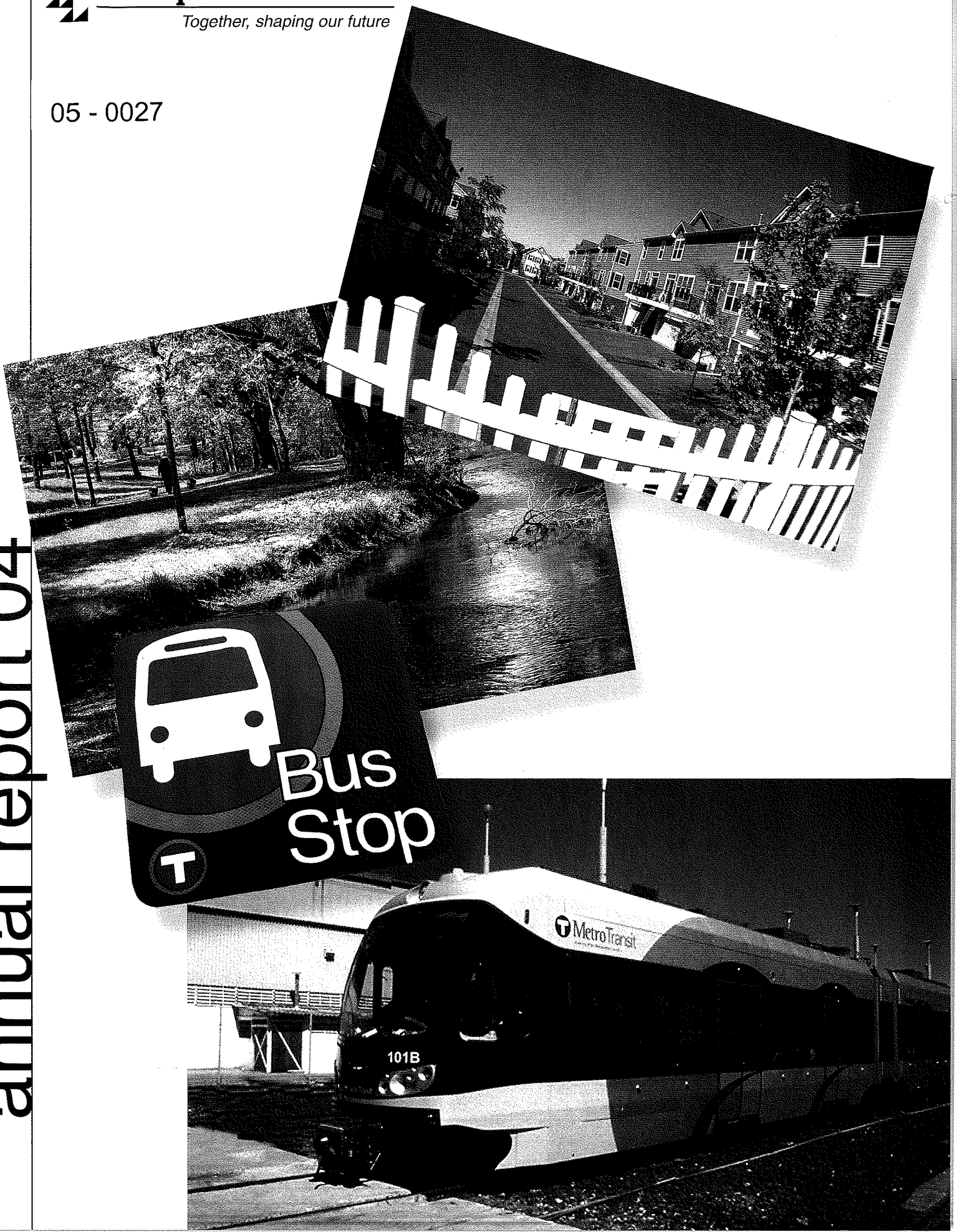


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annual report 04





For the Metropolitan Council and the Twin Cities region, 2004 was a year of great progress ... progress made possible through strong partnerships with local governments, state agencies, nonprofit organizations and other groups.

The most dramatic example was the opening of the region's first light rail transit line. The 12-mile, \$715 million Hiawatha line was completed after years of hard work by the Council, Hennepin County, the City of Minneapolis, the Minnesota Department of Transportation, the Metropolitan Airports Commission and other partners.

It promises to generate not only new transit riders, but also a new commitment to building a true multi-modal transportation system for our growing seven-county area.

The construction of the Hiawatha line is but one product of the vital partnerships highlighted in this annual report.

During 2004, the Council worked closely with local governments as we completed our *2030 Regional Development Framework* and began updating our system plans for transportation, water resources and regional parks. These plans will help our region accommodate the nearly 1 million new residents projected by 2030 and ensure the most efficient use of our highways, sewers and other costly infrastructure.

Through our Livable Communities program, we awarded \$15.5 million in grants to more than 20 cities to help them clean up polluted lands, revitalize communities and expand the supply of affordable housing.

Working with 10 city and county park agencies, the Council continued to improve and expand a regional park system that serves more than 30 million visitors annually. Last year saw the designation of a new 882-acre regional park in Scott County, made possible by a partnership with that county and the Doyle family.

During the year, we met with each of the seven metro county boards, convened three meetings of our 14-member mayors' forum and brought together representatives of the adjacent counties to discuss issues of common concern. We also joined with the McKnight Foundation and the University of Minnesota's Humphrey Institute to sponsor a daylong conference on regional policy issues.

In addition to working collaboratively with our partners, this Council is committed to maximizing the efficiency of our regional systems and being accountable for results.

chair's letter



Toward these ends, the Council held our property taxes flat for 2004 and again for 2005. Taking advantage of low interest rates, we refinanced more than \$120 million in bonds in the last two years and saved \$7 million in interest. In tough bargaining with our transit union, we achieved significant savings in Metro Transit health care costs. And we continued to operate a wastewater collection and treatment system that regularly wins national environmental awards, while maintaining rates 23 percent below those of peer agencies.

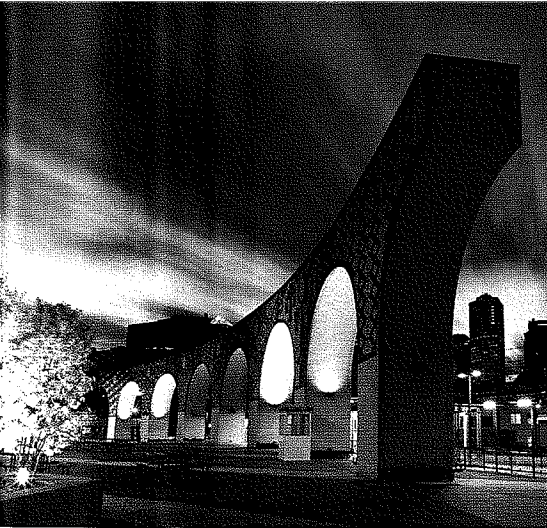
The Council developed two sets of benchmarks – one to measure the progress of our region in achieving the goals of the *Framework* and another to measure the operational performance of our agency. We plan to share the results with the public on an annual basis.

In the coming years, members of our Council remain committed to working collaboratively with our partners, ensuring the effectiveness and efficiency of our regional systems, and building greater accountability.

Peter Bell
Chair



Partnerships were critical to the successful planning and construction of Hiawatha light rail transit. Cutting the ribbon during opening day ceremonies in June 2004 were, from left: Metropolitan Council Chair Peter Bell; Minneapolis Mayor R.T. Rybak (hidden); U.S. Representative Martin Sabo; Governor Tim Pawlenty; U.S. Senator Norm Coleman; Hennepin County Commissioner Peter McLaughlin; and Federal Transit Administrator Jenna Dorn.



©Bob Perzel

Ridership almost doubles forecasts

Customers rode light rail more than 2.2 million times during the first five months of operation (July through November), 91 percent greater than the forecasted ridership for the first phase. In November, ridership averaged 2,734 during the weekday

morning rush period, the best indicator of the line's positive impact on traffic congestion. That figure was up 34 percent from July, the first full month of operation.

The line proved especially popular for large events at the Metrodome, including Twins and Vikings games.

Light rail makes long-awaited debut

The sleek yellow, black and silver cars speed alongside Hiawatha Avenue between downtown Minneapolis and the Mall of America, packed with commuters, shoppers and airport travelers. After years of hard work by the Metropolitan Council, Hennepin County, the City of Minneapolis, the Minnesota Department of Transportation and other regional partners, Hiawatha light rail transit began operating in 2004. By just about any measure, the line is a resounding success.

About 95,000 people turned out for opening weekend festivities in late June, when the line opened from downtown Minneapolis to Fort Snelling. Another 87,500 rode during the first weekend in December when the remainder of the 12-mile line to Minneapolis-St. Paul International Airport and the Mall of America opened, nearly four weeks ahead of schedule. The Council's Metro Transit division operates the rail service.



Revenue high from fares

Rail service – like Metro Transit's bus operations – is producing enough revenue to cover about one third of its expenses. This is higher than almost all peer transit operations in the country, according to the National Transit Database. Fare compliance is also high – transit police report that

more than 99 percent of passengers inspected produced proof of payment in November. Those who don't are subject to a \$180 fine.





Expanding options for commuters

In addition to Hiawatha light rail, several other major transit projects made significant progress in 2004. They include:

Northstar Commuter Rail. The Metropolitan Council approved \$2.5 million in regional funding for the Northstar commuter rail project between Minneapolis and Big Lake. The monies will help buy right-of-way within the metro area to connect the commuter rail line to Hiawatha light rail.

Council funds leveraged an additional \$10 million in federal matching funds that would have been lost had the state not used the money by Sept. 30. The Northstar Corridor Development Authority, with funds from Anoka, Hennepin and Sherburne Counties, contributed \$10 million toward the \$265 million, 40-mile project. Combined, the funds kept the project on track, avoiding a costly one-year delay and saving up to \$11 million in construction inflation costs.

Northwest Busway. The 22-mile bus rapid transit service will connect downtown Minneapolis with Rogers in northwest Hennepin County. Despite lack of passage of a bonding bill by the 2004 Legislature, work on the busway moved ahead, albeit slowly. Reconstruction of West Broadway Avenue in north Minneapolis continued, and reconstruction of County Road 81 in Robbinsdale will begin in 2005.

Cedar Avenue Busway. The Dakota County Regional Rail Authority, with funding from the Council, completed an alternatives analysis for the Cedar Avenue corridor in Spring 2004.

A proposed bus rapid transit line would connect Lakeville in the south to light rail in Bloomington.

Integrating bus and rail service.

Metro Transit implemented updated bus routes and schedules in Sector 5 – the bus system's largest service area – which includes south Minneapolis, Richfield, Edina and Bloomington. Results included integrating bus and light rail service, and implementing daylong, high-speed, north-south service in the I-35W corridor. Restructuring is also being planned in Sector 8, the northwest portion of Metro Transit's service area.





Slowing the growth of congestion

Population growth poses big challenges for the Twin Cities region's transportation system. In 1990, according to a 2002 Texas Transportation Institute study, 30 percent of the area's freeway lanes were congested. By 2000, that figure was more than 50 percent. In the Council's 2004 survey of metro area residents, traffic congestion ranked as the No. 1 concern.

In 2004, the Council approved a new *Transportation Policy Plan* that contains policies and strategies designed to slow the growth in congestion and improve mobility. Among the plan's strategies:

- Invest in multi-modal transportation choices.
- Encourage mixed-use development along transportation corridors to better link housing, jobs and amenities.
- Encourage flexible work hours, telecommuting, ridesharing and transit ridership.
- Focus highway investments on maintaining and managing the 657-mile system, removing bottlenecks and adding capacity where possible.
- Build transit ridership by 50 percent, or 36 million riders per year, by 2020, and double ridership by 2030.

Assuming highway revenue estimates based on historic levels of state and federal funding, the plan proposes investments of \$6.2 billion – or \$283.5 million annually – through 2030 for maintaining and improving the highway system. It also advocates up to \$2 billion in additional investments in the transit system to achieve ridership goals.

Transportation Milestones

- The Council weathered a 44-day transit strike in February and March 2004. A settlement was reached that helped the Council slow the skyrocketing costs of health care benefits. As of October 2004, bus ridership lagged 6.6 percent behind October 2003, but was slowly rebuilding from the strike and from fare increases and service reductions implemented in 2003 as a result of cuts in transit funding from the state.
- In 2004 Hennepin County joined the list of 100 Twin Cities area companies and agencies offering the Council's MetroPass as an employee benefit. The passes provide unlimited rides on bus and rail.
- The Council approved a \$2.7 billion Transportation Improvement Plan (TIP) for the seven-county region from 2005 to 2008. The TIP is a comprehensive program of local, regional and state highway and transit investments, bikeway and pedestrian enhancements and air quality improvement projects in the region proposed for federal funding.
- Metro Mobility provided 1.34 million rides to people with disabilities and maintained a trip denial rate of less than 1%.
- Council staff supported MnDOT in developing the region's first test of High-Occupancy Toll (HOT) lanes to relieve congestion in the I-394 corridor. The lanes are projected to open in May 2005.

Regional plan gives communities flexibility

The Twin Cities metropolitan area is growing at a fast pace – and is expected to keep growing. The Metropolitan Council forecasts that by 2030 the region will grow to 3.6 million people, nearly 1.5 million households and 2.1 million jobs.

The Council works collaboratively with local governments and other regional partners to ensure that growth occurs in a manner that makes the best use of public investments in transportation, wastewater treatment, airports and parks. The Council's *2030 Regional Development Framework*, adopted in 2004, recognizes that different communities have different opportunities, aspirations and needs. But it also is grounded in the belief that all communities have a shared responsibility to help accommodate the region's growth, use market forces to help expand housing choices, and ensure connected, efficient land-use patterns.

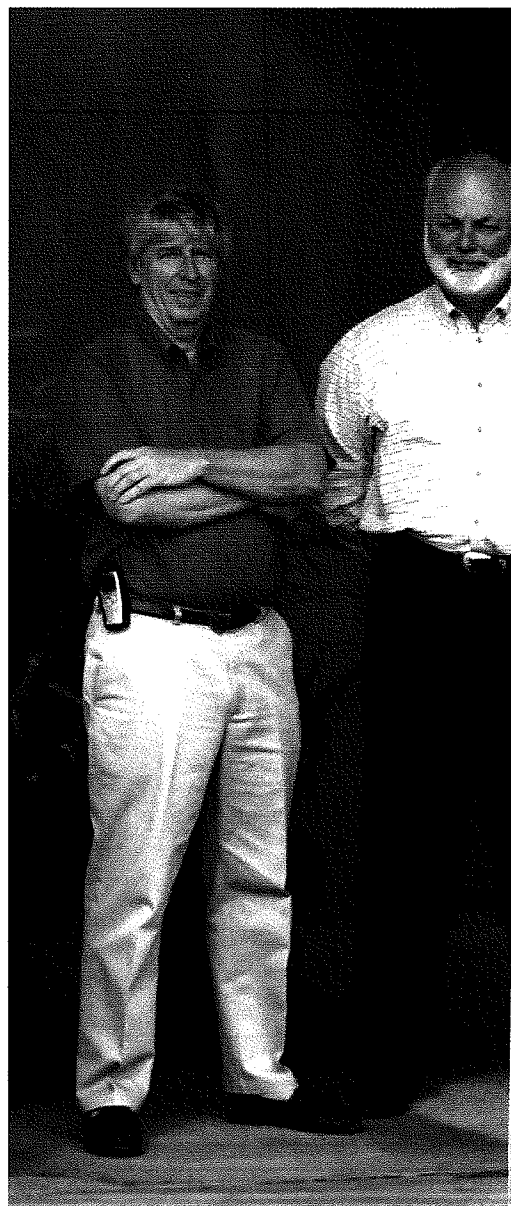
The *Framework* establishes strategies around four major policies:

- Accommodate growth in a flexible, connected manner
- Slow the growth in traffic congestion and improve mobility
- Encourage housing choices
- Conserve, protect and enhance the region's vital natural resources

As required by Minnesota law, the Council in 2004 began updating its regional system plans to reflect the new directions in the *Framework*. In 2004 the Council adopted an updated *Transportation Policy Plan* (see page 6). An updated draft *Water Resources Management Policy Plan* was adopted for public hearing, scheduled for

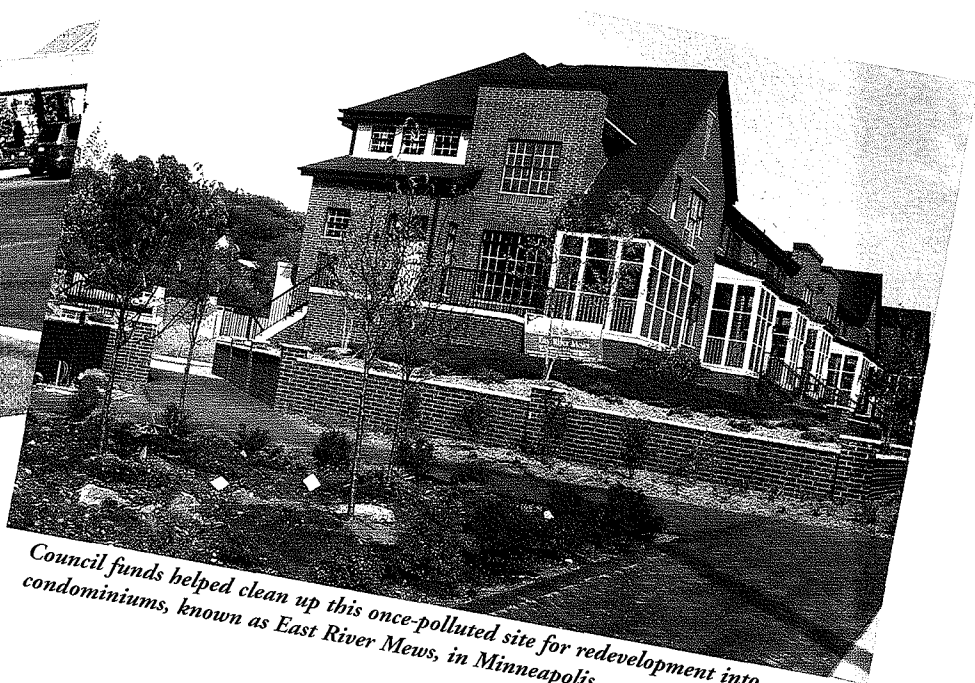
February 2005. In April, the Council will hold a public hearing on an updated draft *Recreation Open Space Policy Plan* (see page 14). Each plan was developed through a proactive process to solicit input from key stakeholders and the public.

