



Metropolitan Council

Growing greener



Annual Report 2008

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Council Mission

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

www.metrocouncil.org for regional information

www.metrotransit.org for transit, rideshare, and employer program information

One region, growing greener

Greenhouse gases, impaired waters, threats to vital natural areas – our region, state and nation face many environmental challenges. At the Metropolitan Council, we are doing our best to address these challenges and safeguard our environment.

These efforts include:

- Adding 168 hybrid electric buses to Metro Transit's fleet by 2014 and using biodiesel fuel to power all of our standard buses.
- Cutting the amount of phosphorus in our treated wastewater by more than half and pursuing aggressive efforts to conserve energy in our treatment system.
- Conducting research with the University of Minnesota into the feasibility of growing algae in wastewater to create a new, renewable fuel.
- Using our Livable Communities grants to fund projects that reclaim contaminated lands and promote transit-supportive developments – many of which have "green" features.
- Encouraging communities to integrate the protection of vital natural areas into every land-use decision.

These and other efforts aimed at "Growing Greener" are highlighted in our 2008 Annual Report. However, nothing we do will be more important than continuing to expand transit ridership and ride-sharing. Since I became chair of the Council in 2003, we have grown Metro Transit ridership by about 18% and increased the number of park-and-ride spaces in this region by more than 50%.

The benefit for our environment? The average Twin Cities commuter who drives alone to work puts 2.6 tons of greenhouse gases into the atmosphere every year. Sharing a ride – even a few times a week – can make a ton of difference!



Peter Bell
Chair
Metropolitan Council

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Growing greener

A GREEN COMMUTE

JILL HAMILTON COMMUTES TWO MILES FROM HOME TO HER WORKPLACE IN DOWNTOWN MINNEAPOLIS BY BICYCLE EACH DAY THROUGH THREE SEASONS.

(A RECENT TRANSPLANT FROM OHIO, SHE'S NOT PROMISING TO BIKE IN HEAVY SNOW.) "I LIVE SO CLOSE TO DOWNTOWN IT'S INEXCUSABLE FOR ME NOT TO WALK OR BIKE OR BUS," SHE SAID. "AND WHEN IT'S TIME TO GO HOME, BIKING IS THE FASTEST OPTION."

BICYCLING IN MINNEAPOLIS GREW FROM 2.5% OF ALL COMMUTING TRIPS IN 2006 TO 3.8% IN 2007.



More commuters choose transit

When it comes to commuting, few alternatives are greener than transit – especially with the leadership of Metro Transit in using alternative fuels and a growing fleet of hybrid-electric buses and low-emission diesel buses. And with roller coaster gas prices and the frustrations of traffic congestion, the number of people who chose bus and rail transit in 2008 put ridership on pace to reach its highest level in 27 years.

Several major regional transit improvements made significant progress in 2008:

- Northstar commuter rail
- Central Corridor light-rail transit (LRT)
- Bus rapid transit (BRT) on Cedar Avenue and I-35W
- Southwest LRT and potential LRT or BRT in the Bottineau Corridor



The Minnesota Legislature approved a transportation funding package that allows for a quarter-cent metro area sales tax to help fund transitway capital and operating costs. Five counties voted to approve the sales tax. The Council works in partnership with the newly created County Transit Improvement Board (CTIB), which is responsible for allocating revenues from the tax. The increased resources make the future success of regional rail and bus transitways more secure.



Northstar service will open in 2009

The first of five locomotives for the region's first commuter-rail line, Northstar, was delivered in October, and construction of facilities for the line made substantial progress. The 40-mile line runs from downtown Minneapolis northwest to Big Lake.

Construction on four suburban stations – Big Lake, Elk River, Anoka and Coon Rapids – was mostly complete at the end of the year, and good progress was being made at the Minneapolis station where Northstar will meet Hiawatha LRT at the new Twins ballpark. Site preparation was also under way for an additional station in Fridley, made possible by funding from the CTIB.

Northstar service is expected to begin in late 2009. In 2010, its first full year of operation, weekday ridership is estimated to be 4,100 trips. The total cost to build the project is \$317 million.

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Central Corridor LRT takes big step



After 19 months of intensive preliminary engineering and community outreach, the Metropolitan Council submitted its application to the Federal Transit Administration in September for approval to enter final design on Central Corridor LRT.

The 11-mile line, projected to cost \$915 million, will run between downtown St. Paul and downtown Minneapolis on University and Washington avenues, through the University of Minnesota campus. The project includes 15 new stations and 5 shared stations with Hiawatha LRT.



Gov. Pawlenty and the Legislature approved \$70 million for the project in the 2008 bonding bill. The current timeline calls for construction to begin in 2010, with service opening in 2014. Projected weekday ridership in 2030 is 42,000.

Two other transitways – Bottineau and Southwest – also made notable progress in 2008. Hennepin County initiated a detailed alternatives analysis to determine if investing in LRT or BRT is feasible in the Bottineau Corridor, which runs northwest from Minneapolis parallel to County Road 81. The County also produced a scoping document and began compiling a draft environmental impact statement for three primary LRT alternatives in the Southwest Corridor, which runs from Eden Prairie northeast into Minneapolis.

Transit ridership keeps climbing



In the first 11 months of 2008, Metro Transit provided 75 million rides, a 6.4% jump from the same period in 2007. Regional transit ridership overall – including suburban providers, contract routes and other services – was 87.7 million rides, an increase of 6.3%.

Metro Mobility and its four contracted county providers were on pace to provide nearly 1.4 million rides to people certified under the Americans with Disabilities Act. The services maintained an on-time performance rate of 97%.



Financial outlook is mixed for transit



To help cope with rising fuel prices, the Council approved a general 25-cent fare increase for bus and rail service effective Oct. 1 – the third increase in just over five years.

However, another major source of revenue for regional transit operations – the motor vehicle sales tax (MVST) – has collapsed since 2002, when funding for transit operations switched from the property tax to MVST. While a voter-approved Constitutional amendment gives a greater share of MVST revenues to transit (27.75% in fiscal year 2009, compared with 20.5% in FY03), regional transit's actual MVST revenues in FY09 are

projected at \$112.5 million, down from \$124.1 million in FY03. Meanwhile, ridership has grown 25%, about 19 million rides annually.

