	MINNESOTA POLLUTION CONTROL AGENCY HONEYWELL - GOLDEN VALLEY	No Comment by Council
19041-1	MINNESOTA POLLUTION CONTROL AGENCY MAIN STREET AREA SANITARY SEWER - PINE AND WILLOW	
19046-1	MINNESOTA POLLUTION CONTROL AGENCY BLUE LAKE WASTEWATER TREATMENT PLANT	
19071-1	U.S. ARMY CORPS OF ENGINEERS SPRING LAKE TRIBUTARY- SCOTT COUNTY - 2 ACRES OF WETLANDS	
19072-1	MINNESOTA POLLUTION CONTROL AGENCY ST. PAUL REGIONAL WATER SERVICES – McCARRON	
19074-1	MINNESOTA POLLUTION CONTROL AGENCY KANE PIPELINE CO. - ROSEVILLE	
19075-1	MINNESOTA POLLUTION CONTROL AGENCY NORTHFIELD WASTEWATER TREATMENT FACILITY - WATERFORD	

Miscellaneous Referrals

Special Permits

Well Permits

Referral No.	Applicant/Description	Council Action
18312-3	ROSEMOUNT WELLHEAD PROTECTION PLAN, PART II	
18356-2	JORDAN WELLHEAD PROTECTION PLAN, PART II	Favorable
18675-2	ROGERS WELLHEAD PROTECTION PROGRAM, PART II	
18919-1	LAKEVILLE WELLHEAD PROTECTION PLAN, PART I	Other
18919-2	LAKEVILLE WELLHEAD PROTECTION PLAN, PART II	
18944-1	SOUTH ST. PAUL WELLHEAD PROTECTION PLAN, PART I	Favorable
18944-2	SOUTH ST. PAUL WELLHEAD PROTECTION PLAN, PART II	Favorable
18966-1	MINNETONKA WELLHEAD PROTECTION PLAN, PART I	Favorable
18971-1	BELLE PLAINE WELLHEAD PROTECTION PLAN	Favorable
18974-1	HUGO WELLHEAD PROTECTION PLAN, PART II	Favorable
19052-1	COTTAGE GROVE WELLHEAD PROTECTION PLAN, PART I	

Special Transportation Projects

Highway Local Consent, Corridor Studies, Etc.

Referral No.	Applicant/Description	Council Action
19057-1	MINNESOTA DEPARTMENT OF TRANSPORTATION ST. CROIX RIVER CROSSING, 2003 AMENDED SCOPING DOCUMENT AND AMENDED DRAFT SCOPING DOCUMENT	Other

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment Worksheets - State

Referral No.	Applicant/Description	Council Action
16453-2	SCOTT COUNTY CSAH 2 FROM WEST OF CSAH 91 TO I-35	
18637-2	ST. PAUL REVISED EAW - ST. THOMAS CAMPUS EXPANSION	Favorable
18637-3	ST. PAUL REVISED UNIVERSITY OF ST. THOMAS PROPOSED EXPANSION PLAN - PUBLIC COMMENTS	
18805-2	MINNESOTA DEPARTMENT OF TRANSPORTATION NEGATIVE DECLARATION REGARDING I-35E AND I-694 INTERCHANGE	Information Only
18871-2	MINNESOTA DEPARTMENT OF TRANSPORTATION NEGATIVE DECLARATION FOR TRUNK HWY. 169 INTERCHANGE AT PIONEER TRAIL	Information Only
18894-1	MAPLEWOOD COUNTY ROAD D REALIGNMENT	Favorable
18894-2	MAPLEWOOD NEGATIVE DECLARATION ON FINAL EAW - COUNTY ROAD D REALIGNMENT	No Comment by Council
18895-1	BLAINE DRAFT AUAR FOR THE LAKES	Unfavorable
18902-1	ANDOVER ANDOVER STATION NORTH - 100 ACRES	Favorable
18904-1	MINNESOTA DEPARTMENT OF TRANSPORTATION DIAMOND INTERCHANGE AT INTERSECTION OF TH 52 AND DAKOTA CO. RD. 46	Favorable
18904-2	MINNESOTA DEPARTMENT OF TRANSPORTATION FINDINGS AND CONCLUSIONS - DIAMOND INTERCHANGE - NEGATIVE DECLARATION	No Comment by Council
18906-1	UNITED STATES ARMY DRAFT EAW FOR RECREATION BEACH MANAGEMENT PLAN - UPPER MISS. RIVER POOL 2	Favorable
18910-1	MINNESOTA DEPARTMENT OF TRANSPORTATION CONSTRUCTION OF CSAH 14 IN ANOKA CO. AND CSAH 8 IN WASH. CO.	Favorable
18912-1	MINNESOTA POLLUTION CONTROL AGENCY ROSEMOUNT INDUSTRIAL WASTE FACILITY EXPANSION	Favorable
18922-1	INVER GROVE HEIGHTS LAFAYETTE PARK TOWNHOMES	Favorable
18923-1	ROSEMOUNT VESTERRA LLC SAND AND GRAVEL MINE	Favorable
18923-2	ROSEMOUNT RESPONSE TO COMMENTS ON VESTERRA LLC SAND, GRAVEL AND MINING	