Local governments are required by state law to review and update, as needed, their local comprehensive plans at least once every 10 years. The plans must be consistent with regional policies set forth in the *Framework* and system plans. The next updates must be submitted to the Council by 2008.

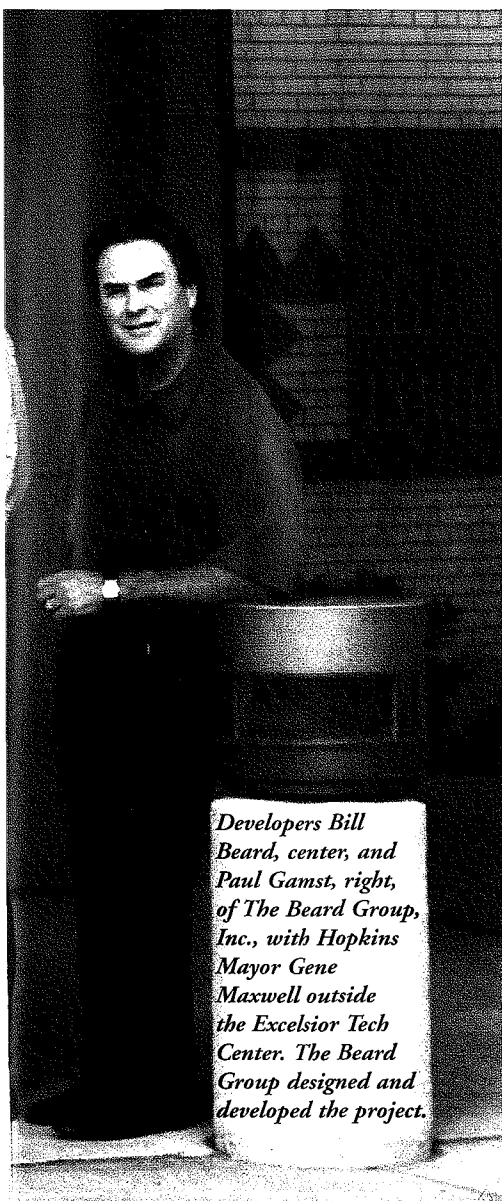




The Excelsior Tech Center in Hopkins, once the site of a defense contractor, now houses 380,000 square feet of office, production, storage and warehouse uses. A Council Livable Communities grant helped fund asbestos removal at the site.



Council funds helped clean up this once-polluted site for redevelopment into condominiums, known as East River Mews, in Minneapolis.



Developers Bill Beard, center, and Paul Gamst, right, of The Beard Group, Inc., with Hopkins Mayor Gene Maxwell outside the Excelsior Tech Center. The Beard Group designed and developed the project.

Growth Milestones

- The Metropolitan Council received an "Outstanding Planning Award" from the Minnesota Chapter of the American Planning Association (MnAPA) for the 2030 *Regional Development Framework*. According to the MnAPA, the *Framework* was selected because it is a well-developed and organized plan, with an excellent opportunity for effective implementation given the strong involvement with planners at various levels of government and inclusion of strong regional benchmarks.
- The Minnesota Supreme Court upheld the authority of the Council to require changes in local comprehensive plans that are inconsistent with metropolitan system plans. The Council and the City of Lake Elmo continued discussions in late 2004 to achieve changes in Lake Elmo's comprehensive plan to best balance local needs and regional interests.
- The Council approved \$2.7 million in Livable Communities grants for eight projects to clean up polluted land for redevelopment in five metropolitan area communities. The grants will help to clean up nearly 100 acres, with resulting redevelopment creating more than 4,000 new jobs and increasing the net tax capacity by nearly \$5.7 million. Additional grant awards using 2004 funds in the Tax Base Revitalization Account as well as the Livable Communities Demonstration Account are expected to be made in January 2005.
- The Council joined with the Humphrey Institute and the McKnight Foundation to hold a regional policy conference attended by about 150 people – many of them local officials – to seek consensus on the challenges facing the growing region.

Plant upgrades produce cleaner air and water

Years of planning and investments to upgrade metro-area wastewater treatment plants are producing big payoffs in environmental benefits for the region.

In late 2004, a new set of incinerators came on line at the Metro Plant in St. Paul, the region's largest wastewater treatment facility and one of the largest in the nation. The incinerators and related solids dewatering equipment are significantly reducing odors, air pollutants, and fuel costs – the latter expected to drop from \$2.4 million in 2004 to less than \$400,000 in 2005. In addition, steam generated by heat recovered from the incineration process produces enough electricity to meet 25 percent of the plant's energy needs.

Cleaner air is not the only benefit of the Metropolitan Council's investments. The Mississippi River is cleaner and healthier as a result of Metro Plant improvements to reduce the amount of phosphorus in wastewater effluent discharged into the river.

Since 1993, the Council has spent nearly \$50 million to reduce the plant's discharge of phosphorus, which in excessive amounts promotes algae growth and degrades water quality. In 2004 phosphorus discharge was reduced by 75 percent as new equipment and operating techniques were brought on line. That translates into an additional 1,000 tons per year of phosphorus removal.



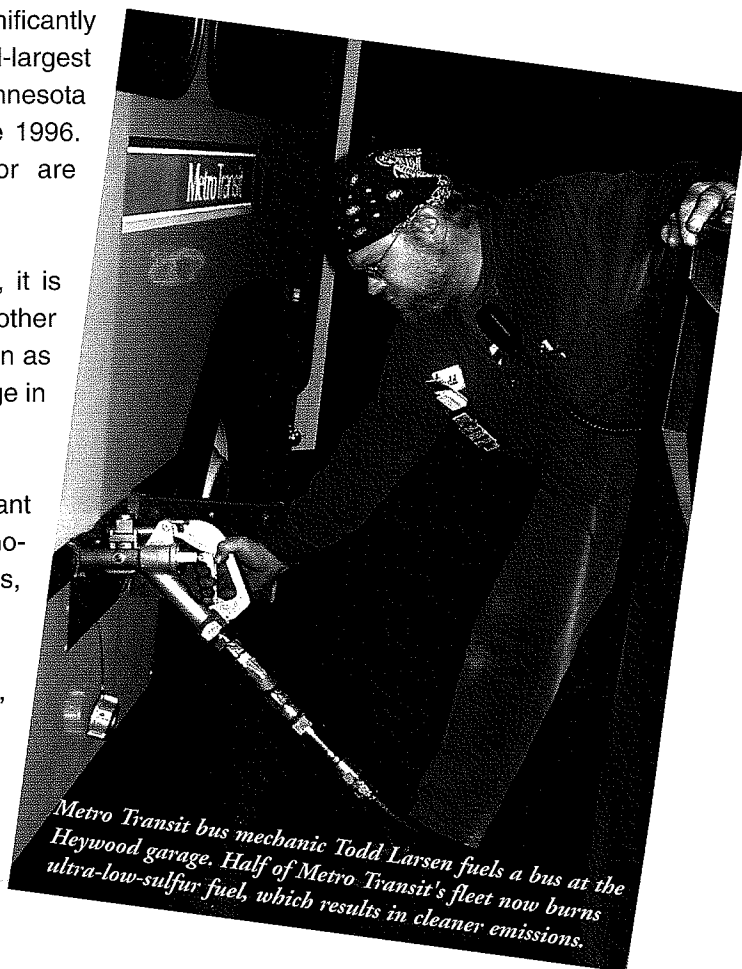
Metro Wastewater Treatment Plant Operator Steve Harrom, left, and Assistant Business Unit Manager Tony Rudh monitor early performance of one of the Metro Plant's new incinerators.

The Council's other regional treatment plants also have significantly reduced their phosphorus discharges. The second- and third-largest plants in the system – Blue Lake and Seneca, both on the Minnesota River – cut their phosphorus discharge by 60 percent since 1996. Smaller plants are already meeting target discharges or are installing equipment to achieve them by 2010.

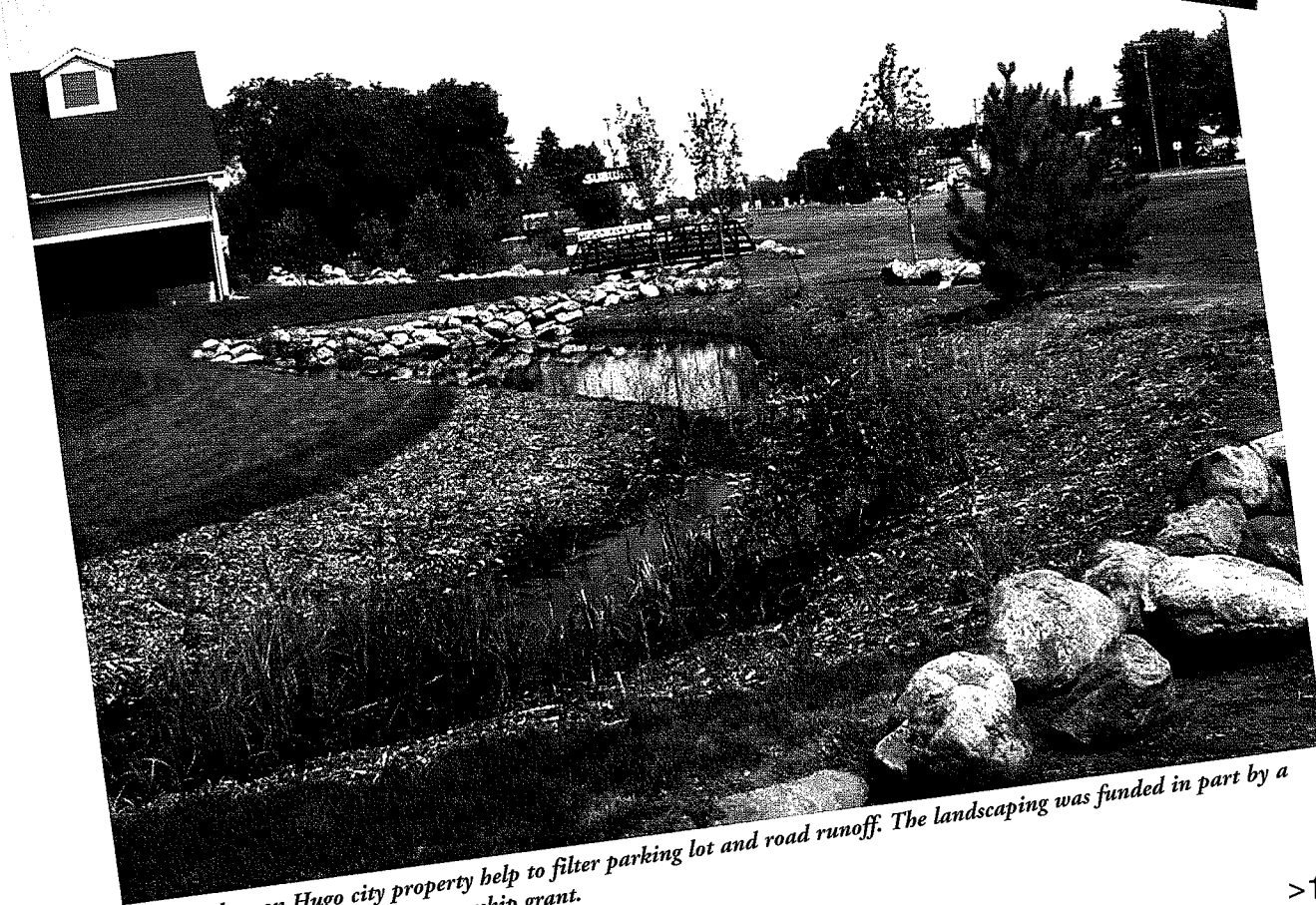
While successful point-source pollution control is important, it is only one part of the equation. Reducing phosphorus and other pollutants from diffuse urban and agricultural sources – known as "nonpoint-source pollution" – will continue to be a big challenge in coming decades.

The Council recently completed a five-year, \$7.5 million grant program to fund dozens of smaller projects to reduce phosphorus and other pollutants from surface runoff into area waters, but precise impacts won't be known for years.

The Council partners with numerous local governments, watershed organizations and state and federal agencies to monitor the quality of the region's lakes, streams and rivers. The Council also provides local governments with technical assistance to institute best management practices to reduce nonpoint-source pollution.



Metro Transit bus mechanic Todd Larsen fuels a bus at the Heywood garage. Half of Metro Transit's fleet now burns ultra-low-sulfur fuel, which results in cleaner emissions.



Rain gardens on Hugo city property help to filter parking lot and road runoff. The landscaping was funded in part by a Council MetroEnvironment Partnership grant.