In addition, the new quarter-cent sales tax revenues allocated by the CTIB cannot be used for regular bus operations, which currently constitute about 87% of regional ridership. As of December 2008, the regional transit system was facing a projected budget shortfall of \$72 million through the 2010-11 biennium to maintain existing service and fund committed service expansions, such as startup of Northstar commuter rail.



Urban Partnership will bring major transit improvements



A \$133 million federal Urban Partnership Agreement (UPA) grant – combined with a \$50 million state match – is accelerating progress on both Cedar Avenue and I-35W BRT, and on improvements in downtown Minneapolis to make riding the bus much quicker and more convenient.

Storefront-to-storefront reconstruction of Marquette and Second Avenues in downtown Minneapolis, including double bus lanes and new bus shelters, began in September.

Other UPA-funded improvements under way or scheduled for 2009-10:

- Three BRT stations with park-and-rides on Cedar Avenue and a special bus turn lane at Hwy. 77/Hwy. 62.
- 1,400 new park-and-ride spaces on I-35W.
- Conversion of the high-occupancy vehicle lane on I-35W South to a high-occupancy toll lane, and construction of a dynamic priced shoulder lane from 42nd St. S. to downtown Minneapolis.
- A variety of technology improvements such as real-time parking and travel information signage, and lane-guidance assistance for buses using shoulder lanes.



Looking ahead to 2030

In 2008, the Metropolitan Council drafted an update of its *2030 Transportation Policy Plan*. The plan is realistic, innovative and focused on leveraging available dollars for the most benefit. It provides strategies for investments in highways, transit and other modes to maximize the use of the region's transportation system.

In addition to bridge and roadway repair, highway resources will focus



on investments in low-cost/high-benefit projects that help mitigate congestion "choke points." Projects that provide drivers with an alternative to congested travel are central; examples are high-occupancy toll lanes and bus-only shoulder lanes.

The plan also continues the Council's commitment to double transit ridership by 2030 by expanding the bus system and investing in more LRT and BRT. Adoption is expected in early 2009.

Wastewater plants cut energy use



Treating wastewater is an extremely energy-intensive operation. In 2007, Metropolitan Council Environmental Services (MCES) paid \$13.5 million for electricity, making it one of Xcel Energy's largest electrical consumers in Minnesota.

Reducing costs to its customers and being good stewards of the environment are two big reasons that MCES, in 2006, embarked on a five-year initiative to cut fossil-fuel energy consumption by 15%. A major focus of effort has been increasing the efficiency of processes at the region's eight wastewater treatment plants, particularly the big Metro Plant in St. Paul.

Working in partnership with Xcel, MCES has completed 26 process efficiency studies and has 24 more scheduled for 2009. Eleven projects were undertaken in response to the studies, resulting in an estimated savings of 16 million kilowatt hours and \$1 million annually – with more on the way. MCES has \$5 million of energy improvements budgeted over the next five years.



MCES is also undertaking studies and projects at several plants related to renewable energy. Examples include research, with the University of Minnesota, on growing high-oil-content algae in wastewater as a potential energy source (as well as reducing pollution); enhancing steam recovery to heat buildings; generating and substituting biogas for natural gas; and recovering thermal energy.

The Council participates in the Metropolitan Energy Policy Coalition, its policy discussions, wind initiative and climate forum; and also is taking several steps to prepare for anticipated climate change regulation, including becoming a founding member of The Climate Registry.

The Council is confident that its multifaceted strategies and partnerships will lead to success in meeting its energy-saving goal and will position it well to realize further energy savings in the future.





Permit compliance: 22 months and counting

The Metropolitan Council's eight regional wastewater treatment plants topped their own record for compliance with clean-water-discharge permit limits in 2008. As of December 1, all eight plants had gone 22 consecutive months with no violations. And in July 2008, the plants all received Peak Performance Awards from the National Association of Clean Water Agencies (NACWA) for compliance with their clean-water discharge permits in 2007. The Hastings Plant led the way, earning a Platinum 17 Award for 17 consecutive years without a permit exceedance.

A new 12-mile outfall pipe is now carrying treated wastewater from the Council's Empire Plant to the Mississippi River at Rosemount. The outfall was part of a \$130 million project, completed in 2008, that doubled the size of the plant and discontinued the discharge of treated wastewater to the environmentally sensitive Vermillion River. Located in rural central Dakota County, the plant serves several growing suburbs. The plant expansion also added a phosphorus removal process and incorporated several innovative stormwater management features.



Expansion and upgrade projects are under way at the Blue Lake and Seneca plants. Major sewer interceptor construction or rehabilitation projects are in progress in Edina and Richfield, Lake Minnetonka area communities and Brooklyn Park.

In the wake of the major slowdown in housing construction, the Council is delaying several planned interceptor projects. The Council is also developing strategies to deal with the financial challenge caused by the concurrent drop in revenue from sewer availability charges for new capacity.

Keeping clear water out of sewers

The Council's partnership with local governments to reduce the inflow and infiltration (I/I) of stormwater into sanitary sewers in the region is producing solid results.



Nine of the 47 communities with excessive I/I completed their entire five-year reduction program in 2008. Almost all of the remaining communities are making good progress and will continue to avoid surcharges on their regional wastewater bills in 2009.

Several communities took advantage of a Council grant program that provides matching funds for local spending to disconnect foundation drains from the sanitary sewer system and to repair or replace aging service pipes leading from homes, both significant sources of I/I. As of Nov. 1, more than \$650,000 was still available to communities.

Excess clear water robs the regional wastewater collection and treatment system of capacity needed for future growth, and accelerates the need for expensive infrastructure improvements. It also can cause sewer backups, resulting in threats to human health and the environment.

Monitoring water quality in the region

Day in and day out, the Council conducts extensive monitoring of lakes, rivers and streams in the region. The goal is to track the health of the region's waterways so that resources to protect and improve water quality can be targeted effectively to meet state and federal clean water goals and standards.



In 2008, the Council wrapped up a multi-agency, six-year study to establish a water quality model of the lower 40 miles of the Minnesota River. The model will help the Minnesota Pollution Control Agency to reevaluate allowable pollutant loads for discharges from point and nonpoint sources. The Council plans to use the model for both watershed planning and wastewater facility planning for future growth in the southwestern communities of the metro area.



Ensuring an adequate supply of water

Although the Twin Cities metro area is a relatively water-rich region, steady population growth and local water supply limitations require careful planning to ensure an adequate supply of water for future generations.