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment Worksheets - State

Referral No. Applicant/Description

Council Action

18924-1	LINWOOD PINE TREE RIDGE AND SUNRISE PRESERVE RESIDENTIAL SUBDIVISION	Favorable
18929-1	ST. PAUL DRAFT EAW - 1269 COACH ROAD - DEMOLITION OF HISTORIC BRICK STRUCTURE	Favorable
18930-1	STILLWATER TERRA SPRINGS MIXED-USE DEVELOPMENT - 7.93 ACRES	Favorable
18940-1	HASSAN HASSAN SAND AND GRAVEL MINERAL MINING	Favorable
18940-2	HASSAN REVISED EAW - HASSAN SAND & GRAVEL	Favorable
18941-1	ST. LOUIS PARK METHODIST HOSPITAL CAMPUS EXPANSION	Favorable
18941-2	ST. LOUIS PARK METHODIST HOSPITAL CAMPUS EXPANSION - DECISION AND FINDINGS	No Action by Default
18942-1	MINNESOTA DEPARTMENT OF TRANSPORTATION TH 52 AND CSAH 47 DAKOTA COUNTY ALIGNMENT	Favorable
18942-2	MINNESOTA DEPARTMENT OF TRANSPORTATION NEGATIVE DECLARATION FOR EIS - TH 52/CSAH 47 DAKOTA CO. ALIGNMENT	Information Only
18953-1	BURNSVILLE PROPOSED BURNSVILLE DEM/CON LANDFILL	Favorable
18953-2	BURNSVILLE NOTICE OF DECISION - NEGATIVE DECLARATION - BURNSVILLE DEM/CON LANDFILL	
18962-1	CITY OF CARVER HERITAGE DEVELOPMENT - 79.25 ACRES	Withdrawn
18962-2	CITY OF CARVER EAW MAP REVISION - HERITAGE DEVELOPMENT	Information Only
18962-3	CITY OF CARVER NEGATIVE DECLARATION - HERITAGE DEVELOPMENT	Information Only
18982-1	ROSEMOUNT MINEA PROPERTY RESIDENTIAL DEVELOPMENT	Favorable
18982-2	ROSEMOUNT NEGATIVE DECLARATION - MINEA RESIDENTIAL DEVELOPMENT	Information Only
18983-1	ST. PAUL ISLAND STATION	No Action by Default

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment Worksheets - State

Referral No.	Applicant/Description	Council Action
18983-2	ST. PAUL ISLAND STATION ADDITIONAL INFO. - SECOND ROUND OF REVIEW & COMMENT	Favorable
18987-1	LINO LAKES LAKES BUSINESS PARK DEVELOPMENT	Favorable
18987-2	LINO LAKES RECORD OF DECISION ON LAKES BUSINESS PARK	Information Only
18989-1	ROGERS ROGERS DRIVE	Favorable
18991-1	HAM LAKE TOLLEFSON DEVELOPMENT - 362 ACRES	Favorable
18997-1	HENNEPIN COUNTY RECONSTRUCT CSAH 116 AND WRIGHT CO. CSAH 22 FROM HENNEPIN CSAH 144 TO TH 24	Favorable
18997-2	HENNEPIN COUNTY RECORD OF DECISION - CSAH 116 AND WRIGHT CSAH 22 ROAD & BRIDGE CONSTRUCTION	Information Only
18998-1	ST. LOUIS PARK LAMPLIGHTER POND FLOOD MITIGATION PROJECT	Favorable
18998-2	ST. LOUIS PARK LAMPLIGHTER POND FLOOD MITIGATION PROJECTS	
18999-1	ST. ANTHONY VILLAGE ST. ANTHONY VILLAGE N.W. QUADRANT REDEVELOPMENT	Favorable
18999-2	ST. ANTHONY VILLAGE NEGATIVE DECLARATION FOR ST. ANTHONY VILLAGE N.W. QUADRANT REDEVELOPMENT	
19001-1	BLAINE LEXINGTON PRESERVE BUSINESS PARK	Favorable
19001-2	BLAINE REVISION TO LEXINGTON PRESERVE BUSINESS PARK	Favorable
19002-1	ST. PAUL HARRIET ISLAND HARBOR MARINA EXPANSION	Favorable
19002-2	ST. PAUL RECORDS OF FINDING - NEGATIVE DECLARATION - HARRIET ISLAND LOWER HARBOR	Information Only
19008-1	DOUGLAS TWP. EDWARD KRAEMER & SONS INC. QUARRY	
19008-2	DOUGLAS TWP. RESPONSE TO COMMENTS RECEIVED RE: QUARRY - ISSUANCE OF A EIS PREPARATION	No Comment by Council