Council receives national kudos

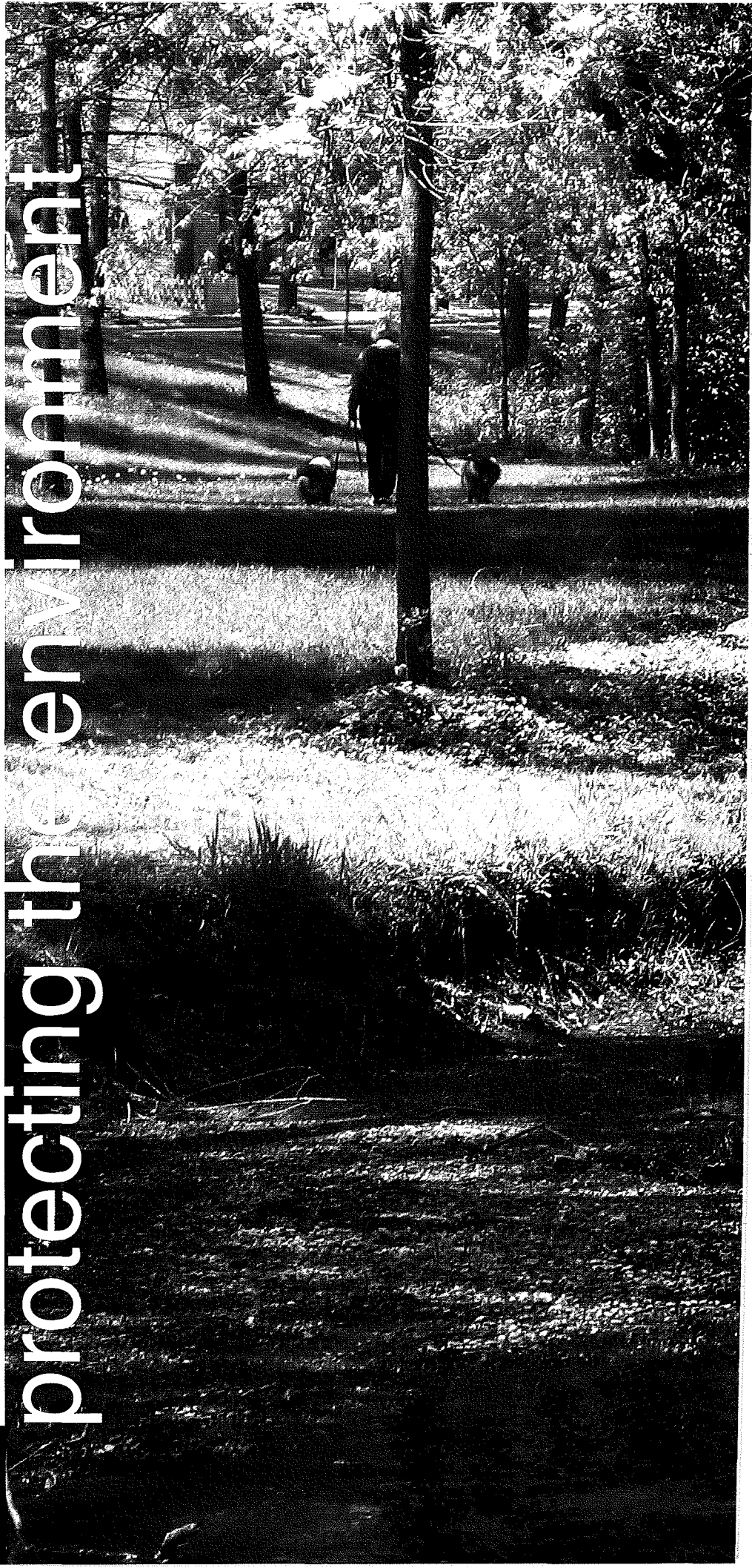
The Metropolitan Council's Environmental Services Division (MCES) in 2004 received "Excellence in Management Recognition" from the national Association of Metropolitan Sewerage Agencies. MCES was selected for the honor for its successful implementation of progressive management initiatives over a period of several years.

Key among the efforts was an \$80 million reduction in costs to MCES customer communities from 2000 to 2002, achieved through operational changes and workforce efficiencies. Further savings since then in labor, chemical, utility and debt-service costs have helped MCES keep wastewater rates 23 percent below the national average for similar-sized wastewater utilities.

The Council's Seneca Wastewater Treatment Plant also earned an award for Excellence in Operation and Maintenance from the U.S. Environmental Protection Agency, after being judged the second best large advanced plant in EPA's Great Lakes region.

Mercury reduction

The Council in 2004 continued its partnership with the Minnesota Dental Association to implement a voluntary program in which dental offices can more effectively filter mercury discharges from their wastewater before it enters the wastewater collection system. Seventy-eight percent of eligible offices had committed to the program by September 2004. The partnership hopes to achieve full participation in 2005.



protecting the environment

A black and white photograph of a riverbank. In the foreground, a large, dark tree trunk stands on the left, with its roots exposed in the water. The river flows from the background towards the right. The opposite bank is covered in dense trees and foliage. The water reflects the light, creating a shimmering effect.

Environment Milestones

- *The Council approved new policies and criteria for the Council's involvement in acquiring, operating or improving wastewater treatment plants in small towns in rural areas in the region that want Council participation, as well as growth. The Council also voted to extend regional sewer service farther into the southern metro area, starting with Elko-New Market.*
- *The Council accepted recommendations from its Infiltration and Inflow Task Force to reduce the amount of clear water that makes its way into the wastewater treatment system, especially during heavy rainfall. The extra water consumes capacity in the wastewater system reserved for future growth. The Council incorporated the recommendations into the draft of its updated Water Resources Management Policy Plan, which will be the subject of public hearings in early 2005.*
- *The Council began using ultra-low-sulfur diesel fuel in nearly half of Metro Transit's bus fleet in order to improve air quality and further the Governor's clean-air strategy. All buses will use the fuel by 2006.*
- *Metro Transit put into service three hybrid-electric buses, and the Governor directed the Council to add another 20 by 2008.*
- *The Council appointed a Natural Resources Task Force to develop a coordinated strategy to protect regionally important natural areas and wildlife corridors.*

Regional park system adds jewel

Looking far into the future, the Metropolitan Council in 2004 designated a new, 882-acre regional park deep in Scott County. Oak forest, prairie and wetland habitats and a 115-acre lake comprise Doyle-Kennefick Regional Park, the newest addition to the highly valued regional park system.

For generations the land had been in the Doyle and Kennefick families. Landowner Frances Doyle, who died in 2003, wanted his 400-acre farm set aside for public use. Scott County partnered with the Council to acquire the land. Funds from the county, the Council and the state made the acquisition possible.

Over time, as 367 acres of adjacent land become available for purchase, more land will be added to the Doyle parcel.



The spray pool at Bunker Hills Regional Park in Anoka County is one of many new facilities that drew enthusiastic visitors to regional parks in 2004.

The park won't be open to the public for at least 10 years, because of the additional land acquisitions and funding needed to finance park development. By 2030, the park is expected to serve 50,000 households across the county, as well as the entire region."

"Previous generations succeeded in establishing what has become a world-renowned park system," said Council Chair Peter Bell. "Now it's our turn to identify and preserve the last best places in our region for future generations."

The regional park system features 74 parks, trails and special recreation features. It received an estimated 30.5 million visits in 2003.

Parks Milestones

- The Council approved six grants totaling \$1.1 million to help park agencies acquire 217 acres for regional parks.
- The Council, working with the Metropolitan Parks and Open Space Commission, began drafting an update of its regional parks policy plan. The Council sought input from park visitors and citizens through internet and written surveys, and also held special outreach meetings with teens and racial/ethnic minority groups. An updated policy plan will be presented for public hearing in April 2005.
- The Council distributed \$3.2 million in state funds to regional park implementing agencies for operating and maintaining the park system. The Council also distributed lottery proceeds on a monthly basis to park agencies for park maintenance; \$4.15 million was allotted for fiscal year 2005. Park operations and maintenance are funded primarily through local property taxes and user fees.



Affordable housing promotes a healthy region

Affordable housing is fundamental to a strong economy and a healthy region. A 2003 study commissioned by the Minnesota Housing Finance Agency and the Family Housing Fund, in partnership with the Metropolitan Council, underscored the growing need for housing affordable to families earning

less than 80% area median income. Without affordable housing, jobs go unfilled and essential workers — like teachers, police and health aides — can't afford to live near their workplaces. Longer commutes add to traffic congestion.

Council maintains full use of housing vouchers

The Metropolitan Council's Housing and Redevelopment Authority (Metro HRA) weathered changes in the federal funding formula for the Section 8 Housing Choice voucher program in 2004 without cutting any recipients.

Responding to shrinking federal funding, the Council lowered the maximum subsidy it pays to rental property owners who participate in the Section 8 program. It also told property owners that Metro HRA cannot approve any rent increases at least until September 2005.

The HRA achieved full use of its available Section 8 vouchers, assisting an average of 6,600 households monthly. Rental assistance payments were made to more than 1,400 property owners, injecting \$51.1 million annually of federal, state and local funds into the regional economy. In 2004 the program's waiting list equaled the number of people served by the program — about 6,600 eligible households.

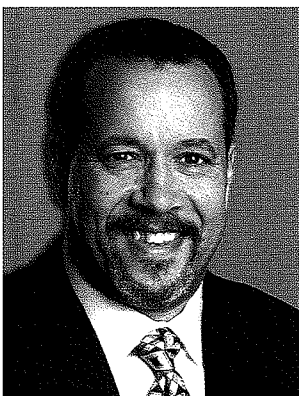
Housing Milestones

- The Council completed rehabilitation of 150 affordable rental homes it purchased for the Family Affordable Housing Program. The Council partners with 11 suburban communities to provide affordable rental housing opportunities to families on the Council's and the Minneapolis Public Housing Authority's waiting lists. A private management firm manages the properties for the Council.
- The Council awarded a total of almost \$1.9 million to Minneapolis, St. Paul and 11 suburban communities to support affordable housing initiatives. The funds will assist in the development of 180 new rental units affordable to lower income households and 123 affordable ownership units. The grants, made from the Local Housing Incentives Account of the Livable Communities program, will leverage an additional \$53 million in total development investments.
- The Council awarded almost \$400,000 in two grants to Minneapolis and St. Paul to assist in the development of 22 new affordable townhomes and condominiums and 103 new rental units, including 82 affordable to households with lower than median income. The units are part of developments that feature largely market-rate units. The grants, from the Inclusionary Housing Account of the Livable Communities program, will leverage an additional \$19 million in total development investments. The Council partners with the Minnesota Housing Finance Agency and the Family Housing Fund to award the funds from the accounts.



*Lakeville
Mayor Robert —
D. Johnson, left, and
Dakota County Community
Development Agency Director
Mark Ulfers stand at the site of the
Prairie Crossing Townhomes in Lakeville, a
40-unit development affordable to households with
45 percent of median income or lower. The Metropolitan
Council awarded a Livable Communities grant for the project.
Other partners included the Dakota County CDA, the Minnesota
Housing Finance Agency, the Family Housing Fund and private investors.*

Chair



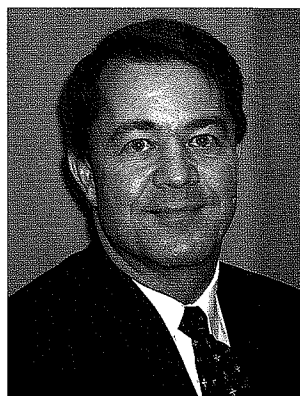
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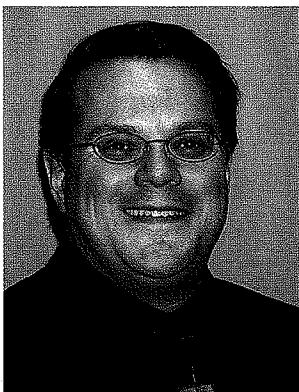
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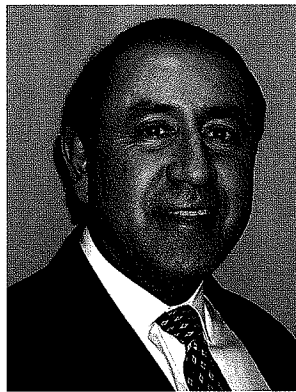
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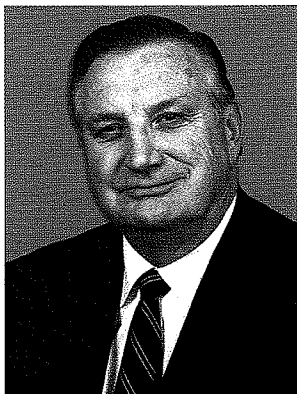
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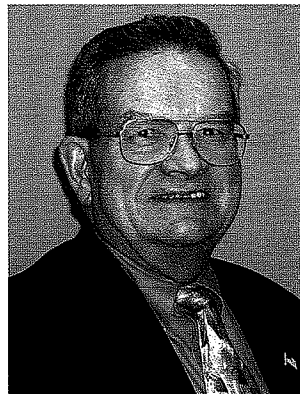
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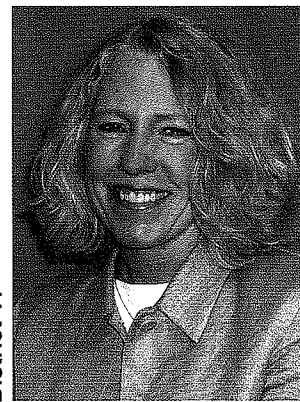
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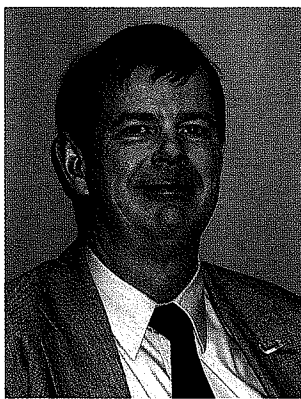
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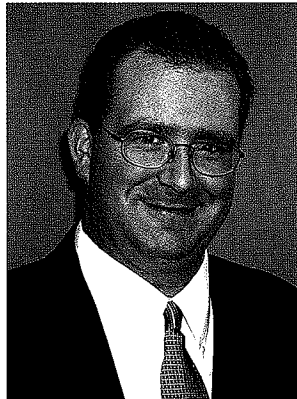
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For more information about
the Metropolitan Council, its
members and their districts,
see the Council's Web site
at www.metrocouncil.org.

*Resigned effective Dec. 31, 2004

Metropolitan Council Core Services

The Metropolitan Council serves the public in five principal areas:

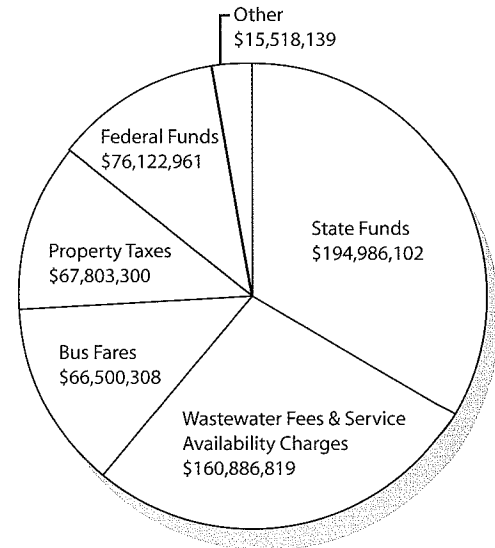
- 1)** Providing and coordinating regional transit services and travel-demand management through Metro Transit, regional-route service and Metro Commuter Services; working with transit providers, transportation agencies and businesses to reduce traffic congestion and improve air quality; and providing 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.

2004 Budget Overview

2004 Budget Revenue (Amended)

Total = \$581,817,629*

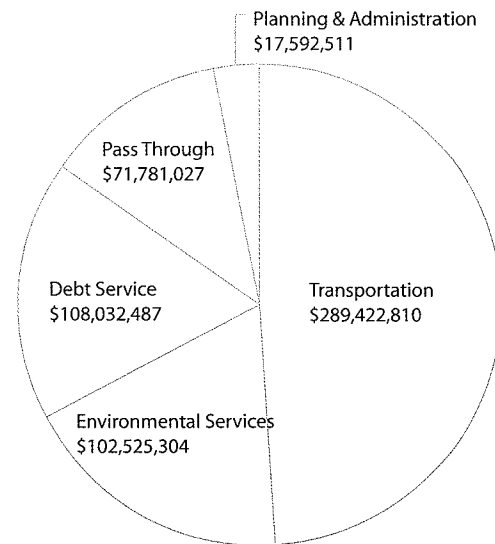
Wastewater Fees and Service Availability Charges	\$160,886,819
Bus Fares	\$ 66,500,308
Property Taxes	\$ 67,803,300
Federal Funds	\$ 76,122,961
Other	\$ 15,518,139
State Funds	\$194,986,102



2004 Budget Expenditures (Amended)

Total = \$589,354,139

Transportation	\$289,422,810
Environmental Services	\$102,525,304
Debt Service	\$108,032,487
Pass Through	\$ 71,781,027
Planning and Administration	\$ 17,592,511



*Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2004, the Council used reserves to make up the difference in revenues and expenditures.

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.

Publication number 14-05-002

Upon request, this publication will be made available in alternative formats to people with disabilities. An annual report is required by statute.

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Housing Choice vouchers for
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Regional Data Center

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Maps, CD-ROMs, reports and
publications
Email: data.center@metc.state.mn.us

Public Comment Line

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24-hour voice mail for comments,
ideas, suggestions

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

 **Metropolitan Council**
230 East Fifth Street
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**Metropolitan Council
2004 Annual Report
Appendices**

January 2005



Metropolitan Council

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Appendix A. Studies and Recommendations

Study: Report of the Metropolitan Council Task Force on Inflow and Infiltration

Summary: An excessive volume of clean, uncontaminated water flows (as "inflow") and leaks (as "infiltration") into local wastewater collection pipes and then enters regional sewers and treatment plants. About two-thirds of this water flows into sewers during heavy rainfalls through sanitary sewer connections that are now illegal. These connections include roof drainpipes from older commercial and industrial buildings, and foundation drains and sump pumps that are connected to the sanitary sewer system. About one-third of the water comes from groundwater infiltrating through cracks in pipe joints and maintenance access holes.