In December 2008, the Council brought its draft *Metropolitan Area Master Water Supply Plan* out for review at three public meetings. As directed by the 2005 Minnesota Legislature, the Council developed the plan in partnership with local governments and several agencies, and with oversight by the multi-agency Metropolitan Water Supply Advisory Committee.

The plan provides water utilities and water supply planners with regionally consistent data and analyses to evaluate source availability and regional effects of water withdrawals. It includes a water supply profile for each community in the seven-county metro area. The profiles have information about water demand and water supply sources, including options available to the community. The profiles outline issues specific to each community that need to be addressed as part of water appropriation permitting.

The master plan does not dictate how communities must develop their supply sources. It recognizes that cooperation among communities will become more important in supplying water to meet future demands. The Council is expected to adopt the plan in early 2009.



Growing greener



ALGAE AS AN ENERGY SOURCE

MCES AND THE **UNIVERSITY OF MINNESOTA** ARE JOINTLY CONDUCTING RESEARCH ON THE POTENTIAL FOR GROWING HIGH-OIL-CONTENT ALGAE IN WASTEWATER AND HARVESTING IT FOR FUEL. IN 2008, THE **MINNESOTA LEGISLATURE** APPROVED **\$500,000** TO SUPPORT THE RESEARCH.

Green spaces for recreation and relaxation



Regional parks and open spaces are places that remind us of the importance of living more sustainably. We visit regional parks for adventure, for learning, for connection and for solitude. Whether we enjoy swimming in Lake Byllesby, harvesting maple sap at Eastman Nature Center, hiking the Bruce Vento Trail or snowboarding at Hyland Ski and Snowboarding Area in Bloomington, the regional parks are rich with opportunities.

The Metropolitan Council works in partnership with 10 local park agencies to acquire, develop, redevelop and operate the system of 49 regional parks, 200 miles of regional trails and six special recreation features in the seven-county metro area. The parks attract more than 33 million visitors each year.

A lake dream comes true

It was more than 30 years ago that planners and residents of Washington County and beyond dreamed of opening a park on Big Marine Lake. In 2008, the dream was realized.

Facilities at the region's newest park reserve include a boat launch, swimming beach, picnic and play areas, and paved hiking trails. The county has acquired about one-third of what eventually will be a 1,920-acre park reserve; 80% of the park will remain undeveloped.





Growing greener



A NEW REGIONAL PARK FACILITY, **SCHAAR'S BLUFF GATHERING CENTER** IN **SPRING LAKE REGIONAL PARK, DAKOTA COUNTY**, HAS SEVERAL SUSTAINABLE FEATURES. AMONG THEM ARE: A **39-KILOWATT WIND TURBINE** THAT PROVIDES **93%** OF THE BUILDING'S ENERGY NEEDS ON AN ANNUAL BASIS; A SYSTEM TO CAPTURE RAINWATER FROM THE ROOF FOR USE IN THE RESTROOM FACILITIES; PASSIVE SOLAR; IN-FLOOR RADIANT HEATING; AND INTERIOR WOOD PANELING FROM STORM-DOWNED TREES IN THE PARK.

Other parks system highlights:

- A two-mile gap in the **Rice Creek North Regional Trail** was filled this year. The paved bike and pedestrian trail runs from Rice Creek Chain of Lakes in Anoka County to Long Lake in Ramsey County.
- Dakota County acquired all the land for the proposed 456-acre **Empire Wetlands Regional Park** in Empire Township. The land is adjacent to a much larger area of open space jointly managed by the Minnesota Department of Natural Resources, the University of Minnesota and the county.
- The 13.5-mile **Dakota Rail Regional Trail** opened in October. The multi-use path originates in Wayzata and follows the Dakota Rail Corridor west to St. Bonifacious.



Parks capital projects get funding boost

Regional parks received a funding boost from the Minnesota Legislature in 2008. Lawmakers approved state bonds of \$10.5 million, which the Council matched with \$7 million in regional bonds to finance the Council's 2008-09 parks capital improvement program. From those funds, the Council awarded grants to all 10 partner agencies for 29 projects.

The Legislature also approved \$7.2 million to finance five other regional parks capital projects as line-item appropriations. The Council helped the park agencies purchase additional land for parks using a combination of state Environment and Natural Resource Trust Funds allocated in 2007 (\$2.5 million) and regional bonds (\$1.66 million).

The purchases included:

- All 456 acres for the new Empire Wetlands Regional Park in Dakota County
- 62 acres for Cedar Lake Farm Regional Park in Scott County
- 47 acres for Doyle-Kennefick Regional Park in Scott County
- 8 acres for Grey Cloud Island Regional Park in Washington County
- 3 acres for Lake Waconia Regional Park in Carver County

The Legislature also appropriated \$8.6 million for regional parks operation and maintenance, which represents just under 9% of the park agencies' combined 2008 parks operating budgets.





Visitors counted in regional parks

In partnership with the park agencies, the Council conducted its major decennial survey of regional parks visitation. Visitors to regional parks and trails were asked for demographic information and the purpose of their visit. The results will be used to update data used in regional funding formulas for both capital improvements and operation and maintenance of the regional parks system.




The Council issued an updated version of its Regional Parks Map & Guide in 2008. The map is available at parks, libraries and other locations in the seven-county metro area.

Comprehensive plan updates arrive for review

In 2008, cities, townships and counties throughout the metro area were busy updating their comprehensive plans – their vision for how they want to develop or redevelop. Many of these plans emphasized their community's desire to demonstrate sustainability and preserve vital natural assets.

A few examples: Dakota County's plan uses green infrastructure to shape future growth and develop a county-wide system of linear parks so that all residents will be near open space. Medina's vision is designed to maintain its rural character, protect natural resources and create linkages with natural areas. Woodbury's plan reflects its commitment to energy conservation, sustainable design, preservation of natural areas and restoration of tree stands.