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment Worksheets - State

Referral No.	Applicant/Description	Council Action
19014-1	PRIOR LAKE-SPRING LAKE WATERSHED DISTRICT WEST SPRING LAKE WETLAND ENHANCEMENT PROJECT	
19014-2	PRIOR LAKE-SPRING LAKE WATERSHED DISTRICT NEGATIVE DECLARATION - WEST SPRING LAKE WETLAND ENHANCEMENT PROJECT	
19017-1	LINO LAKES PHEASANT HILLS PRESERVE 12TH ADDITION	Favorable
19019-2	METROPOLITAN AIRPORT COMMISSION CAPITAL IMPROV. PRGM. 2004-2010 (ENVIRONMENTAL ASSESSMENT)	Other
19025-1	ST. PAUL GATEWAY VILLAGE	Favorable
19025-2	ST. PAUL RECORD OF DECISION - GATEWAY VILLAGE	Information Only
19031-1	MINNESOTA POLLUTION CONTROL AGENCY ANDERSEN CORP. - PROJECT XL, BAYPORT	Favorable
19034-1	MENDOTA HEIGHTS BLUFFS PROJECT	Favorable
19043-1	APPLE VALLEY HARMONY COMMONS MIXED-USE DEVELOPMENT	Favorable
19051-1	MINNESOTA POLLUTION CONTROL AGENCY BLAINE ENVIRONMENTAL CAMPUS TRANSFER STATION EXPANSION	Favorable
19051-2	MINNESOTA POLLUTION CONTROL AGENCY PROPOSED BLAINE ENVIRONMENTAL CAMPUS TRANSFER STATION EXPANSION	Information Only
19053-1	MINNESOTA DEPARTMENT OF TRANSPORTATION CSAH 42 - SEG. 8	Information Only
19056-1	EMPIRE TWP. SCOPING EAW - SAND & GRAVEL MINING AND ACCESSORY USES	Other
19058-1	COLOGNE DRAFT SOUTH COLOGNE AUAR	
19065-1	LINO LAKES LEGACY AT WOOD'S EDGE	Favorable
19066-1	GOLDEN VALLEY TH 55/BOONE AVE. FLOODPLAIN MITIGATION	Favorable
19067-1	PRIOR LAKE DEERFIELD INDUSTRIAL PARK	Favorable
19077-1	HENNEPIN COUNTY CSAH 101 RECONSTRUCTION BETWEEN TH 7 AND CSAH 5	

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment Worksheets - State

Referral No. Applicant/Description

Council Action

19078-1	COLUMBUS TWP. NORTH METRO HARNESS INITIATIVE - 165 ACRES	
19080-1	APPLE VALLEY LEGACY VILLAGE NORTH - 26.6 ACRES	
19082-1	BURNS TWP. HARVEST MEADOWS - 80 ACRES	

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessments or Statements - Federal