On an average day, infiltration and inflow (I/I) does not excessively tax the wastewater treatment system. During a heavy rainfall, however, parts of the system can be quickly overwhelmed. In some communities, the I/I causes raw sewage to back up into basements of low-lying homes. Another serious problem is that the extra water consumes capacity reserved for future growth in the region and its wastewater collection and treatment system. With growth of 930,000 people in the seven-county region expected between 2000 and 2030, the region needs to protect the growth capacity designed into the current wastewater system.

It is not financially or practically feasible to expand sewer pipes and treatment plants sufficiently to treat all the I/I. The cost to expand sewer pipes and pumping stations to handle the current I/I would exceed \$400 million. In addition, the Metropolitan Wastewater Treatment Plant could not be expanded sufficiently at its current site to handle the increased flow from projected growth as well as from I/I. The only viable long-term option is to reduce the amount of I/I flowing into the region's sewers.

Conclusions: The task force concluded that:

- The capacity of regional wastewater conveyance and treatment facilities is being exceeded during significant rainfalls because of excessive infiltration/inflow (I/I).
- Excessive I/I has used up existing capacity for future growth.
- Overloaded wastewater conveyance and treatment facilities have resulted in unacceptable conditions, such as private property damage, spills and sanitary sewer overflows.
- The Metropolitan Council, as the regional wastewater utility and NPDES permit holder, must take action now to reduce the risk of overloading the regional wastewater facilities.
- It is not feasible to enlarge regional facilities to accommodate all the I/I from tributary communities.
- The Metropolitan Council has a fiduciary responsibility to not expend funds to convey and treat clear water from illegal connections associated with private property sources such as sump pumps and rain leaders.
- The Metropolitan Council's design allowance for I/I in the interceptor system is reasonable considering that many local communities meet this standard.

Recommendations: That the Metropolitan Council adopt the following I/I policy statements and corresponding implementation strategies for inclusion in its *Water Resources Management Policy Plan*.

I/I Policy Statements

The Metropolitan Council will establish I/I goals for all communities discharging wastewater to the Metropolitan Disposal System. Communities that have excessive I/I in their sanitary sewer systems will be required to eliminate the excessive I/I within a reasonable time period. The Metropolitan Council will not provide additional capacity within its interceptor system to serve excessive I/I.

Implementation Strategies

The Metropolitan Council will:

1. Continue to use the current design standards for interceptors.
2. Require communities served by the MDS to include an I/I program within their next comprehensive plan.
3. Develop I/I goals for all communities as well as guidelines for the preparation of the local I/I programs.
4. Require the community to reduce its I/I to reach the design flow standard for each connection point to the MDS within a five-year period from the adoption of its comprehensive plan.
5. Measure peak inflow during wet weather conditions either by the Metropolitan Council Environmental Services (MCES) metering system or by temporary monitoring equipment installed in the sanitary sewer system.
6. A. Initiate an I/I financial assistance surcharge program, starting in 2008. This program will allow MCES to surcharge communities to collect revenue for the community to use for solving its I/I problem.
B. Allow communities with I/I reduction in place to continue with their programs and not participate in MCES's surcharge program. This will allow communities to undertake activities for I/I reduction using local funds, as long as those funds are equal to or greater than the surcharge program funds.

MCES will work with communities with either option (A or B) to help solve their I/I problem on a case-by-case basis.

7. Limit increases in service within those communities where excessive I/I jeopardizes MCES's ability to convey wastewater without an overflow occurring. MCES will work with those communities on a case-by-case basis.
8. Limit future increases in service within those communities that have not met their I/I goal(s), starting in 2015, until the problem is solved. MCES will work with communities not meeting goals on a case-by-case basis.
9. Institute a wastewater-rate demand charge program, starting in 2015, for those communities that have not met their I/I goal(s), and are not actively working to do so to help defray the cost of providing attenuation within the MDS to recover the capacity lost to their excessive I/I. MCES will continue to review communities and work with them on a case-by-case basis.
10. Work with the Public Facilities Authority to make funds available for I/I improvements.

Study: Report of the Metropolitan Council Natural Resources Task Force

Summary: Twin Cities metropolitan area is one of the fastest growing metro areas in the northern half of the nation and is expected to grow significantly in the future. The Metropolitan Council forecasts that the area's population will increase by nearly one million people between 2000 and 2030, the equivalent of two cities the size of Denver, Colorado.

With growth comes increased pressures on the region's prized natural environment – loss of green space, lack of protection for important natural areas that allow rainwater to replenish underground water sources, destruction of plant and animal habitat and changes to the natural landscape – new roads, buildings and parking lots – that promote the flow of polluted runoff into the region's lakes and streams.

The goal of the Natural Resources Task Force was to develop a coordinated conservation strategy to protect natural resource areas and wildlife corridors of regional importance within the seven-county metropolitan area. The elements of such a strategy would be implemented by federal, state, regional and local governments, nonprofit organizations and the private sector. The task force was charged with reviewing the Natural Resources Inventory and Assessment (NRI/A) that was incorporated into the *2030 Regional Development Framework*, adopted by the Metropolitan Council in January 2004.

The NRI/A – a geographic database and series of maps – records valuable information about land and water resources that perform significant ecological functions or provide opportunities for contact with nature and the region's historical landscapes. The NRI/A is an information tool that the Metropolitan Council and local governments can use to accommodate growth while protecting the environment through cataloging and prioritizing natural resources.

Conclusions: The Task Force concluded that:

1. There is a need to continually enhance and refine available natural resources data. The integration of all of the various data layers of the NRI/A should occur at the local level, either through the completion and adoption of local natural resource inventories and assessments or, where appropriate, through the integration of the regional natural resource inventory and assessment into an implemented local comprehensive plan update.
2. There is a need for:
 - Increased funding to support natural resource planning and protection efforts;
 - Collaborative advocacy efforts for open space and recreation planning;
 - Flexibility in regulating and reviewing proposed developments to achieve realistic conservation objectives; and
 - Coordinated review efforts, especially among and between watershed districts, soil and water conservation districts, and local and sub-regional governments.
3. The Metropolitan Council's *Regional Recreation Open Space Policy Plan* will be key to implementing the natural resource inventory. The system's implementing agencies can acquire large parcels of natural resources of regional importance as park reserves or as future regional parks. The implementing agencies can also expand the interconnected system of greenways and trails, and acquire potentially significant in-holdings of regional importance.
4. There is an on-going need to provide education and technical assistance to local communities in adopting and implementing local policies and ordinances that provide incentives to conserve natural resources.

5. Another on-going need is identifying and proposing sources of funding to acquire natural resources, either in fee or as conservation easements.
6. Still another on-going need is to identify and propose funding sources/programs to assist local governments in conducting an inventory and analysis of their own natural resources of local importance.

Recommendations: These recommendations focus primarily on Metropolitan Council roles and responsibilities; however, a variety of stakeholders and partners will be crucial to implementing them.

1. **Systems Planning:** Integrate natural resource planning into the Metropolitan Council's plans for regional systems.
2. **Priorities:** Place priority on protection of natural areas and wildlife corridors of regional importance through mapping and timely coordination in the work of the Metropolitan Council and other stakeholders.
3. **Corridor Planning:** Support the implementation of Metro Wildlife Corridors, a regional partnership effort that has identified and mapped potential wildlife corridors.
4. **Advocacy:** Participate in or support a leadership group that would foster early, ongoing collaboration and communication on natural resource protection issues.
5. **Partnership:** Strengthen the partnership between the Metropolitan Council and the Department of Natural Resources, including in the areas of community outreach, technical assistance and materials development.
6. **Collaboration:** Continue existing collaborative efforts, which benefit the region by communicating regional priorities, optimizing government and nonprofit partnership efforts, and coordinating legislative and fund-raising efforts.
7. **Public Participation:** Continue at the regional level to seek public input on natural resource issues and continue to include natural resource questions in the Metropolitan Council's annual survey.
8. **Guidance to Local Communities:** Continue to include strong natural resource protection guidance at the regional level through the Metropolitan Council's technical assistance resources for community planning.
9. **Assistance to Local Communities:** Include in the Metropolitan Council's local assistance to communities more outreach and direct assistance, including promoting innovative, multi-jurisdictional efforts to conduct natural resource-based land use planning.
10. **Development and Monitoring of Regional Green Space Benchmarks:** Work on a voluntary basis through the Metropolitan Council, together with interested stakeholders, to develop, monitor and report on regional natural resource benchmarks and indicators.

Study: Water Demand and Planning in the Twin Cities Metropolitan Area

Summary: State law requires the Metropolitan Council to prepare short-term and long-term plans for existing and expected water use and supply in the Twin Cities metropolitan area (Minnesota Statutes, section 473.156). The study analyzed water demand, issues and planning conducted for the region, and serves as an update of the water use and supply element of the Council's *Long-Term Water Supply Plan*. Information about water use and water supply infrastructure was collected from various sources, including surveys conducted by the Council.

At least some portion of 121 communities in the Twin Cities area is supplied by municipal water. Groundwater is the primary source for about 1.6 million municipal water users. Groundwater is also the sole source to about 230,000 users relying on private wells. The Mississippi River supplies approximately 870,000 users in the region. Approximately 384 million gallons per day are used for municipally and non-municipally supplied residential, commercial, industrial and institutional uses. Currently, about 1.1 billion gallons a day are needed to meet the total demand, in the metropolitan area, including power generation.

Residential, commercial, industrial and institutional water use is projected to grow to 517 mgd by 2040, a 35 percent increase from 2000. There are nearly 570 municipal water supply wells in the region. The total capacity of all the municipal wells is 870 million gallons per day. The total design capacity of the treatment systems is 1,200 million gallons per day. The total storage of the water supply systems is 667 million gallons. Most communities in the region have implemented some water conservation programs.

There does not seem to be a correlation between water use, on one hand, and conservation programs, lot size, average annual income and water price, on the other. There is, however, a connection between water use and weather. A detailed analysis of weather and conservation programs is necessary to determine the effectiveness of conservation. The Twin Cities area has relatively abundant water resources, but these supplies are not without limitation. Some of the potential factors that could limit water supplies include lack of access to prolific aquifers for urban expansion, contamination, adverse impacts of withdrawals and reduced recharge due to climate change, drought and increased impervious surfaces.

Local and subregional planning efforts are under way to ensure the long-term viability of the water supply resources. Cooperative efforts such as the Southwest Metro Groundwater Work Group and the Woodbury/Afton Groundwater Study show how various jurisdictions can work together to plan for adequate supplies while avoiding adverse impacts.

However, the seven-county region and the state lack a coordinated, comprehensive, region-wide water supply planning program. Currently little assessment exists of the ability of the water resources to supply the projected demand without adverse impacts, except in areas where an impact has or is likely to occur. With relatively abundant water supplies in the region, growth would not likely have to be limited where local supplies are not sufficient as long as coordinated planning and sufficient funding is available to bring water to an area. A coordinated effort to determine the availability of water prior to investment in other types of infrastructure will help to avoid potential future conflicts and degradation of the resource. In addition, prior analysis of the source of supply and development of a plan with the state Department of Natural Resources to serve long-term demands without adverse impacts would help streamline the water appropriation permit process so that communities could receive permits without delay.

As the region accommodates a larger population, there will be a higher demand for water, less recharge of aquifers because of more impervious surfaces and urbanization of areas where the region's most productive aquifer is unavailable. These factors will lead to more frequent

intercommunity water problems. Natural and/or human-influenced climate change could lead to lower availability of water resources through changes to regional weather patterns and thereby precipitation. It could also result in increases in water demand through higher evaporation, the result of higher temperatures, thus exacerbating the problems.

Recommendations: In order to maintain its competitive edge and minimize the frequency of water problems, the region needs to:

- Develop a clear understanding of the existing water supply available at a sustainable level and develop a plan to ensure that the resources are available where needed prior to development.
- Create an institutional framework that will provide for a regional and sub-regional approach to planning and coordination of water supply management and to the development of solutions to problems.
- Develop a funding mechanism that ensures that the region can continuously manage its water supplies appropriately.

These proposed efforts would be in addition to the water-use information evaluation and water-demand projections that the Council and others currently conduct. Within the seven-county area, the Metropolitan Council would be the logical entity to lead a coordinated water supply planning effort with participation from local and state entities. However, water resources do not recognize political boundaries, and significant growth in the areas bordering the Twin Cities area will have impacts on the resources and significantly influence the demand within the region. Therefore, cooperation from surrounding communities and counties, as well as the regulatory capacities of state agencies, would be necessary to adequately plan for the region's water supply.

Study: Aquatic Resource Assessment for the Twin Cities Metropolitan Area

Summary: The study used an assessment process based on computerized geographic information to evaluate selected physical, biological and cultural indicators for surface water resources in the Twin Cities metropolitan area. The results from this assessment are relative rankings of the regional importance of the region's surface water resources for various purposes (water supply, recreation and ecological). The assessment did not consider management strategies for the region's aquatic resources, but it provides an important base of information from which to consider policy and management issues.

The seven-county area has abundant water resources that provide multiple benefits. There are 1,942 open water bodies larger than 3 acres with a total surface area of 108,000 lake acres. There are also 2,784 stream segments with a total length of 5,479 km.

Lakes

The seven-county area has five primary water-supply lakes and two reserve water-supply lakes, all of which are part of the St. Paul Water Utility supply system. The area has 81 lakes that are ranked as outstanding for regional recreational importance. A total of 181 are ranked as outstanding for regional ecological importance.

Rivers and Streams

The Mississippi River is the only river used for water supply in the seven-county area. The Minneapolis and St. Paul water utilities both draw water from the Mississippi River at Fridley. Therefore, the river at Fridley and upstream is considered a regionally important resource for water supply. The seven-county area has six rivers that are ranked as outstanding for

regional recreational importance, including the Cannon, Crow, Minnesota, Mississippi, Rum and St. Croix Rivers. A total of 514 stream segments were ranked as outstanding for regional ecological importance.

Watersheds

A total of 231 minor watersheds are at least partially within the seven-county metropolitan area. Of these, 125 are considered to be in good condition; 67 are threatened; and 39 are impacted or degraded, according to the measures used in this analysis. The distribution of water quality impacts in watersheds closely follows the pattern of urban development.

Recommendations: None.

Study: Regional Progress in Water Quality Analysis of Water Quality Data from 1976 to 2002

Summary: The study analyzed data on river water quality collected from 1976 to 2002 at four monitoring sites – the Minnesota River at Jordan, the Mississippi River at Anoka, the St. Croix River at Stillwater and the Mississippi River at Red Wing. The first three sites represent the approximate points where each of the three major rivers enters the Twin Cities metropolitan area, and the fourth site represents the combined flow of these rivers as it leaves the metro area.

The study found that the most dramatic trends in these rivers have occurred for NH_4 (Total Ammonium Nitrogen), BOD_5 (five-day Biochemical Oxygen Demand) and fecal coliform bacteria. Over the nearly three decades, the NH_4 concentrations for all four sites decreased by more than 70 percent. Trends in fecal coliform bacteria were significant at three of the four sites, with decreases between 64 percent and 71 percent. BOD_5 decreased more than 50 percent at three of four sites.

The trends showing a decline in NH_4 and BOD_5 are probably due in large part to improvements in point-source controls put in place between 1976 and 2002. Trends for TKN (Total Kjeldahl Nitrogen), fecal coliform and NO_x (Nitrate plus Nitrite Nitrogen) are also likely influenced by changes in point-source controls, although probably to a lesser degree. In contrast, the trends in TSS (Total Suspended Solids) and turbidity are most likely due to changes in pollutant loading from nonpoint sources.

The mass load of NO_x is largely dominated by the contribution of the Minnesota River, which contributes on average about 75 percent of the overall incoming load coming into the metropolitan area. The incoming mass load of TP (Total Phosphorus) is also dominated by the Minnesota River at Jordan, contributing 53 percent of the total load on average.

Based upon a comparison of incoming and outgoing 10-year median loads of NO_x , TKN, TP and TSS, the Council's benchmark water quality goal for the seven-county area is being met in large part due to sedimentation of solids and particulate associated nitrogen and phosphorus. In the future, additional analysis is planned to further quantify the importance of sedimentation as well as other sources and sinks of pollutants within the seven-county area. With this additional information, it may be possible to consider the adverse impact of excessive sedimentation on the health of the seven-county river system in future water quality goals for the region.