Growing greener



RENAISSANCE BOX

ENERGY-SAVING FEATURES, SUCH AS LIGHTING SENSORS IN COMMON AREAS AND A "GREEN" ROOF OVER 20 UNITS OF UNDERGROUND PARKING, WILL BE PART OF THE REHABILITATION OF THIS 93-YEAR-OLD BUILDING IN DOWNTOWN ST. PAUL. A \$192,500 GRANT FROM THE COUNCIL'S TAX BASE REVITALIZATION ACCOUNT WILL HELP PAY FOR THE REMOVAL OF ASBESTOS AND LEAD-BASED PAINT FROM THE ONE-TIME SHOE FACTORY, WHICH IS BEING TRANSFORMED INTO 67 UNITS OF RENTAL HOUSING, 45 OF THEM AFFORDABLE TO PEOPLE WITH INCOMES AT 50% OF THE AREA MEDIAN OR LESS.

Under state law, all communities must prepare updated plans that are consistent with the Council's *2030 Regional Development Framework* and its policy plans for four regional systems: transportation, aviation, water resources, and regional parks and open space. The plans were due for Council review by December 31, 2008.



In its Regional Framework, the Council encouraged communities to reclaim, protect and enhance the region's vital natural resources, and to integrate conservation strategies into all of their land-use decisions. The Council also provided every community with a copy of its *Natural Resources Digital Atlas* to assist in identifying and protecting regionally significant natural resources.

In a fall survey, 108 communities said they expected to submit their plans by the end of 2008 and 64 indicated they will they would request an extension. No information could be obtained from nine communities. That would represent a significant improvement from a decade ago, when just 45 communities met the deadline.

During the year, more than 100 communities requested informal review of their updates by the Council's staff – in advance of their formal submittal. This allowed the Council staff to flag any required elements that might be missing or any nonconformance with regional plans. The Council's sector representatives also participated in numerous meetings and telephone calls to offer guidance and provide information in the planning process.



Grants help communities remain vital

The Council approved \$3.95 million in Livable Communities grants to clean up polluted land for redevelopment in four metro area communities. The grants will help to clean up 71 acres, with resulting redevelopment creating and retaining an expected 1,670 full- and part-time jobs and increasing the net tax capacity by more than \$2.8 million. The funds are

expected to leverage more than \$276 million in private investment. Another \$3.95 million in 2008 Tax Base Revitalization Account funds are available to be awarded in January 2009.

The Council also approved \$7 million in Livable Communities Demonstration Account grants to support housing, commercial and other private and public-use development in mixed-use neighborhoods, on transit corridors, and in traditional downtowns. Sustainable development project elements include geothermal energy, pervious pavement, next-generation stormwater techniques, and a green roof on a parking ramp. The grant dollars will go toward land acquisition and demolition, new street connections, public parking, stormwater improvements and other infrastructure.

Meetings provide forum for dialogue



Council Chair Peter Bell and his colleagues made a special point of getting around the region in 2008. They held a series of 13 "District Dialogues" with local officials to discuss Council priorities and hear local concerns on

a wide range of issues – from highways and transit to planning and parks.

The meetings were held in locations ranging from Columbus in the north to Prior Lake in the south, from Forest Lake in the east to Waconia in the west. These sessions appeared to be well-received, with many local officials lingering after the meetings to continue their discussions.



Council helps meet housing needs

In 2008, as a new effort to help achieve regional housing goals, the Metropolitan Council initiated Land Acquisition for Affordable New Development (LAAND). The new revolving loan fund – together with monies from Minnesota Housing and the Family Housing Fund – will provide loan financing to help communities acquire land for future housing projects to meet their affordable housing needs.



The funding initiative prioritizes land that:

- Is close to job growth areas or significant numbers of lower-wage jobs.
- Allows for density that is consistent with achieving affordability.
- Minimizes vehicle miles traveled.
- Implements Green Communities criteria, Minnesota Overlay or comparable programs in the development process.

In November, the Council approved the first loans from the fund totaling \$3.56 million to four recipients – Dakota County CDA (Lakeville transit station area), Washington County HRA (sites in Forest Lake and Woodbury), City of Minneapolis (Franklin LRT station area) and St. Paul HRA (Central Corridor).

Affordable rental assistance. The Metropolitan Council's Housing and Redevelopment Authority operates the state's largest Section 8 rent assistance program. Metro HRA serves people with extremely low to low incomes in 100 suburban communities in Anoka, Carver, Hennepin, Ramsey and Scott counties. In 2008, Metro HRA assisted an average of 5,904 households monthly.

Metro HRA also provides housing assistance to several specialized low-income populations: people with serious and persistent mental illness, disabled and homeless people, people who are HIV positive, and people who are working towards self-sufficiency. With households in these programs added, Metro HRA assisted an average of 6,455 households monthly.



In total, rental assistance payments were made to more than 2,300 property owners, injecting \$54 million of federal and state funds into the regional economy.

Scattered-site rental housing. Metro HRA also uses federal funds to operate a scattered-site public housing program. The Council owns 150 homes in 11 suburban communities in Anoka, Hennepin and Ramsey Counties. The program houses low-to moderate-income families, who pay 30 percent of their income toward the rent and utilities.

Housing assistance to communities. The Council in 2008 awarded a total of \$1.6 million from the Livable Communities Local Housing Incentives Account to support affordable housing initiatives in six cities and one multi-community land trust. The funds will assist in the purchase and rehabilitation of 63 ownership units for resale to households with 30-80% of area median income; and the development of 80 new rental units, and the rehabilitation and preservation of 57 affordable rental units, to serve households with incomes at 30-50% of area median income.

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AFFORDABLE AND GREENER

RIPLEY GARDENS, LOCATED ON A TRANSIT ROUTE IN NORTH MINNEAPOLIS, IS A MIXED-INCOME REDEVELOPMENT THAT FEATURES 52 RENTAL UNITS AND EIGHT TOWNHOMES. THE FORMER CENTRAL COMMUNITY HOUSING TRUST (NOW AEON) SPEARHEADED THE REDEVELOPMENT OF THREE HISTORIC HOSPITAL BUILDINGS AND CONSTRUCTED THREE ADDITIONAL BUILDINGS ON THE 1.9-ACRE SITE. AMONG THE MANY GREEN FEATURES ARE PASSIVE SOLAR IN THE NEW BUILDINGS; ENERGY-EFFICIENT LIGHTING AND CONTROLS; ENERGY STAR APPLIANCES; UNDERGROUND PARKING TO REDUCE THE HEAT-ISLAND EFFECT; AND THREE RAIN GARDENS. THE METROPOLITAN COUNCIL AWARDED A LIVABLE COMMUNITIES GRANT TO THE PROJECT IN 2008. THE MINNEAPOLIS HERITAGE PRESERVATION COMMISSION GAVE RIPLEY GARDENS ITS ADAPTIVE REUSE PROJECT AWARD IN 2008.