Referral No.	Applicant/Description	Council Action
17096-8	OAK GROVE COMP. PLAN AMEND. FROM AGR. TO S-F RESIDENTIAL - 37.5 ACRES	Favorable
18318-2	HIAWATHA LIGHT RAIL TRANSIT PROJECT REEVALUATION OF ENVIRON. DOC. FOR A REALIGNMENT OF LRT NEAR MALL OF AMERICA	
18832-2	ARDEN HILLS FINAL AUAR - GIUDANT CAMPUS MASTER PLAN	Favorable
18878-2	MAPLEWOOD FINAL AUAR - LEGACY VILLAGE	Favorable
18886-1	SCOTT COUNTY DRAFT AUAR - CREDIT RIVER TWP. GROWTH AREA	Unfavorable
18886-2	SCOTT COUNTY FINAL AUAR - CREDIT RIVER TWP. GROWTH AREA	No Action by Design
18895-2	BLAINE FINAL AUAR – THE LAKES DEVELOPMENT	Unfavorable
18895-6	BLAINE FINAL AUAR – THE LAKES	
18896-1	ST. PAUL PARK SCOPING AUAR – RIVERS EDGE	Other
18915-1	MINNEAPOLIS NEW CONSTRUCTION - GLENWOOD-LYNDALE COMMUNITY CNTR.	Favorable
18927-1	RAMSEY DRAFT AUAR - RAMSEY TOWN CENTER	Favorable
18927-2	CITY OF RAMSEY RESPONSE TO COMMENTS ON THE RAMSEY TOWN CENTER	Favorable
18927-3	CITY OF RAMSEY FINAL AUAR - RAMSEY TOWN CENTER	Favorable
18945-1	MINNEAPOLIS BAKERY ON FRANKLIN AVE.	Favorable
18959-1	ST. PAUL PARK DRAFT AUAR - RIVERS EDGE	Favorable
18963-1	SHAKOPEE REVISION TO THE DRAFT AUAR - VALLEY GREEN CORP. CENTER/DEAN'S LAKE RESIDENTIAL	Favorable
18963-2	SHAKOPEE FINAL AUAR FOR VALLEY GREEN CORP CENTER/ DEAN'S LAKE RESIDENTIAL	
18992-1	U.S. DEPARTMENT OF THE AIR FORCE DRAFT ENVIRONMENTAL ASSESSMENT – MPLS.-ST. PAUL JOINT AIR RESERVE STATION 2014 DEVELOPMENT PLAN	

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessments and Statements - Federal

Referral No.	Applicant/Description	Council Action
19028-1	CHANHASSEN CITIES DRAFT AUAR	Favorable
19028-2	CHANHASSEN DRAFT AUAR - BLUFF CREEK RESPONSE COMMENTS	
19037-1	FARMINGTON DRAFT AUAR - FARMINGTON SEED/GENSTAR	Favorable
19045-1	CITY OF RAMSEY DRAFT AUAR - RAMSEY TH 10 CORRIDOR	Other
19048-1	MINNEAPOLIS MEMBRANE FILTRATION PLANT - FRIDLEY COMPLEX	Favorable
19079-1	VICTORIA DRAFT AUAR - VICTORIA SOUTHWEST AREA	

Environmental Impact Statements - State

Referral No.	Applicant/Description	Council Action
18800-2	METROPOLITAN AIRPORTS COMMISSION FINAL STATE EIS/FEDERAL ENVIRONMENTAL ASSESSMENT - BLAINE AIRPORT AND NATIONAL YOUTH GOLF CENTER	Favorable
19054-1	SCOTT COUNTY DRAFT - Q PRIME AMPHITHEATER LOUISVILLE & SAND CRK. TWPS.	Other

State Grant and Loan Requests

Minnesota Department of Transportation

Bridge Program

Referral No.	Applicant/Description	Council Action
18909-1	MINNESOTA DEPARTMENT OF TRANSPORTATION VERMILLION RIVER AT CO. RD.81/CLAYTON AVE. - OLD BRIDGE 33735, NEW 19550	Favorable
18949-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE - FERNDALE ROAD IN BROWNS BAY	Favorable
18950-1	HELENA BRIDGE - CSAH 15/DREXEL AVE. OVER SAND CREEK	Favorable
18951-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE - CSAH 23/MAIN STREET OVER BNSFRR - MPLS.	Favorable
18952-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE - CSAH 40 OVER CARVER CREEK	Favorable
18958-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE - CSAH 116 OVER CROW RIVER - HASSAN TWP.	Favorable
18986-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE - CO. RD. 94 OVER CHUB CREEK	No Action by Design
19029-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE - 180TH ST. BRIDGE OVER VERMILLION RIVER	Favorable
19050-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE NO. L3257 - DAKOTA CO. - SAP 19-599-28	No Comment by Council
19076-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE OVER LONG LAKE CREEK - ORONO	Other

Miscellaneous Programs

Referral No.	Applicant/Description	Council Action
19016-1	COTTAGE GROVE FINAL REPORT NATURAL RESOURCES INVENTORY	Information Only

State Water Pollution Control Agency

Resource Recovery Program

Referral No.	Applicant/Description	Council Action
19007-1	MINNESOTA POLLUTION CONTROL AGENCY GOPHER RESOURCE CORP.	No Comment by Council
19012-1	MINNESOTA POLLUTION CONTROL AGENCY ASHLAND INC.	No Comment by Council