Recommendations: None.

Appendix B. Policy Plans and Amendments Adopted in 2004 and Related Review Comments of Metropolitan Agencies

Revised Policy Plans

2030 Regional Development Framework, adopted in Jan. 14, 2004.

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 *Development Framework* is summarized in the main document of the Metropolitan Council's 2004 annual report.

Comments from Metropolitan Agencies. Comments were received from the Metropolitan Parks and Open Space Commission, 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

2030 Transportation Policy Plan, adopted Dec. 15, 2005.

By 2030, the region is expected to add nearly 1 million people, 470,000 households and 560,000 jobs, and this growth will generate an additional 4 million daily trips, a 37 percent increase in travel on our region's roadways.

While growth keeps the region vital, it poses challenges. In 1990, 30 percent of the region's freeway lanes were congested during peak periods. By 2000, the figure had grown to 60 percent. In the Council's 2003 survey of metro area residents, traffic congestion ranked as the number-one concern, outpacing crime, education and housing.

There are no "silver bullets" that will eliminate congestion. But the Council's *Transportation Policy Plan* contains policies and strategies designed to slow the growth in congestion and improve mobility. Consistent with the *2030 Regional Development Framework* – the umbrella chapter of the Council's metropolitan development guide – the *Transportation Policy Plan* calls for:

- Planning and investing in multi-modal transportation choices based on the full range of costs and benefits.
- Encouraging mixed-use development in centers along transportation corridors that better links housing, jobs and amenities, and reduces the need for single-destination trips.
- Making more efficient use of the regional transportation system by encouraging flexible work hours, telecommuting, ridesharing and transit ridership.
- Focusing highway investments first on maintaining and managing the existing system, and second on slowing congestion.
- Building transit ridership by expanding the current bus system and developing a network of dedicated rail and/or bus "transitways."
- Encouraging local communities to implement a system of fully interconnected arterial and local streets, pathways and bikeways.

The *Transportation Policy Plan* is summarized in the main document of the Metropolitan Council's 2004 annual report.

Comments from Metropolitan Agencies. None.

Amendment

Water Resources Management Policy Plan, adopted Nov. 10, 2004.

The amendment includes criteria and procedures for the Metropolitan Council to assume wastewater service responsibility by voluntary agreement with rural growth centers. The amendment also amends the regional wastewater system plan to expand the service area of the Empire Wastewater Treatment Plant and to extend interceptor service to Elko-New Market by 2010.

Comments from Metropolitan Agencies. None.

Appendix C. 2005 Budget and Program Information

The Metropolitan Council's 2005 unified operating budget, to be submitted to the Minnesota Legislature in January 2005, contains detailed budget information and a general description of the Council's proposed program of work in 2005.

The financial objectives underlying the 2005 budget include:

- A focus on balanced budgets that support Council strategies;
- No unplanned use of reserves; and,
- Maintenance of AAA bond rating.

The 2005 budget addresses multiple financial challenges, including continually rising employee health insurance costs, necessary investment in technology to maintain and improve Council operational efficiencies, no change in the operating levy and a Council commitment to minimize the tax impact on residential taxpayers.

The operating budget comprises three major categories – (1) operating expenditures, (2) pass-through grants and loans, and (3) debt service. Debt service consists of the funds required to pay both the long-term principal and the interest on bonds, notes, certificates and loans.

- Operating expenditures in 2005 are projected to be \$428.1 million, up 1.0 percent from the 2004 adopted budget. The increases are driven primarily by new programs, such as Hiawatha light rail coming on line in 2004, and health-insurance cost increases.
- Pass-through grant and loan expenditures are \$76.6 million, up 6.7 percent from \$71.8 million in 2004.
- Debt service expenditures are \$123.2 million, up 14 percent from \$108 million in 2004.

The total unified budget for operations, grants and loans, and debt service is \$627.9 million, an increase of 4.0 percent from \$603.7 million in 2004.

Appendix D. 2005 Legislative Program

The Metropolitan Council's legislative proposals for the 2005 session are still under development as of Jan. 15, 2005. 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, 2004**

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 - U.S. Department of Transportation
- Independent and Metro Agency Plans and Programs
- Local Government Plans and Projects
 - Comprehensive Plan Amendments
 - Revised Comprehensive Plans
 - Water Supply Plans
 - Local Sewer Plans
- Miscellaneous Reviews
 - Horse Racing Facilities
 - Housing Bond Plans and Programs
 - Regional Park Master Plans and Budgets
 - Solid Waste Facility Permits
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 - Army Corps of Engineers Permits
 - National Pollution Discharge Elimination Permits
 - Well Permits
 - Highway Local Consent, Corridor Studies, Etc.
 - Railroad Abandonment
 - Environmental Assessment Worksheets - State
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 - Environmental Impact Statements - State

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

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19151-1	ROBBINSDALE 84-UNIT HOUSING PROGRAM - COPPERFIELD HILL APTS.	Favorable
19152-1	ROBBINSDALE 157-UNIT HOUSING PROGRAM - COPPERFIELD HILL APTS.	Favorable
19157-1	MINNEAPOLIS URBAN HOMEWORKS - ST. PAUL & MINNEAPOLIS RENTAL FACILITIES	Favorable
19168-1	ANOKA COUNTY ANOKA COUNTY HRA - SENIOR HOUSING PROJECT SERIES 2004	Other
19204-1	MINNEAPOLIS HERITAGE PARK III	Favorable
19292-1	ST. PAUL PHALEN SENIOR LOFTS	Information Only
19302-1	DAKOTA COUNTY HOUSING PROGRAM FOR TUSCANY APARTMENTS	Favorable
19303-1	ST. ANTHONY MULTI-FAMILY HOUSING DEVELOPMENT - THE LANDINGS, SILVER LAKE VILLAGE	Favorable
19305-1	WHITE BEAR LAKE HOUSING PROGRAM FOR WHITE BEAR LAKE	Favorable
19313-1	MINNEAPOLIS CECIL NEWMAN APARTMENTS	
19322-1	ST. PAUL HOUSING PROGRAM FOR UNIVERSITY AND DALE HOUSING DEVELOPMENT	Favorable
19373-1	DAKOTA COUNTY VIEW POINTE APARTMENTS - EAGAN HOUSING PROGRAM	Favorable
19374-1	MINNEAPOLIS/ST. PAUL SINGLE-FAMILY HOUSING PROGRAM 2005	Favorable
19375-1	DAKOTA COUNTY SENIOR HOUSING PROGRAM 2004 - HASTINGS, SOUTH. ST. PAUL	Favorable

Federal Grant and Loan Requests**U.S. Dept. of Transportation Airport Programs**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19311-1	METROPOLITAN AIRPORTS COMMISSION 2005 CIP IMPLEMENTATION SCHEDULE	
19392-1	METROPOLITAN AIRPORTS COMMISSION 2005 CAPITAL IMPROVEMENT PROGRAM	

U.S. Dept. of Transportation Highway Programs

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19194-1	MINNESOTA DEPARTMENT OF TRANSPORTATION SCOPING DOCUMENT DRAFT - T.H. 41 OVER MINNESOTA RIVER, SCOTT/CARVER	Favorable

Independent & Metro Agency Plans & Programs**Groundwater Plans**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19393-1	ROSEMOUNT WETLAND MANAGEMENT PLAN AMENDMENT	

Water Management Plans

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
16466-7	CENTERVILLE 3RD DRAFT SURFACE WATER MANAGEMENT PLAN	
19133-1	SOUTH ST. PAUL STORMWATER MANAGEMENT PLAN	
19148-1	COON RAPIDS COMPREHENSIVE STORMWATER MANAGEMENT PLAN	
19149-1	COON RAPIDS WETLAND MANAGEMENT PLAN	
19304-1	WATERTOWN SURFACE WATER MANAGEMENT PLAN 2004	

Watershed District Plans

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
15120-7	MINNEHAHA CREEK WATERSHED DISTRICT MINOR PLAN AMENDMENT	
19183-1	CARNELIAN-MARINE WATERSHED DISTRICT GERMAN LAKE PLAN AMENDMENT	Favorable
19196-1	BASSETT CREEK WATER MANAGEMENT COMMISSION WATERSHED MANAGEMENT PLAN	
19215-2	RICE CREEK WATERSHED DISTRICT WASHINGTON COUNTY JUDICIAL DITCH #2 REPAIR - HARDWOOD CREEK	
19259-1	LOWER ST. CROIX VALLEY WATERSHED MANAGEMENT ORGANIZATION WATERSHED MANAGEMENT PLAN	
19300-1	MIDDLE ST. CROIX RIVER WATERSHED MANAGEMENT ORGANIZATION, 2004 PLAN	
19367-1	JOINT-POWERS ORGANIZATION DRAFT PLAN 2004 - VERMILLION RIVER WATERSHED	Favorable

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

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
16143-9	LAKE ELMO OLINGER - 4.5 ACRES	Favorable
16243-9	RICHFIELD CEDAR POINT AREA - 30 ACRES	Favorable
16294-10	HUGO VICTOR GARDEN 4TH ADDITION - 20 ACRES	Favorable
16335-4	BAYTOWN TWP MILLER ET AL. - 213.3 ACRES	
16483-5	WATERTOWN KINGS HIGHLANDS - 59.9 ACRES	Favorable
16483-6	WATERTOWN FOREST HILLS - 176 ACRES	Favorable
16498-2	NORWOOD/YOUNG AMERICA BRAND LAKE HIGHLANDS	Favorable
16500-7	CHANHASSEN INDEPENDENT SCHOOL DIST. 112 - FUTURE SECONDARY SCHOOL - 95 ACRES	Favorable
16500-8	CHANHASSEN HIGHLAND BLUE CREEKS - 6 ACRES	Favorable
16500-9	CHANHASSEN SETTLERS WEST - 44.6 ACRES	
16655-5	MAYER MUSA EXPANSION - 176.33 ACRES - ANNEX CAMDEN, WACONIA AND WATERTOWN	
16745-5	LONG LAKE PIONEER MUSEUM - .7 ACRES	Favorable
16799-8	VICTORIA VICTORIA SOUTH SUB-AREA	
16907-8	BURNSVILLE ROND CORPORATION OFFICE BUILDING - .69 ACRES	Favorable
16907-9	BURNSVILLE TRANSPORTATION PLAN CHANGE	Favorable
16933-6	SHOREVIEW SNAIL LAKE LANDING - 1.3 ACRES	Favorable
16946-10	WACONIA RESOLUTION CHANGE - FREESTANDING GROWTH AREA	Favorable
16953-3	ARDEN HILLS CLEVELAND E-Z NEIGHBORHOOD BUSINESS DIST. - .2 ACRES	Favorable

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

Referral	Applicant/Description	Council Action
16958-13	LAKEVILLE CHADWICK FARM AREA MUSA AMENDMENT - 152.32 ACRES	Favorable
16959-8	CARVER CITY CARVER BLUFFS WEST - 22.24 ACRES	Favorable
16963-16	APPLE VALLEY WALLACE PARK	Favorable
16989-12	GOLDEN VALLEY LAUREL VALLEY - 4.364 ACRES	Favorable
16989-13	GOLDEN VALLEY 4950 OLSEN MEMORIAL SUNRISE - 2.65 ACRES	Favorable
16999-5	ROSEMOUNT BROCKWAY REDEVELOPMENT - 118 ACRES	Favorable
17011-2	STILLWATER TOWNSHIP BUSSE PROPERTY - 20 ACRES	
17011-3	STILLWATER TOWNSHIP CUMMINGS ET AL. - 172 ACRES	
17034-17	PRIOR LAKE ANNEXATION AREAS - 79.67 ACRES	Favorable
17034-18	PRIOR LAKE ANNEXATION AREA "B" - 237.13 ACRES	Favorable
17034-19	PRIOR LAKE ANNEXATION AREA "C" - 46.29 ACRES	Favorable
17034-20	PRIOR LAKE ANNEXATION AREA "D" - 9.495 ACRES	Favorable
17034-21	PRIOR LAKE DEERFIELD INDUSTRIAL PARK II - 13.86 ACRES	Favorable
17034-22	PRIOR LAKE TOWN CENTER COMMERCIAL - .22 ACRE LAND USE	Favorable
17034-23	PRIOR LAKE PRIOR LAKE COMMONS - ARIMA REAL ESTATE DEVELOPMENT - 19 ACRES	Favorable
17034-24	PRIOR LAKE C.S.A.H. 42 & PIKE LAKE TRAIL - 3.18 ACRES	
17055-10	BLAINE REHBEIN PROPERTY - 202 ACRES	Favorable
17055-11	BLAINE PETERSON PROPERTY - 116 ACRES	

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

Referral	Applicant/Description	Council Action
17074-12	ST. LOUIS PARK INCORPORATING 2004-2008 CIP INTO COMPREHENSIVE PLAN	Favorable
17074-13	ST. LOUIS PARK CIVIC MIXED USE TO COMMERCIAL MIXED USE AND RIGHT-OF-WAY - 1.5 ACRES	Favorable
17074-14	ST. LOUIS PARK TEXT AND CONCEPT PLAN, REDEVELOPMENT CHAPTER, PARK COMMONS	Favorable
17074-15	ST. LOUIS PARK LAND USE CHANGE - 2.4 ACRES	Favorable
17074-16	ST. LOUIS PARK CHANGE DESIGNATION FROM CIVIC TO HIGH-DENSITY RESIDENTIAL - 2.75 ACRES	Favorable
17090-4	BAYPORT PLANNING DISTRICT I - INSPIRATION OF BAYPORT - 242.4 ACRES	Favorable
17095-2	BIRCHWOOD AMENDMENT TO PLAN	
17096-11	OAK GROVE SHADE TREE COMMUNITIES - 105 ACRES	Favorable
17096-12	OAK GROVE GARDAS GROVE - 60 ACRES	Favorable
17096-13	OAK GROVE GEORGE COONS - 32 ACRES	Favorable
17096-14	OAK GROVE DEER RIDGE OF OAK GROVE - 140 ACRES	
17098-4	MAHTOMEDI STEEPLE CHASE TRANSPORTATION CHANGE	Favorable
17974-4	MAHTOMEDI TRANSP. PLAN AMENDMENT FOR STEEPLE CHASE DEVELOPMENT	
18000-3	ROBBINSDALE REGENT SCHOOL PROPERTY - 15 ACES	Favorable
18000-4	ROBBINSDALE REGENT SCHOOL PROPERTY - 15 ACRES	
18000-5	ROBBINSDALE 3559 FRANCE AVE. NORTH - 18 UNIT CONDO - .61 ACRES	Favorable
18028-6	DAKOTA COUNTY UPDATED TRANSPORTATION CHAPTER OF 2025 COMPREHENSIVE PLAN	Favorable
18028-7	RANDLOPH TONWSHIP 2004-1 AMENDMENT	Favorable

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

Referral	Applicant/Description	Council Action
18058-4	BROOKLYN PARK UPDATE TO NORTHERN AREA MASTER PLAN	
18080-2	WEST ST. PAUL WAL-MART & DARTS DEVELOPMENT - 3.60 ACRES	Favorable
18080-3	WEST ST. PAUL SHERMAN III DEVELOPMENT - 1.87 ACRES	
18103-12	BLOOMINGTON AIRPORT SOUTH DISTRICT	Favorable
18105-4	CHASKA BAVARIA HILLS WEST - 125 ACRES	Favorable
18122-5	SAVAGE TOENSING PROPERTY DEVELOPMENT - LAND USE CHANGE - 99 ACRES	Favorable
18152-6	CIRCLE PINES EAST BORDER - 12 ACRES - SINGLE-FAMILY HOMES	Favorable
18158-19	ANDOVER WOODLAND ESTATES 6TH ADDITION - 40 ACRES	Favorable
18158-20	ANDOVER MUSA EXPANSION - 63 ACRES - BLUEBIRD TRUNK SEWER LINE	Favorable
18158-21	ANDOVER ANDOVER STATION NORTH - RESIDENTIAL LAND USE AMENDMENT - 26 ACRES	Favorable
18160-15	RAMSEY HI-TEN SPORTS - CHANGE FROM MED. DENSITY - 1.5 ACRES	
18160-16	RAMSEY LAND USE CHANGE FROM DEVELOPING TO MIXED USE - 50.39 ACRES	Favorable
18160-17	RAMSEY CITY ALPINE WOODS - 24 ACRES	Favorable
18163-3	HOPKINS OAK RIDGE PLACE - 1.57 ACRES	Favorable
18163-4	HOPKINS RUDY LUTHER AUTO - 10 ACRES	Favorable
18163-5	HOPKINS HOPKINS HOUSE	Favorable
18171-3	WHITE BEAR LAKE DIVISION AVE. LAND USE AMENDMENT - 11.65 ACRES	Favorable
18171-4	WHITE BEAR LAKE WHITE OAKS PLAZA - 2.0 ACRES	