Council Members

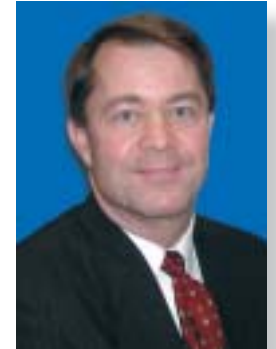
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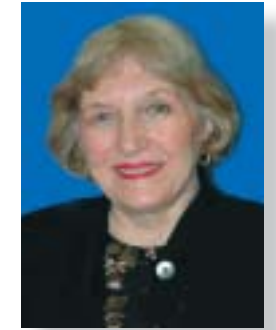
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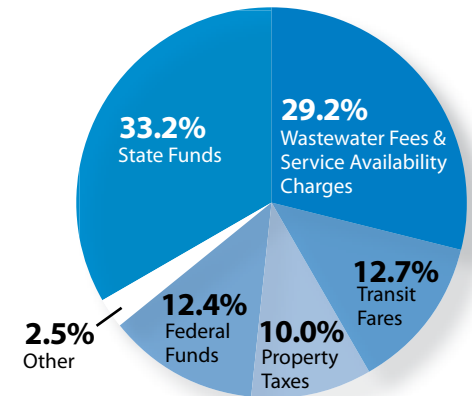
Metropolitan Council 2008 Budget

The Metropolitan Council serves the public in five principal areas:

- 1) Providing and coordinating regional transit services and travel demand management through Metro Transit and regional route service; 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 coordinating water supply planning and monitoring water quality; 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) Providing resources and planning assistance to communities throughout the region to support coordinated, cost-effective growth.
- 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.

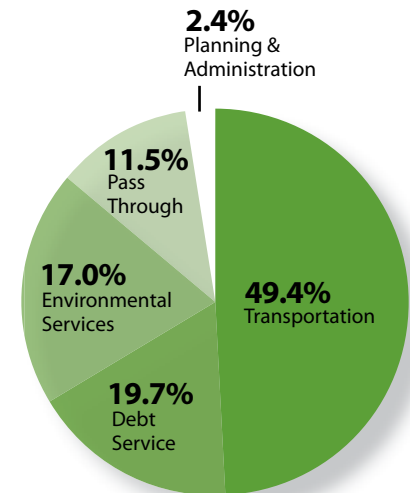
2008 Budget Revenue

Total =	\$691,930,980
Wastewater Fees and Service Availability Charges	\$201,798,000
Transit Fares	\$ 87,851,817
Property Taxes	\$ 69,228,796
Federal Funds	\$ 86,124,812
Other	\$ 17,390,733
State Funds	\$229,536,822



2008 Budget Expenditures

Total =	\$700,920,105
Transportation	\$346,559,280
Environmental Services	\$119,060,455
Debt Service	\$138,063,093
Pass Through	\$ 80,792,375
Planning and Administration	\$ 16,444,902



Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2008, the Council used reserves to make up the difference in revenues and expenditures.

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Brian Lamb

General Manager, Environmental Services

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Director, Metropolitan Transportation Services

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Director, Community Development

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Metropolitan Council 2008 Annual Report Appendices

January 2009



Metropolitan Council

390 North Robert Street, St. Paul, Minnesota 55101

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Roger Scherer	District 1
Tony Pistilli	District 2
Robert McFarlin	District 3
Craig Peterson	District 4
Russ Susag	District 5
Peggy Leppik	District 6
Annette Meeks	District 7
Lynette Wittsack	District 8
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Appendix A. Studies and Recommendations

Summary: Annual Metro Residents Survey

Published February 2008

Each year, the Metropolitan Council conducts the Metro Residents Survey, an annual effort dating back to the early 1980s. The Council conducts the survey to gauge what the region's residents think about quality of life, leading regional issues, problems and solutions, and the Council's portfolio of program responsibilities. The survey heightens understanding of regional issues and provides evidence that the Council can use to make the case for regional solutions.

Survey Overview

Transportation was cited by Twin Cities metro residents as the No. 1 problem facing the region in 2007. It's an issue that's been cited as a major public concern since 2000.

Asked about issues facing the region, 37 percent of those surveyed identified traffic congestion, road conditions, limited transit options and other transportation challenges as the region's "single most important problem." Transportation was more dominant as an issue in the suburbs and rural areas than in the central cities, where crime was of greatest concern.

Crime was a close second overall, with 32 percent of respondents citing crime as the region's top issue. Together, the two issues overshadow all others, including growth, social issues, education and the economy as areas of major concern.

The Metro Residents Survey was conducted from mid-October through early December 2007. More than 1,300 residents participated.

Quality of Life

- Positive feelings about the Twin Cities region have been consistent over 25 years of Metropolitan Council surveys; 94 percent of Twin Cities residents said the region is a better or much better place to live than other metropolitan areas.
- There is continuing concern that the region's quality of life is slipping: 34 percent felt that the quality of life has gotten worse in the past year. The perception that the region's quality of life has declined has been on the rise since the recession of 2000-2001.
- When asked about the Twin Cities region's most attractive feature, 35 percent identified the region's parks, trails, lakes and natural environment. Other assets cited include the variety of things to do (8 percent), arts and cultural opportunities (7 percent), and quality of life aspects (7 percent).

Issues Facing the Region

- Asked about issues facing the region, 37 percent named traffic congestion, road conditions, limited transit options, or other transportation challenges as the region's single most important problem. Sixty-five percent included transportation concerns among the region's top three problems.
- Concern about crime is also high, with 32 percent citing crime as the single most important problem in 2007. Fifty-four percent placed crime among the region's top three problems.

- Distinctive of the past five years is that both transportation and crime are major, dominant concerns at the same time. In 2007, a combined 69 percent highlighted transportation or crime as the region's foremost problem.
- Among other issues – growth issues were mentioned by 19 percent and social issues by 19 percent. However, these were more likely to be considered secondary concerns, rather than the region's single most important problem.