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

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18181-9	COLUMBIA HEIGHTS INDUSTRIAL PARK REDEVELOPMENT PLAN	Favorable
18182-4	MEDINA BRIDGEWATER AT LAKE MEDINA - 123.7 ACRES	Favorable
18182-5	MEDINA PROPERTY CHANGE - 6.68 ACRES SOUTH OF HAMEL ROAD	Favorable
18182-6	MEDINA PROPERTY CHANGE - 8.68 ACRES - HAMEL ROAD	Favorable
18208-20	PLYMOUTH AMENDMENT TO CHAPTER 8 AND CHAPTER 11	Favorable
18208-21	PLYMOUTH REGUIDE 23.6 ACRES TO COMMERCIAL AND 5.1 ACRES TO RESIDENTIAL	Favorable
18208-22	PLYMOUTH REMOVAL OF TEXT FROM CHAPTER 7, TRANSP. PLAN	
18208-23	PLYMOUTH THE FIELDS OF NANTEREE - 4.66 ACRES	Favorable
18211-2	CARVER COUNTY HOLLYWOOD STATION RURAL SERVICE DISTRICT - 5 ACRES	Favorable
18211-3	CARVER COUNTY LAND AROUND GOLF COURSE, WATERTOWN - 10 TO 15 HOMES	Favorable
18241-12	SHAKOPEE BECKRICH PARK ESTATES - 1.27 ACRES	Favorable
18243-5	CENTERVILLE LAND USE RE-DESIGN - 1.9 ACRES	Favorable
18274-15	EAGAN GRAND OAKE FIVE - 136 ACRES	Favorable
18304-11	MAPLE GROVE GARLAND COMMONS - 8 ACRES	Favorable
18304-12	MAPLE GROVE GROWTH-STAGING PLAN AMENDMENT - WHERE MARKET DETERMINES GROWTH	Favorable
18304-13	MAPLE GROVE REMOVE WORD "MIXED" FROM RESIDENTIAL LAND USE CATEGORIES	Favorable
18304-14	MAPLE GROVE DENSITY REDUCTION IN LOW-MED. RESIDENTIAL CATEGORY	
18358-5	ROGERS REIMER ADDITION - 70 ACRES	

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

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18358-6	ROGERS FLETCHER HILLS - 60.55 ACRES	
18358-7	ROGERS TERRITORIAL VIEW SECOND ADDITION	
18392-4	ORONO OUTLOT "A" STONEBAY - 3.69 ACRES	Favorable
18452-8	WOODBURY ASHLEY FURNTURE - 4.59 ACRES	Favorable
18495-21	INVER GROVE HEIGHTS MAP REVISION - FUTURE LAND USE	Favorable
18495-22	INVER GROVE HEIGHTS MISSISSIPPI RIVER CORRIDOR OPEN SPACE AMENDMENT - 249.49 ACRES	Favorable
18495-23	INVER GROVE HEIGHTS ZONING & COMP. PLAN CONSISTENCY PROJ. - 57.45 ACRES	Favorable
18495-24	INVER GROVE HEIGHTS OAKBUSH 2ND ADDITION - 1.0 ACRES	Favorable
18495-25	INVER GROVE HEIGHTS HOLM'S FIRST ADDITION - 2 ACRES	Favorable
18495-26	INVER GROVE HEIGHTS PARK POINT - 8.45 ACRES	Favorable
18551-3	WHITE BEAR TOWNSHIP MILLER/BORNIER AMENDMENT - 1.5 ACRES	Favorable
18586-6	LINO LAKES LOW-DENSITY SEWERED FOR INFILL DEVELOP. - 4.82 ACRES	Favorable
18586-7	LINO LAKES OAKWOOD VIEW - 16.70 ACRES	Favorable
18748-2	CORCORAN CITY-WIDE COMPREHENSIVE PARKS AND TRAILS PLAN	Favorable
18795-7	EDEN PRAIRIE FOUNTAIN PLACE RETAIL - 2 ACRES	Favorable
19306-2	JORDAN BRIDLE CREEK ADDITION - 80.47 ACRES	

Local Government Plans & Projects**Revised Comprehensive Plans**

Referral	Applicant/Description	Council Action
19150-1	EUREKA REVISED 1998 COMPREHENSIVE PLAN - 2003 ADOPTED	Favorable
19245-1	SCOTT COUNTY DRAFT SOUTHEAST SCOTT COMP. PLAN - NEW MARKET & ELKO	
19306-1	JORDAN COMPREHENSIVE PLAN UPDATE 2004	
19353-1	SHAKOPEE COMPREHENSIVE PLAN FINAL DRAFT 2004	
19360-1	SCOTT COUNTY PROPOSED SOUTHEAST COUNTY COMP. PLAN 2004 UPDATE - ELKO & NEW MARKET	

Water Supply Plans

Referral	Applicant/Description	Council Action
19171-1	ROGERS COMPREHENSIVE WATER SYSTEM PLAN UPDATE 2004	Unfavorable
19179-1	SHOREVIEW DRAFT SURFACE WATER MANAGEMENT PLAN	Favorable
19193-1	EDINA COMPREHENSIVE WATER RESOURCES MANAGEMENT PLAN	
19243-1	LINO LAKES WATER PLAN	
19249-1	VICTORIA WATER RESOURCES MANAGEMENT PLAN	
19274-1	ST. PAUL PARK SURFACE WATER MANAGEMENT PLAN	
19278-1	MINNEAPOLIS LOCAL SURFACE WATER MANAGEMENT PLAN 2004	
19295-1	FOREST LAKE SURFACE WATER MANAGEMENT PLAN	
19317-1	ST. PAUL PARK SURFACE WATER MANAGEMENT PLAN	
19318-1	ANDOVER WATER RESOURCES MANAGEMENT PLAN 2004	
19334-1	VADNAIS HEIGHTS PUBLIC WATER SUPPLY PLAN 2004	Favorable

Local Government Plans & Projects**Local Sewer Plans**

Referral	Applicant/Description	Council Action
19103-1	FARMINGTON TIER I & II COMPREHENSIVE SEWER PLAN	
19104-1	ANDOVER TIER I & II COMPREHENSIVE SEWER PLAN	
19106-1	COLUMBIA HEIGHTS TIER I & II COMPREHENSIVE SEWER PLAN	
19107-1	SAVAGE TIER I & II COMPREHENSIVE SEWER PLAN	
19108-1	WHITE BEAR LAKE TIER I & II COMPREHENSIVE SEWER PLAN	
19109-1	WEST ST. PAUL TIER I & II COMPREHENSIVE SEWER PLAN	
19110-1	ROSEVILLE TIER I & II COMPREHENSIVE SEWER PLAN	
19113-1	BROOKLYN PARK TIER I & II COMPREHENSIVE SEWER PLAN	
19116-1	APPLE VALLEY TIER I & II COMPREHENSIVE SEWER PLAN	
19117-1	ANOKA TIER I & II COMPREHENSIVE SEWER PLAN	
19120-1	ST. ANTHONY VILLAGE TIER I & II COMPREHENSIVE SEWER PLAN	
19121-1	SHOREVIEW TIER I & II COMPREHENSIVE SEWER PLAN	
19122-1	WACONIA WELLHEAD PART I	Favorable
19123-1	LONG LAKE WELLHEAD PART I	Favorable
19124-1	WAYZATA TIER I & II COMPREHENSIVE SEWER PLAN	
19127-1	MOUND TIER I & II COMPREHENSIVE SEWER PLAN	
19130-1	SPRING PARK TIER I & II COMPREHENSIVE SEWER PLAN	
19131-1	CHANHASSEN TIER I & II COMPREHENSIVE SEWER PLAN	

Local Government Plans & Projects**Local Sewer Plans**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19132-1	HASTINGS TIER I & II COMPREHENSIVE SEWER PLAN	
19135-1	NEWPORT TIER I & II COMPREHENSIVE SEWER PLAN	
19136-1	LAUDERDALE TIER I & II COMPREHENSIVE SEWER PLAN	
19153-1	FALCON HEIGHTS TIER I & II COMPREHENSIVE SEWER PLAN	
19154-1	ROSEMOUNT TIER I & II COMPREHENSIVE SEWER PLAN	
19156-1	ST. BONIFACIUS TIER I & II COMPREHENSIVE SEWER PLAN	
19161-1	MINNETONKA BEACH TIER I & II COMPREHENSIVE SEWER PLAN	
19162-1	LITTLE CANADA TIER I & II COMPREHENSIVE SEWER PLAN	
19164-1	EAGAN TIER I & II COMPREHENSIVE SEWER PLAN	
19170-1	EAGAN TIER I & II COMPREHENSIVE SEWER PLAN	
19192-1	INDEPENDENCE TIER I & II COMPREHENSIVE SEWER PLAN	
19222-1	WACONIA TIER I & II COMPREHENSIVE SEWER PLAN	
19223-1	BIRCHWOOD TIER I & II COMPREHENSIVE SEWER PLAN	
19224-1	INDEPENDENCE TIER I & II COMPREHENSIVE SEWER PLAN	
19225-1	LEXINGTON TIER I & II COMPREHENSIVE SEWER PLAN	
19226-1	CHAMPLIN TIER I & II COMPREHENSIVE SEWER PLAN	
19227-1	MOUNDS VIEW TIER I & II COMPREHENSIVE SEWER PLAN	
19229-1	MAHTOMEDI TIER I & II COMPREHENSIVE SEWER PLAN	

Local Government Plans & Projects**Local Sewer Plans**

Referral	Applicant/Description	Council Action
19230-1	PLYMOUTH TIER I & II COMPREHENSIVE SEWER PLAN	Favorable
19231-1	NORTH OAKS TIER I & II COMPREHENSIVE SEWER PLAN	
19232-1	HAMPTON TIER I & II COMPREHENSIVE SEWER PLAN	
19233-1	ST. PAUL PARK TIER I & II COMPREHENSIVE SEWER PLAN	
19234-1	COTTAGE GROVE TIER I & II COMPREHENSIVE SEWER PLAN	
19235-1	WHITE BEAR TOWNSHIP TIER I & II COMPREHENSIVE SEWER PLAN	
19239-1	HAMBURG TIER I & II COMPREHENSIVE SEWER PLAN	
19242-1	CIRCLE PINES TIER I & II COMPREHENSIVE SEWER PLAN	
19244-1	NEW HOPE TIER I & II COMPREHENSIVE SEWER PLAN	
19248-1	ST. FRANCIS TIER I & II COMPREHENSIVE SEWER PLAN	
19251-1	EDEN PRAIRIE TIER I & II COMPREHENSIVE SEWER PLAN	
19252-1	VERMILLION TIER I & II COMPREHENSIVE SEWER PLAN	
19254-1	GOLDEN VALLEY TIER I & II COMPREHENSIVE SEWER PLAN	
19263-1	FRIDLEY TIER I & II COMPREHENSIVE SEWER PLAN	
19264-1	COLUMBUS TWP. TIER I & II COMPREHENSIVE SEWER PLAN	
19275-1	MINNETRISTA TIER I & II COMPREHENSIVE SEWER PLAN	
19282-1	SHAKOPEE TIER I & II COMPREHENSIVE SEWER PLAN	
19283-1	NORWOOD/YOUNG AMERICA TIER I & II COMPREHENSIVE SEWER PLAN	

Local Government Plans & Projects**Local Sewer Plans**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19286-1	COLUMBUS TOWNSHIP TIER I & II COMPREHENSIVE SEWER PLAN	
19297-2	WILLERNIE TIER I & II COMPREHENSIVE SEWER PLAN	
19307-1	EXCELSIOR TIER I & II COMPREHENSIVE SEWER PLAN	
19351-1	LILYDALE TIER I & II COMPREHENSIVE SEWER PLAN	
19221-1	HASSAN TIER I & II COMPREHENSIVE SEWER PLAN	

Miscellaneous Reviews**Horse Racing Facilities**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19078-2	SOUTHWEST CASINO AND HOTEL CORPORATION CLASS A & B LICENSES - NORTH METRO HARNESS TRACK VOL. I, II, III	Favorable
19078-4	NORTH METRO HARNESS INITIATIVE REVISED NORTH METRO HARNESS TRACK CLASS A AND B LICENSE APPLICATION	

Housing Bond Programs

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19128-1	WHITE BEAR LAKE HEALTH EAST CARE CENTER	Favorable
19175-1	MINNEAPOLIS MANY RIVERS WEST HOUSING PROJECT - MULTIFAMILY RENTAL HOUSING	Favorable
19186-1	OSSEO/SHAKOPEE ST. GERTRUDE'S HEALTH CENTER	Favorable
19187-1	MINNEAPOLIS MARSHALL RIVER RUN HOUSING	Favorable
19213-1	MINNEAPOLIS MIDTOWN EXCHANGE RENTAL HOUSING	Favorable
19219-1	PLYMOUTH AT THE LAKE APARTMENTS	Favorable
19238-1	EDEN PRAIRIE BROADMOOR APARTMENTS	Favorable
19255-1	NORTH OAKS PRESBYTERIAN HOMES OF NORTH OAKS	Favorable
19268-1	MINNEAPOLIS CECEIL NEWMAN APARTMENTS	Favorable
19314-1	DAKOTA COUNTY SINGLE-FAMILY MORTGAGE REVENUE BOND PROGRAM 2004 - \$35,000,000	Favorable
19314-2	DAKOTA COUNTY AMENDMENT - SINGLE-FAMILY MORTGAGE REVENUE BOND PROGRAM 2004	Favorable
19315-1	MINNEAPOLIS SINGLE-FAMILY HSG. FINANCE PROGRAM 2004 - \$25,000,000	Favorable
19347-1	ST. PAUL PHALEN SENIOR LOFTS	Favorable
19381-1	MAPLEWOOD SUMMERHILL COOPERATIVE OF MAPLEWOOD	Favorable

Miscellaneous Reviews**Regional Park Master Plans**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19125-1	SPRING LAKE PARK RESERVE MASTER PARK PLAN	
19142-1	ANOKA COUNTY EAST ANOKA COUNTY REGIONAL TRAIL CORRIDOR MASTER PLAN	
19328-1	MINNEAPOLIS PARK AND RECREATION BOARD VICTORY MEMORIAL REGIONAL PARK MASTER PLAN	

Miscellaneous Reviews**Solid Waste Facility Permits**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19167-1	MINNESOTA POLLUTION CONTROL AGENCY FREEWAY TRANSFER STATION	No Comment by Council
19236-1	MINNESOTA POLLUTION CONTROL AGENCY SOUTH METRO SORT AND RECYCLE, SHAKOPEE	No Comment by Council
19250-1	MINNESOTA POLLUTION CONTROL AGENCY BFI FLYING CLOUD TRANSFER STATION	No Comment by Council
19366-1	MINNESOTA POLLUTION CONTROL AGENCY WASTE MANAGEMENT OF MINN. - RICHARD ASPHALT TRANSFER STATION, SAVAGE	No Comment by Council

Miscellaneous Reviews**State Disposal System Permits**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19129-1	MINNESOTA POLLUTION CONTROL AGENCY SKB RICH VALLEY DEMOLITION WASTE MGMT.	No Comment by Council
19144-1	MINNESOTA POLLUTION CONTROL AGENCY MOBIL MANOR PARK - SHAKOPEE	No Comment by Council
19214-1	MINNESOTA POLLUTION CONTROL AGENCY CARNELIAN HILLS COMMUNITY DRAINFIELD	No Comment by Council
19218-1	MINNESOTA POLLUTION CONTROL AGENCY BAY LAKE RESERVE WASTEWATER TREATMENT FACILITY	Unfavorable
19228-1	MINNESOTA POLLUTION CONTROL AGENCY CITY OF MAYER W.W.T.F.	No Comment by Council
19241-1	MINNESOTA POLLUTION CONTROL AGENCY WALTERS TRANSFER STATION, BLAINE	No Comment by Council
19256-1	MINNESOTA POLLUTION CONTROL AGENCY COMMERCIAL CONTAINER RECYCLING CENTER, MINNEAPOLIS	No Comment by Council
19257-1	MINNESOTA POLLUTION CONTROL AGENCY TERRITORY HOUSING DEVELOPMENT W.W.T.F., CREDIT RIVER	No Comment by Council
19269-1	MINNESOTA POLLUTION CONTROL AGENCY MUNICIPAL W.W.T.F., NEW MARKET TWP./ELKO	No Comment by Council
19272-1	MINNESOTA POLLUTION CONTROL AGENCY STONEBRIDGE W.W.T.F., CREDIT RIVER	No Comment by Council
19309-1	MINNESOTA POLLUTION CONTROL AGENCY FIELDS OF ST. CROIX W.W.T.F., BAYTOWN TWP.	No Comment by Council
19364-1	MINNESOTA POLLUTION CONTROL AGENCY BONNEVISTA TERRACE - MANUF. HOME COMMUNITY	No Comment by Council
19378-1	MINNESOTA POLLUTION CONTROL AGENCY BLISS COLLECTOR/COMMUNITY DRAINFIELD SYSTEM, NEW SCANDIA TWP.	No Comment by Council
19390-1	MINNESOTA POLLUTION CONTROL AGENCY SILVER MAPLE BAY ESTATES W.W.T.F., HELENA TWP.	