Commuting Solutions

- Survey participants were asked how likely they were to try cost-reducing commuting solutions. Forty-two percent of all commuters said they are very likely to try a more fuel-efficient vehicle.
- Since 2005, there has been an increase in public interest in trying each of the alternative commuting solutions discussed in the survey.
- In 2007, 54 percent of all commuters said they are very likely to try one or more of several traffic-reducing solutions. One-quarter said they are very likely to try transit; one-quarter said they are very likely to work at home or telecommute.
- The number of Twin Cities commuters who said they are very likely to try car-pooling is twice as large as the number who currently car-pool. The number of commuters who said they are interested in taking transit is three times as large as the number who currently take buses and LRT to work.
- Results show significant potential for transit market growth (potential interest amounts to 200,000 new riders) and in other solutions that would further reduce vehicle miles traveled. into something else – precipitating the complaints heard from residents of growing suburbs.

Role of the Metropolitan Council

- Public approval of the Metropolitan Council's performance improved significantly since 2000. In 2007, 41 percent said the Council is doing a good or very good job; 40 percent said the Council is doing a fair job; 19 percent said the Council is doing a poor job or worse.
- Ninety-five percent of residents said the Council's role in monitoring water supply and water quality is very or moderately important. Wastewater treatment, planning to accommodate growth, and natural resources and land conservancy also ranked high as important Council functions.

Recommendations: None

Summary: Annual Use Estimate of the Metropolitan Regional Parks System for 2007

Published June 2008

- An estimated 33,047,700 visits were made to the Metropolitan Regional Parks System in 2007. Visitation experienced a decrease of 0.4 percent, or about 123,700 visits, from the 2006 estimate. The modest decrease in visitor use can partially be attributed to the impacts of seasonal weather. The Twin Cities experienced its wettest August-October on record in 2007, breaking the previous record set in 1900.

- The five most-visited regional parks, trails and special recreation features in 2007 were:

	Number of Visits
1. Minneapolis Chain of Lakes Regional Park	4,966,900
2. Mississippi Gorge Regional Park (Minneapolis and St. Paul)	2,559,100
3. Como Regional Park, Zoo and Conservatory Special Recreation Feature	2,473,000
4. Minnehaha Parkway Regional Trail	1,385,500
5. Nokomis-Hiawatha Regional Park	1,282,800

- Estimated annual visits have increased 38 percent since 1995, when visits were estimated at 23.9 million. A total of 83 park and trail units were sampled in 2007 compared to 68 units sampled in 2000, and 54 in 1995.
- Fifty-nine percent of all estimated visits occurred in regional parks and trails in Minneapolis and St. Paul. This reflects a decrease in the share of visits to those parks and trails in the regional system over time (65.7% share in 2000). This is due primarily to the addition of park and trail facilities and population growth occurring outside these two cities.
- Twenty-two percent of all visits in 2007 were to regional trails and 78 percent were visits to regional parks, park reserves and special recreation features. Although Minneapolis Chain of Lakes and Mississippi Gorge are regional parks, the majority of visits to these parks include trail use. When trail visits to these parks are included in the total trail visit calculations, 42 percent of all 2007 visits are to trails.
- Walking is the top activity in the regional parks system (34 percent of all visits involved walking as an activity), followed by biking (19 percent), swimming (17 percent) and picnicking (13 percent) based on data collected in 1998-99 in the Metropolitan Regional Parks and Trails Study.

Recommendations: None.

Summary: 2007 Study of the Water Quality of 176 Metropolitan Area Lakes

Published July 2008

This study is the latest in a continuing series that summarize results of the Metropolitan Council's annual lake monitoring program. The Council has collected water quality data on area lakes since 1980.

The Metropolitan Council's lake monitoring programs (including the Council staff and the volunteer monitoring programs) have provided an important tool for making informed lake management decisions. Data from the Council's regional lake monitoring programs are frequently used to determine possible trends in lake water quality, to estimate expected ranges in water quality of unmonitored lakes, to examine intra-and interregional differences, to determine potential impairments due to water quality, and to investigate the relationships between land use and water quality.

The report is the latest in a continuing series of reports summarizing results of the Council's annual lake monitoring program. The Council has collected water quality data on area lakes since 1980. This report contains data from a total of 181 lake sites on 176 lakes sampled in 2007.

Seventy-one of the 176 lakes monitored in 2007 were listed by the MPCA as impaired waters due to excessive phosphorus, which affects the lakes' ability to support their designated recreational uses.

- The greatest percentage of the lake sites monitored – 34% – received an overall grade of “C”. The water quality of these lakes is considered average compared to that of others in the seven-county metropolitan area.
- When comparing the percentage of above-average lakes, those receiving grades of “A” or “B”, (31%) to below-average lakes, those receiving “D” or “F” (35%), more lakes were below average.
- Water quality data from the 159 lake sites monitored in both 2006 and 2007 seem to indicate that the Metro Area lakes experienced slightly better water quality conditions in 2007 as compared to 2006. This indicates a reversal of a previous trend in which more lakes saw degradation in their water quality grades from 2004 to 2006.

Recommendations: None.

Summary: Principal Arterial Study

Published June 2008

The Principal Arterial Study was undertaken to help determine highway needs on Principal Arterials and "A" Minor Arterials to accommodate the region's growth to 2030. Principal Arterials consist primarily of Interstate highways and "other freeways" or expressways, most of them owned and operated by the Minnesota Department of Transportation (Mn/DOT). The Council, Mn/DOT Metro and Mn/DOT Central Office agreed to conduct the study jointly.

The analysis included three major steps:

1. Twelve themes were defined, each one representing a different way to improve the system of Principal Arterial roadways in the seven-county metropolitan area. Each theme used the 2030 socioeconomic forecasts for the region.
2. Each theme was analyzed for its potential impacts on the system and compared to the existing system.
3. Ultimately, the analysis of themes led to the development of four general approaches to improving the Principal Arterial System, which were analyzed based on the costs and benefits of each approach.

The analysis resulted in a number of conclusions:

- The region will never have sufficient resources to build a system of Principal Arterials to accommodate future growth, given the design assumptions used today to plan major highway expansion projects.
- The cost to provide a congestion-free Principal Arterial System is 20 times the amount available for expansion projects identified in the *Transportation Policy Plan* adopted by the Metropolitan Council in 2004. Achieving system-wide reductions in congestion will require a level of funding much higher than forecasted.
- The region should focus its investments on low-cost/high-benefit projects that help mitigate existing congestion and safety problems.
- Alternatives to congestion can be provided with bus-only shoulders, priced dynamic shoulders and the addition of MnPASS lanes.

Recommendations: The results of the study have been incorporated into the Council's revised *2030 Transportation Policy Plan*, prepared for adoption on Jan. 17, 2009.

Summary: Master Transit Study

Published August 2008

2030 Local Bus Network

By 2030, the region may add up to 40 new local routes, primarily in suburban markets. Several of these new routes are designed to improve local access to a planned transitway, such as the Central Corridor LRT line or the Northstar Commuter Rail line. Some routes will connect suburbs, while others will improve local connections between suburbs and the downtown core.

The existing local service will see significant improvements as well. Over half of current local routes will benefit from a service improvement. The most common route enhancements are increased frequency of service, longer hours of service on weekdays and weekends, and increased coverage by extending routes to areas not currently served.

2030 Arterial Bus Service Network

By 2030, the Council expects the number of arterial and high-frequency network routes to double. A large portion of this growth will be on routes serving St. Paul. There will also be an expansion of limited-stop routes that overlay local service in the highest ridership corridors.

There are currently two limited-stop overlay routes, Route 53 on Lake Street and Marshall Avenue and Route 50 on University Avenue. Today, these routes operate only on weekdays during the morning and afternoon peak hours. An all-day limited-stop service, Route 54, operates on West 7th Street in St. Paul and Bloomington.

By 2030 MetroTransit plans to provide additional all-day limited-stop service and five new limited-stop routes on Chicago Avenue, Nicollet Avenue, Fremont Avenue, Broadway Avenue and Maryland/White Bear Aves. Some of these routes may also be candidates for new bus rapid transit service.

2030 Express Bus Service Network

The 2030 goal is to add 36 new express routes and make service improvements on an additional 50 existing routes. This includes adding or expanding dozens of park-and-ride lots associated with these routes.

These recommendations are based on analysis of commuting patterns to downtown Minneapolis, downtown St. Paul and the University of Minnesota, including changes in population and employment and the modal share of transit within the overall commuter market. The route improvements shown below will be prioritized and implemented as financial resources permit.

Transit Corridor Analysis

This study identified 29 corridors and analyzed them for their potential for light rail, commuter rail, or busway improvements. Projected ridership and annualized cost are the primary factors in determining transit corridor potential.

A number of additional considerations influence readiness, cost and impacts of transitway implementation. These include right-of-way considerations and potential transitway impacts on the road system, environment and land use, as well as other factors.

The following table shows the results for each corridor for cost and potential ridership, and additional considerations in transitway implementation.

Corridor Screening Results

	Transit Corridor/Description	Mode Studied	Projected Ridership	Costs	Considerations
1	Central Avenue	LRT	Medium	Medium	Would require taking lanes on Central Avenue.
2	Bethel-Cambridge Rail	CR	Low	Medium	Passenger rail from Duluth may fund upgrades, reducing cost for commuter rail; uncertain if or when passenger rail will commence.
2B	Bethel-Cambridge Rail	CR	Low	Low	Alternative with line truncated at the Anoka border; costs were reduced from the main alternative.
3	I-394	LRT	Medium	High	Would require additional ROW, reconstruction of the roadway and reconstruction of interchanges. Development in close proximity to existing highway ROW.
4	Dakota Rail Line	CR	Low	High	Portion of alignment on operating railroad.
5	Delano Commuter Rail	CR	Low	Medium	Operating railroad.
6	Midtown/29th St	LRT	Low	Low	Southwest LRT alignment has not yet been determined but may use part of this corridor.
6B	Midtown/29th St	LRT	Low	Low	Alternative with line truncated at Hiawatha LRT and assumed Southwest LRT was complete.
7	Norwood YA - TC&W Rail	CR	Low	Medium	Operating railroad.
8	Victoria Corridor	LRT	Medium	Medium	Corridor follows Southwest LRT alignment for much of route.
9	I-494 Southwest Quadrant	LRT	Low	Medium	Would require taking lanes on American Boulevard.
10	I-494/I-694 Beltway LRT	LRT	Medium	Very High	May require reconstruction or relocation of roadway, reconstruction of interchanges and purchase of ROW. River crossings at the Mississippi and Minnesota Rivers.
11	Riverview Corridor - to MOA	LRT	Medium	Low	Would require taking lanes on West 7 th . Highway 5 Bridge may not support rail. May not be able to widen Ft. Snelling tunnel.
12	Riverview Corridor - to Hiawatha	LRT	Medium	Low	If built on streets, would require taking lanes on West 7th, Ford Parkway, and 46th Street. River crossing at Ford Bridge. Grade issues on Ford Plant Spur. Alignment close to residential structures.
13	Snelling Ave & Ford Pkwy	LRT	Medium	Low	Would require taking lanes on Snelling Avenue and Ford Parkway. River crossing at Ford Parkway.
14	Rush Line LRT Corridor	LRT	Low	Low	If built on streets, would require taking lanes on East 7th. ROW runs close to residential structures.
15	CSAH 42	LRT	Low	High	May require additional ROW and reconstruction of interchanges.

Corridor Screening Results (cont.)

	Transit Corridor/Description	Mode Studied	Projected Ridership	Costs	Considerations
16	Union Pacific Spur	CR	Low	Medium	Would require filling a two-mile gap in rail connection. Corridor would have to be reconnected to downtown St. Paul. Alignment includes multiple operating railroads.
17	I-94 East- along highway	LRT	Medium	High	May require reconstruction, relocation of roadway, reconstruction of interchanges and purchase of additional ROW. River crossing at St Croix. Wisconsin cost-sharing would have to be resolved.
17B	I-94 East- along highway	Busway	Low	Medium	Alternative considered assuming busway and not LRT.
17B1	I-94 East- along highway	Busway	Low	Medium	Alternative assuming busway to downtown St Paul.
17B2	I-94 East- along highway	Busway	Low	Medium	Alternative assuming busway to downtown Minneapolis.
18	I-94 East- Commuter Rail	CR	Low	Low	River crossing at St Croix. Operating railroad. Wisconsin cost-sharing would have to be resolved.
19	Hwy 36	LRT	Medium	High	May require additional ROW and reconstruction of roadway and interchanges. Wisconsin cost-sharing would have to be resolved.
20	Wisconsin Central	CR	Low	Medium	Alignment includes multiple operating railroads.
21	BNSF Between Downtowns	Busway	Low	Low	Operating railroad with no plan for sale/abandonment.
22	NE Diagonal	Busway	Medium	Medium	Rail line currently in active use. Potential federal 4F issues with bike trail. ROW close to residential structures east of Lexington. Limited ROW in downtown White Bear Lake.
23	I-35W to Forest Lake	LRT	Medium	High	Will require purchase of additional ROW, reconstruction or relocation of the roadway, and reconstruction of interchanges.
24	Nicollet Ave	LRT	High	Medium	Would require taking lanes on Nicollet Avenue. Kmart extends across Nicollet.
25	Monticello Commuter Rail	CR	Low	Medium	Uses same rail corridor as Bottineau; only light rail or commuter rail could be accommodated. Operating Railroad.
26	Southwest LRT Extension	LRT	Low	Medium	Intersections/interchanges would have to be rebuilt on Hwy 212.
27	Bottineau: Rail ROW	LRT	High	Medium	Operating Railroad. BNSF ROW needed.
28	Bottineau: Highway	LRT	High	Medium	Would require taking lanes on Bottineau Boulevard/ Broadway/other streets.
29	Rush Line Corridor	CR	Low	High	Multiple operating railroads. Rail would have to be rebuilt on abandoned ROW.