Miscellaneous Reviews**Army Corps of Engineers Permits**

Referral	Applicant/Description	Council Action
19111-1	U.S. ARMY CORPS OF ENGINEERS FILL WETLANDS FOR DELGANY II DEVELOPMENT, MISS. R.	Unfavorable
19112-1	U.S. ARMY CORPS OF ENGINEERS RE-ISSUANCE OF REGIONAL GENERAL PERMIT FOR WISCONSIN	No Comment by Council
19126-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE AND FILL WETLANDS FOR "THE LAKES" DEVELOPMENT, BLAINE	No Comment by Council
19141-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE 1 ACRE WETLAND AND DISCHARGE AND FILL 7 ACRES, BASSETT CREEK	
19145-1	U.S. ARMY CORPS ENGINEERS DISCHARGE AND FILL WETLANDS, RICE CREEK - CONSTRUCTION OF NORTH METRO HARNESS RACETRACK	Favorable
19182-1	U.S. ARMY CORPS OF ENGINEERS HUGO-CLEARWATER CREEK - DISCHARGE AND DREDGE 9.78 ACRES FOR WATER'S EDGE	Other
19258-1	U.S. ARMY CORPS ENGINEERS CHADWICK FARM PROJECT - WETLANDS ADJACENT TO VERMILLION RIVER	Favorable
19273-1	U.S. ARMY CORPS OF ENGINEERS VILLAGE MEADOWS - RICE CREEK WATERSHED DISTRICT	No Comment by Council
19279-1	U.S. ARMY CORPS OF ENGINEERS FILL, DISCHARGE AND DREDGE WETLANDS ADJACENT TO LAKE WACONIA AND CARVER CREEK	No Comment by Council
19289-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE MATERIALS - THREE WETLANDS - INDUSTRIAL PARK, PRIOR LAKE	No Comment by Council
19291-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE, DREDGE AND FILL - RICE CREEK WATERSHED - PHEASANT RIDGE DRIVE	No Comment by Council
19294-1	U.S. ARMY CORPS OF ENGINEER DISCHARGE AND FILL WETLAND - RICE CREEK WATERSHED DIST.	No Comment by Council
9346-1	U.S. ARMY CORPS ENGINEERS RUMPF'S MARINA, ST. CROIX RIVER	No Comment by Council
19348-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE AND FILL 22.06 ACRES WETLANDS, ANOKA COUNTY BLAINE AIRPORT	Favorable
19361-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE, FILL AND DREDGE NINE MILE CREEK	
19362-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE AND DREDGE WETLANDS - ELM CREEK - PART OF C.S.A.H. 81, MAPLE GROVE	

Miscellaneous Reviews**Army Corps of Engineers Permits**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19363-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE AND DREDGE WETLANDS TO BASSETT CREEK	No Comment by Council
19385-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE, DREDGE AND FILL WETLANDS - DEER TRAIL	
19389-1	U.S. ARMY CORPS ENGINEERS FILL WETLAND ALONG MISSISSIPPI RIVER IN MAPLE GROVE	
19394-1	U.S. ARMY CORPS ENGINEERS PERMIT FOR 20 MARINA SLIPS AT ISLAND STATION, MISS. R.	

Miscellaneous Reviews**National Pollution Discharge Elimination Permits**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19102-1	MINNESOTA POLLUTION CONTROL AGENCY AGGREGATE INDUSTRY NELSON PLANT	No Comment by Council
19114-1	MINNESOTA POLLUTION CONTROL AGENCY APEX MANUFACTURING PLANT	No Comment by Council
19188-1	U.S. ARMY CORPS OF ENGINEERS POWERS/NISSER - 4.19 ACRES OF WETLANDS ADJACENT TO CLEARWATER CREEK, HUGO	Other
19189-1	U.S. ARMY CORPS OF ENGINEERS VICTOR GARDENS 4TH ADDITION - DISCHARGE TO 2.44 ACRES NEAR CLEARWATER CREEK	Other
19190-1	MINNESOTA POLLUTION CONTROL AGENCY HENNEPIN COUNTY ENERGY CENTER	No Comment by Council
19197-1	MINNESOTA POLLUTION CONTROL AGENCY FAA AIR TRAFFIC CONTROL CENTER	No Comment by Council
19206-1	MINNESOTA POLLUTION CONTROL AGENCY SUPERIOR MINERALS COMPANY	No Comment by Council
19210-1	MINNESOTA POLLUTION CONTROL AGENCY MEADOWS OF WHISPER CREEK W.W.T.F.	Unfavorable
19210-2	MINNESOTA POLLUTION CONTROL AGENCY MEADOWS OF WHISPER CREEK W.W.T.F.	
19253-1	U.S. ARMY CORPS ENGINEERS DISCHARGE AND DREDGE WETLAND - NINE MILE CREEK - PART OF MINNETONKA LAKE U.A.A.	No Comment by Council
19260-1	MINNESOTA POLLUTION CONTROL AGENCY LIFECORE BIOMEDICAL, CHASKA	Information Only
19287-1	MINNESOTA POLLUTION CONTROL AGENCY COVANTA HENNEPIN ENERGY RESOURCE PERMIT	No Comment by Council
19293-1	MINNESOTA POLLUTION CONTROL AGENCY CASTLE W.W.T.F.	No Comment by Council
19297-1	MINNESOTA POLLUTION CONTROL AGENCY GREENFIELD COMMERCIAL/INDUSTRIAL PARK W.W.T.F.	No Comment by Council
19301-1	U.S. ARMY CORPS OF ENGINEERS PETERSON ENVIRONMENTAL CONSULTING - FILL ALONG GARCEAU LANE	No Comment by Council
19301-2	MINNESOTA POLLUTION CONTROL AGENCY WATERTOWN W.W.T.F.	No Comment by Council
19321-1	U.S. ARMY CORPS OF ENGINEERS BURNSVILLE SANITARY LANDFILL	No Comment by Council
19331-1	MINNESOTA POLLUTION CONTROL AGENCY MINNEAPOLIS WATER WORKS, FRIDLEY	

Miscellaneous Reviews**National Pollution Discharge Elimination Permit**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19332-1	MINNESOTA POLLUTION CONTROL AGENCY ANCHOR GLASS CONTAINER, SHAKOPEE	
19335-1	MINNESOTA POLLUTION CONTROL AGENCY U.S. AIR FORCE RESERVE/934TH AIRLIFT WING	No Comment by Council
19340-1	MINNESOTA POLLUTION CONTROL AGENCY VERMILLION W.W.T.F.	No Comment by Council
19349-1	U.S. ARMY CORPS OF ENGINEERS WETLAND AREA ADJACENT TO COON CREEK, HAM LAKE - 2.75 ACRES	No Comment by Council
19352-1	MINNESOTA POLLUTION CONTROL AGENCY PRIOR LAKE-SPRING LAKE FERRIC CHLORIDE INFLOW TREATMENT SYSTEM	No Comment by Council
19355-1	MINNESOTA POLLUTION CONTROL AGENCY CIMARRON PARK, LAKE ELMO	No Comment by Council
19356-1	MINNESOTA POLLUTION CONTROL AGENCY ALLEN S. KING GENERATING PLANT, OAK PARK HEIGHTS	No Comment by Council
19365-1	U.S. ENVIRONMENTAL PROTECTION AGENCY SHAKOPEE MDEWAKANTON SOUX - STORMWATER DISCHARGE TO MUNICIPAL FACILITY	No Comment by Council
19380-1	MINNESOTA POLLUTION CONTROL AGENCY MAPLE HILL ESTATES W.W.T.F., CORCORAN	
19383-1	MINNESOTA POLLUTION CONTROL AGENCY ENVIRONMENTAL ASSESSMENT WORKSHEET - ELKO/NEW MARKET W.W.T.F.	
19384-1	MINNESOTA POLLUTION CONTROL AGENCY IGH DISTRIBUTION CENTER	
19386-1	MINNESOTA POLLUTION CONTROL AGENCY KRAEMER LIMESTONE QUARRY, BURNSVILLE	

State 401 Certification

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19271-1	MINNESOTA POLLUTION CONTROL AGENCY ENDRES PROCESSING	No Comment by Council

Miscellaneous Reviews**Well Permits**

Referral	Applicant/Description	Council Action
18345-2	EDEN PRAIRIE WELLHEAD PROTECTION PLAN, PART II	Favorable
18368-2	ST. FRANCIS WELLHEAD PROTECTION PLAN, PART II	
19123-2	LONG LAKE WELLHEAD PROTECTION PLAN, PART II	
19184-1	WACONIA WELLHEAD PROTECTION PLAN, PART II	
19185-1	CHAMPLIN WELLHEAD PROTECTION PLAN, PART II	Favorable
19212-1	ST. LOUIS PARK WELLHEAD PROTECTION PLAN, PART I	
19270-1	SHAKOPEE WELLHEAD PROTECTION PLAN, PART II	Favorable
19298-1	EAGAN WELLHEAD PROTECTION PLAN, PART I	
19298-2	EAGAN WELLHEAD PROTECTION PLAN, PART II	Favorable
19319-1	BROOKLYN PARK WELLHEAD PROTECTION PLAN, PART I	
19320-1	BROOKLYN CENTER WELLHEAD PROTECTION PLAN, PART I	
19324-1	SAVAGE WELLHEAD PROTECTION PLAN, PART I	Information Only
19357-2	LINO LAKES WELLHEAD PROTECTION PLAN, PART II	
19359-1	WOODBURY WELLHEAD PROTECTION PLAN, PART I	Information Only

Miscellaneous Reviews**Highway Local Consent, Corridor Studies, Etc.**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19057-2	MINNESOTA DEPARTMENT OF TRANSPORTATION ST. CROIX RIVER CROSSING PROJECT - 2004 AMENDED SCOPING DECISION DOCUMENT	

Railroad Abandonment

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19105-1	HENNEPIN COUNTY ABANDONMENT OF DAKOTA RAIL LINE	Other

Miscellaneous Reviews

Environmental Assessment Worksheets - State

Referral	Applicant/Description	Council Action
16453-3	SCOTT COUNTY RECORD OF DECISION - C.S.A.H. 2 RECONSTRUCTION - C.S.A.H. 91/I-35, ELKO/NEW MARKET	Information Only
18637-4	ST. PAUL RECORD OF DECISION - U. OF ST. THOMAS CAMPUS EXPANSION	Information Only
18925-2	VADNAIS LAKE AREA WATER MANAGEMENT ORGANIZATION NEGATIVE DECLARATION - LAMBERT CREEK PHASE 3 WATER QUALITY	Information Only
18940-3	HASSAN INFORMATIONAL COMMENTS AND RESPONSE - HASSAN SAND AND GRAVEL	
18983-3	ST. PAUL RECORD OF DECISION - ISLAND STATION DEVELOPMENT	
19001-3	LEXINGTON REVIEW COMMENTS - LEXINGTON PRESERVE BUS. PARK	Information Only
19017-2	LINO LAKES RECORD OF DECISION - NEGATIVE DECLARATION - PHEASANT HILLS PRESERVE 12TH ADDITION	Information Only
19031-2	MINNESOTA POLLUTION CONTROL AGENCY NEGATIVE DECLARATION - ANDERSEN CORP.	Information Only
19043-2	APPLE VALLEY RECORD OF DECISION - HARMONY COMMONS DEVELOPMENT PROJECT	Information Only
19056-2	EMPIRE TOWNSHIP RECORD OF DECISION - SAND AND GRAVEL MINING - 3,591 ACRES	Information Only
19058-2	COLOGNE FINAL ALTERNATIVE URBAN AREAWIDE REVIEW - SOUTH COLOGNE	Favorable
19065-2	LINO LAKES NEGATIVE DECISION - LEGACY AT WOOD'S EDGE	Information Only
19066-2	GOLDEN VALLEY FINDINGS OF FACT AND CONCLUSION - T.H. 55/BOONE AVE. FLOODPLAIN MITIGATION	Information Only
19067-2	PRIOR LAKE RECORD OF DECISION - DEERFIELD INDUSTRIAL PARK	Information Only
19077-2	HENNEPIN COUNTY HENNEPIN C.S.A.H. 101 ROADWAY RECONSTRUCTION	Information Only
19078-3	COLUMBUS TWP. NEGATIVE DECLARATION - NORTH METRO HARNESS RACING	Information Only
19080-2	APPLE VALLEY NEGATIVE DECLARATION - LEGACY VILLAGE NORTH	Information Only

Miscellaneous Reviews

Environmental Assessment Worksheets - State

Referral	Applicant/Description	Council Action
19082-2	BURNS RECORD OF DECISION - HARVEST MEADOW	Information Only
19134-1	MINNESOTA DEPARTMENT OF TRANSPORTATION I-94 LANE ADDITION - MCKNIGHT RD. TO T.H. 120	Favorable
19138-1	MINNEAPOLIS PILLSBURY "A" MILL COMPLEX, EAST BANK OF RIVER	Favorable
19138-2	MINNEAPOLIS FINDINGS OF FACTS AND RECORD OF DECISION - PILLSBURY MILL COMPLEX	Information Only
19139-1	MINNEAPOLIS BRIDGE PLACE CONDO DEVELOPMENT	No Action by Default
19139-2	MINNEAPOLIS NEGATIVE DECLARATION - BRIDGE PLACE CONDO PROJECT	
19140-1	CARVER COUNTY MUELLER GRAVEL PIT EXPANSION	Favorable
19140-2	CARVER COUNTY NEGATIVE DELCARATION - WILLIAM MUELLER & SONS GRAVEL PIT	Information Only
19143-1	HAM LAKE LENNES MINING PROJECT	Favorable
19146-1	ROSEMOUNT BROCKWAY RESIDENTIAL DEVELOPMENT	Favorable
19146-2	ROSEMOUNT NEGATIVE DECLARATION - BROCKWAY RESIDENTIAL DEVELOPMENT	Information Only
19147-1	DAKOTA COUNTY/SCOTT COUNTY PROPOSED IMPROVEMENTS OF C.S.A.H. 60/21	Favorable
19147-2	DAKOTA COUNTY FINDINGS AND CONCLUSION/NEGATIVE DECLARATION - IMPROVEMENTS TO C.S.A.H. 60/21	Information Only
19158-1	MINNESOTA POLLUTION CONTROL AGENCY ELKO/NEW MARKET WASTEWATER TREATMENT PLANT	
19158-2	MINNESOTA POLLUTION CONTROL AGENCY FINDINGS OF FACTS - ELKO/NEW MARKET W.W.T.F. EXPANSION	
19159-1	MINNESOTA POLLUTION CONTROL AGENCY FLINT HILLS RESOURCES - LOW-SULFUR DIESEL FUELS, ROSEMOUNT	Favorable
19159-2	MINNESOTA POLLUTION CONTROL AGENCY NEGATIVE DECLARATION - FLINT HILLS RESOURCES	Information Only

Miscellaneous Reviews**Environmental Assessment Worksheets - State**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19160-1	MINNESOTA POLLUTION CONTROL AGENCY BURNSVILLE SANITARY LANDFILL - EXPANSION PROJECT 2005	Favorable
19160-2	MINNESOTA POLLUTION CONTROL AGENCY RECORD OF DECISION - BURNSVILLE SANITARY LANDFILL - EXPANSION PROJECT 2005	Information Only
19165-1	AFTON VALLEY CREEK COMMUNITY DEVELOPMENT	Favorable
19166-1	MINNESOTA DEPARTMENT OF TRANSPORTATION T.H. 52/COUNTY HWY. 42 INTERCHANGE, ROSEMOUNT	Favorable
19169-1	MINNESOTA POLLUTION CONTROL AGENCY FLYING CLOUD TRANSFER STATION	
19176-1	BELLE PLAINE PRAIRIE RIDGE 5TH ADDITION	
19177-1	WOODBURY WOODBURY LAKES DEVELOPMENT	Favorable
19177-2	WOODBURY NEGATIVE DECLARATION - WOODBURY LAKES	Information Only
19178-1	WOODBURY RADIO DRIVE/HUDSON ROAD IMPROVEMENTS	Favorable
19178-2	WOODBURY NEGATIVE DECLARATION - RADIO DRIVE/HUDSON ROAD	Information Only
19180-1	MINNESOTA POLLUTION CONTROL AGENCY MAYER W.W.T.F. IMPROVEMENTS	Favorable
19199-1	MINNESOTA POLLUTION CONTROL AGENCY CHASKA WEST INTERCEPTOR	No Action by Design
19202-1	ST. PAUL KOCH MOBIL - HOUSING AND COMMERCIAL DEVELOPMENT - 64 ACRES	Favorable
19203-1	WATERTOWN FOREST HILLS DEVELOPMENT - 171 ACRES	Favorable
19203-2	WATERTOWN RECORD OF DECISION AND NEGATIVE DECLARATION - FOREST HILLS DEVELOPMENT	Information Only
19205-1	SCOTT COUNTY ANTLER PARK ESTATES - 118 ACRES, LOUISVILLE TWP.	Favorable
19207-1	HASSAN TOWNSHIP THREE RIVERS ESTATES - 144 ACRES	Favorable
19207-2	HASSAN FINDINGS OF FACT/NEG. DECLARATION - THREE RIVERS ESTATES	Information Only

Miscellaneous Reviews**Environmental Assessment Worksheets - State**

Referral	Applicant/Description	Council Action
19208-1	OAKDALE OAKDALE RETAIL DEVELOPMENT	Favorable
19209-1	MINNEAPOLIS PHOENIX LOFTS	Favorable
19209-2	MINNEAPOLIS FINDINGS OF FACT/NEG. DECLARATION - PHOENIX LOFTS	Information Only
19211-1	RICE CREEK WATERSHED DISTRICT RICE CREEK RESTORATION PROJECT	
19215-1	RICE CREEK WATERSHED DISTRICT HARDWOOD CREEK/JUDICIAL DITCH #2 - PROFILE REPAIR & CORRIDOR RESTORATION	Favorable
19216-1	OAK GROVE SHADE TREE COMMONS	Favorable
19217-1	MINNESOTA POLLUTION CONTROL AGENCY MINNEAPOLIS WATERWORKS LAGOON NO. 8	Favorable
19217-2	MINNESOTA POLLUTION CONTROL AGENCY FINDINGS OF FACT/NEGATIVE DECLARATION - MINNEAPOLIS WATERWORKS LAGOON NO. 8	Information Only
19220-1	MINNEAPOLIS 520 & 521 SECOND ST. SOUTHEAST - PROPOSED CONSTR.	Favorable
19220-2	MINNEAPOLIS FINDINGS OF FACT/RECORD OF DECISION - 520 & 521 SECOND ST. SOUTHEAST	Information Only
19240-1	ROBBINSDALE REGENT SQUARE RESIDENTIAL DEVELOPMENT	
19240-2	ROBBINSDALE NEGATIVE DECLARATION - REGENT SQUARE RESIDENTIAL DEVELOPMENT	Information Only
19246-1	BAYPORT THE INSPIRATION OF BAYPORT DEVELOPMENT	
19246-2	BAYPORT NOTICE OF DECISION ON NEED FOR AN ENVIRONMENTAL IMPACT STATEMENT - THE INSPIRATION OF BAYPORT	Information Only
19261-1	MINNESOTA POLLUTION CONTROL AGENCY BFI FLYING CLOUD TRANSFER STATION EXPANSION	
19276-1	ROSEMOUNT STONEX SAND AND GRAVEL MINE	Favorable
19277-1	NINE MILE CREEK WATERSHED DISTRICT MINNETONKA-WOODGATE POND WATER QUALITY IMPROVEMENT PROJECT	

Miscellaneous Reviews**Environmental Assessment Worksheets - State**

Referral	Applicant/Description	Council Action
19280-1	SCOTT COUNTY HICKORY HOLLOW 2 - 107.02 ACRES	Favorable
19281-1	PRIOR LAKE-SPRING LAKE WATERSHED DISTRICT PRIOR LAKE OUTLET AND CHANNEL IMPROVEMENT PROJECT	No Comment by Council
19284-1	BLAINE REHBEIN MIXED-USE DEVELOPMENT	Favorable
19284-2	BLAINE NEGATIVE DECLARATION - REHBEIN MIXED-USE DEVELOP.	Information Only
19285-2	MINNESOTA DEPARTMENT OF TRANSPORTATION NEGATIVE DECLARATION - T.H. 212/CARVER COUNTY ROAD 147	
19296-1	COLUMBIA HEIGHTS INDUSTRIAL PARK REDEVELOPMENT	Favorable
19296-2	COLUMBIA HEIGHTS NEGATIVE DECLARATION - INDUSTRIAL PARK DEVELOPMENT	Information Only
19308-1	JORDAN BRIDLE CREEK SUBDIVISION	Favorable
19316-1	SHAKOPEE COUNTRYSIDE RESIDENTIAL DEVELOPMENT	Favorable
19316-2	SHAKOPEE NEGATIVE DECLARATION - COUNTRYSIDE RESIDENTIAL DEVELOPMENT	Information Only
19323-2	HENNEPIN COUNTY NEGATIVE DECLARATION - C.S.A.H. 81 (LOWRY TO HWY.100)	Information Only
19325-1	OAK GROVE DEER RIDGE OF OAK GROVE - 142 ACRES	Favorable
19326-1	SCOTT COUNTY C.S.A.H. 82 RECONSTRUCTION PROJECT	Favorable
19326-2	SCOTT COUNTY NEGATIVE DECLARATION - C.S.A.H. 81 RECONSTRUCTION	
19327-1	HENNEPIN COUNTY C.S.A.H. 81 RECONSTRUCTION (LOWRY AVENUE TO HWY. 100)	Favorable
19327-2	HENNEPIN COUNTY NEGATIVE DECLARATION - C.S.A.H. 81 RECONSTRUCTION	Information Only
19329-1	MINNESOTA DEPARTMENT OF TRANSPORTATION RELOCATION RILEY CREEK/WIDENING OF T.H. 101	Favorable
19330-1	LAKEVILLE BRANDTJEN FARM DEVELOPMENT - 236.4 ACRES	Favorable

Miscellaneous Reviews

Environmental Assessment Worksheets - State

Referral	Applicant/Description	Council Action
19330-2	LAKEVILLE NEGATIVE RECORD OF DECISION - BRANDTJEN FARM DEVELOPMENT	No Comment by Council
19333-1	WASHINGTON COUNTY CENTURY AVENUE/VALLEY CREEK ROAD CONSTRUCTION	Favorable
19336-1	LINWOOD TOWNSHIP SHADOW RIDGE OVERLOOK - 226.02 ACRES	Favorable
19338-1	SHAKOPEE NEW SHAKOPEE HIGH SCHOOL	Favorable
19338-2	SHAKOPEE NEGATIVE DECLARATION - NEW SHAKOPEE HIGH SCHOOL	Information Only
19339-1	MINNESOTA DEPARTMENT OF TRANSPORTATION GRADE SEPARATION - T.H. 101 AT C.S.A.H. 36, 37, 42, 39 - OTSEGO AND ST. MICHAEL	No Comment by Council
19341-1	PLYMOUTH TARYN HILLS - 237.8 ACRES	Favorable
19341-2	PLYMOUTH NEGATIVE DECLARATION - TARYN HILLS DEVELOPMENT	
19342-1	SCOTT COUNTY SIBLEY AGGREGATE MINE, BLAKELEY TWP.	Favorable
19344-1	HENNEPIN COUNTY RECONSTRUCT OF C.S.A.H. 19 IN CORCORAN, HANOVER & MEDINA	Favorable
19344-2	HENNEPIN COUNTY NEGATIVE DECLARATION - RECONSTRUCTION OF C.S.A.H. 19	
19350-1	EAGAN STEEPLECHASE OF EAGAN - 37.8 ACRES	Favorable
19354-1	PRIOR LAKE JEFFERS POND - 336 ACRES	
19358-1	MINNESOTA POLLUTION CONTROL AGENCY RICHARDS ASPHALT SOLID WASTE TRANSF.FACILITY, SCOTT CO.	Favorable
19368-1	EMPIRE TWP. HERITAGE DEVELOPMENT PROJECT - 160 ACRES	
19370-1	BELLE PLAINE FARMER'S RIDGE SUBDIVISION - 362 ACRES	
19372-1	CORCORAN EHLER PROPERTY - MASTER PLANNED COMMUNITY	Favorable
19376-1	CARVER COUNTY TERRY HANSON PROPERTY - SAND AND GRAVEL MINE EXPANSION	

Miscellaneous Reviews**Environmental Assessment Worksheets - State**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19377-1	SCOTT COUNTY ST. CATHERINE'S ON THE LAKE RESIDENTIAL DEVELOPMENT	
19382-1	ROGERS HERITAGE DEVELOPMENT'S COWLEY LAKE HOUSING - 444 ACRES	
19387-1	BLAINE BLAINE T.H. 65	
19391-1	SCOTT COUNTY REPLACEMENT OF HISTORICAL BRIDGE, BLAKELEY TWP.	

Miscellaneous Reviews**Environmental Assessments or Statements - Federal**

Referral	Applicant/Description	Council Action
18959-2	ST. PAUL PARK FINAL A.U.A.R. - RIVERS EDGE	Favorable
19079-2	VICTORIA FINAL A.U.A.R. VICTORIA SOUTHWEST AREA	
19119-1	THREE RIVERS PARK DISTRICT DRAFT LOTUS DRIVE STUDY REPORT	No Action by Design
19137-1	MAYER DRAFT NORTHEAST A.U.A.R.	Favorable
19137-2	MAYER FINAL A.U.A.R. - NORTHEAST MAYER	Favorable
19166-2	MINNESOTA DEPARTMENT OF TRANSPORTATION NEGATIVE DECLARATION - T.H. 52 AND T.H. 42 RECONSTRUCTION	Information Only
19173-1	MINNEAPOLIS AMERICAN INDIAN CENTER	Favorable
19174-1	MINNEAPOLIS IMPROVEMENTS TO SOUTHSIDE FAMILY NURTURING CENTER	No Comment by Council
19181-1	FARMINGTON DRAFT A.U.A.R. - SPRUCE STREET	Favorable
19181-2	FARMINGTON FINAL A.U.A.R. - SPRUCE STREET	Favorable
19195-1	ST. PAUL A.U.A.R. - THE BRIDGES OF SAINT PAUL	Unfavorable
19195-2	ST. PAUL MITIGATION PLAN AND RESPONSE TO COMMENTS - THE BRIDGES OF SAINT PAUL	
19198-1	MINNEAPOLIS MIDTOWN EXCHANGE PROJECT (SEARS SITE)	Favorable
19201-1	MINNEAPOLIS CONSOLIDATED PLAN FOR HOUSING AND COMMUNITY DEVELOPMENT	Favorable
19237-1	MINNEAPOLIS RELOCATION OF DUPLEX AT DUPONT AVE. N. AND CONSTRUCTION OF NEW TOWNHOMES	Favorable
19265-1	MINNESOTA DEPARTMENT OF TRANSPORTATION HWY. 7 FROM SILVER LAKE TO CARVER C.S.A.H. 10 WEST	Favorable
19266-1	EAGAN A.U.A.R. UPDATE - GRAND OAK	Favorable
19267-1	MINNESOTA DEPARTMENT OF TRANSPORTATION I-35W/HWY. 62, MINNEAPOLIS AND RICHFIELD	Favorable

Miscellaneous Reviews**Environmental Assessments or Statements - Federal**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19285-1	MINNESOTA DEPARTMENT OF TRANSPORTATION CONSTRUCTION OF INTERCHANGE - T.H. 212/C.R. 147, CARVER COUNTY	Favorable
19290-1	MINNEAPOLIS PROJECTS FOR AFFORDABLE HOUSING TRUST FUND PROGRAM	No Action by Design
19299-1	MINNESOTA DEPARTMENT OF TRANSPORTATION CONSTRUCTION OF NEW INTERCHANGE - T.H. 169 AT C.S.A.H. 81	Favorable
19312-1	U.S. DEPARTMENT OF ENERGY BIOMASS COMBINED HEAT AND POWER PLANT - PHILLIPS NEIGHBORHOOD, MINNEAPOLIS	Favorable
19323-1	MINNESOTA DEPARTMENT OF TRANSPORTATION RECONSTRUCTION OF LOWRY AVENUE FROM THEODORE WIRTH PKWY. EAST TO I-94	Favorable
19337-1	METROPOLITAN AIRPORTS COMMISSION MPLS.-ST. PAUL INTERNATIONAL AIRPORT CIP, 2005-2011	Unfavorable
19345-1	DAYTON DAYTON BUSINESS PARK DRAFT	Favorable
19357-1	MAPLE GROVE A.U.A.R. - GRAVEL MINING AREA	Favorable
19369-1	MOUNDS VIEW A.U.A.R. - BRIDGES OFFICE PROJECT	
19371-1	MOUND A.U.A.R. - MOUND VISIONS	Favorable
19371-2	MOUND MOUND VISIONS - DRAFT MITIGATION PLAN	
19388-1	DAKOTA COUNTY BURNSVILLE/SAVAGE C.S.A.H. 42 - SEGMENT 8	

Miscellaneous Reviews**Environmental Impact Statements - State**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18168-3	U.S. DEPARTMENT OF TRANSPORTATION FINAL EIS AND SEC 4(F) EVALUATION - FLYING CLOUD AIRPORT EXPANSION	Favorable
19054-2	SCOTT COUNTY FINAL EIS FOR Q PRIME AMPHITHEATER, LOUISVILLE/SAND CREEK TWP.	Favorable
19057-3	MINNESOTA DEPARTMENT OF TRANSPORTATION 2004 SUPPLEMENTAL DRAFT EIS - ST. CROIX RIVER CROSSING	Favorable
19134-2	MINNESOTA DEPARTMENT OF TRANSPORTATION FINDINGS, FACTS AND CONCLUSION FOR I-94 LANE ADDITION	Information Only
19138-3	MINNEAPOLIS DRAFT SCOPING DECISION DOCUMENT FOR PILLSBURY MILL COMPLEX	Other
19310-1	RICE CREEK WATERSHED DISTRICT SCOPING PROCESS FOR HARDWOOD CREEK REPAIR, RESTORATION AND REHABILITATION PROJECT	No Comment by Council

State Grant and Loan Requests
Dept. of Transportation
Bridge Program

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19115-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE OVER BASSETT CREEK ON PLYMOUTH AVENUE, GOLDEN VALLEY	Favorable
19163-1	MINNESOTA DEPARTMENT OF TRANSPORTATION NEW BRIDGE - C.S.A.H. 5/HICKORY BLVD., BELLE PLAINE	No Comment by Council
19172-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE OVER MISSISSIPPI RIVER - C.S.A.H. 153/LOWRY AVENUE	Favorable
19191-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE OVER SHINGLE CREEK, BROOKLYN CENTER	Favorable

Miscellaneous Programs

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18845-3	NEW BRIGHTON NATIONAL ENVIRONMENTAL POLICY ACT - ACQUISITION OF RAILWAY TRACKAGE	Favorable
19155-1	MINNEAPOLIS EMERGENCY SHELTER GRANT PROGRAM	Favorable
19343-1	MINNESOTA DEPARTMENT OF TRANSPORTATION NOTICE OF INTENT TO EXERCISE EMINENT DOMAIN ON MINNETRISTA PARCEL - 35 ACRES	Favorable
19379-1	MINNESOTA POLLUTION CONTROL AGENCY REISSUANCE FOR NSP CHESTNUT SERVICE CENTER, MPLS.	