Study Conclusions

Complete/In Implementation. The following transitways are complete or are in the process of being completed: Hiawatha LRT, I-35W BRT, Cedar BRT, I-394 HOT Lane, Northstar Commuter Rail and Central Corridor LRT.

In Development. Two corridors had sufficiently high ridership, available right-of-way, and satisfactory costs that showed potential for transitway implementation. The Southwest and Bottineau Transitways should continue toward advanced study toward implementation. Development will include alternatives analysis, draft environmental impact statements, final environmental impact statements, preliminary engineering, final design, and any other studies that lead to implementation.

Study for Mode/Alignment. The following corridors should be studied to determine the most appropriate transit mode and alignment: I-35W North, Central Avenue/TH65, TH 36/NE, I-94 East, and Rush Line Corridor.

Study Bus Rapid Transit on Arterial Streets. Some arterial transit corridors screened for LRT showed promising ridership results, but high cost and limited right-of-way restrict rail implementation. Still, high transit demand in these corridors may warrant improved bus service to emulate LRT. The following corridors should be studied for bus rapid transit: Nicollet Avenue, Chicago Avenue, I-494/American Boulevard, Broadway Avenue, Snelling Avenue, West Seventh Street, East Seventh Street, and Robert Street.

Future Study: Commuter Rail. The current ridership analysis indicates that no commuter rail corridor other than Northstar would have enough ridership to meet a threshold for intensive investments. This modeling is hampered by the lack of data about travel patterns of commuter-rail customers because the region currently does not have an operating commuter rail line. Once Northstar Commuter Rail opens in 2009, it will be possible to use observed data on the demand for commuter rail for modeling in the region. Because of this, the region should again look at demand for commuter rail after Northstar is operational.

The *2030 Transportation Policy Plan* adopted in 2004 identifies the Red Rock Corridor as a tier two transitway on dedicated right-of-way. Because an alternatives analysis was completed in 2007, this corridor was not included in the corridor screening. The results of the alternatives analysis were compared to other modeled corridors. The alternatives analysis concluded bus service should be increased in the corridor to build a ridership base prior to implementing commuter rail. This approach may apply to other corridors in this study.

If improvements are made on any railroad corridors to accommodate increased intercity passenger rail in the region, these improvements may lower the construction cost of commuter rail lines on those corridors.

Future Study: Midtown Corridor. The Midtown Corridor shows promise as a transitway connecting Hiawatha LRT and Southwest Transitway. However, it is not yet clear which Southwest alignment will be selected. This corridor should be examined after the Southwest Transitway alignment is determined to see if a connection between Hiawatha and Southwest is warranted.

Recommendations: The results of the study have been incorporated into the Council's revised *2030 Transportation Policy Plan*, prepared for adoption on Jan. 17, 2009.

Appendix B. Policy Plans and Amendments Adopted in 2008 and Related Review Comments of Metropolitan Agencies

The Metropolitan Council did not adopt policy plans or amendments in 2008.

Appendix C. 2009 Budget and Program Information

The Metropolitan Council's 2009 unified operating budget, to be submitted to the Minnesota Legislature in January 2009, contains detailed budget information and a general description of the Council's proposed program of work in 2009.

The financial objectives underlying the 2009 budget include:

- Effectively managing fund balances and reserves,
- Maintaining AAA bond rating, and
- Keeping the tax levy's impact flat on taxpayers.

The 2009 budget addresses multiple financial challenges facing the Council. These challenges include a Council commitment to maintaining a flat property tax impact to taxpayers, increasing transit demand and managing increased diesel fuel and utility costs.

Operating Budget Categories

The 2009 Unified Operating Budget is \$750.1 million, an increase of 7.0 percent from the 2008 adopted budget. The Council's unified operating budget is composed of three major categories:

- **Operating expenditures:** are expenditures incurred to support the Council's primary service activities. 2009 operating expenditures are expected to be \$521.5 million, up 8.2 percent from the 2008 adopted budget. The increased expenditures are driven primarily by increased labor, diesel fuel and utility costs.
- **Pass-through grants and loans:** are funds received by the Council, which are then granted, loaned or passed on to another agency, organization or individual for a specified use. 2009 pass-through grant and loan expenditures is \$78.3 million, down 3.1 percent from \$80.8 million in 2008, driven primarily by decreased federal HUD funding.
- **Debt service:** are expenditures required to pay both the principal and the interest on bonds, notes, certificates, and loans. 2009 debt service expenditures are \$150.4 million, up 8.9 percent from \$138.1 million in 2008, driven primarily by capital projects in Metro Transit.

2009 Program Priorities

The Council is organized into three operating divisions – Transportation, Environmental Services, and Community Development – and supporting central administrative units.

Transportation

The 2009 transportation budget focuses on maintenance of the existing transit system, yet oriented toward continuing reasonable growth once funds become available. The 2009 budget includes \$82.6 million from a State General Fund appropriation for transit support.

The Metropolitan Council operates or provides funding to five types of transit programs.

- **Metro Transit:** Provided roughly 67.9 million bus trips and nearly 9.1 million rail trips in 2007. The total of 77 million trips was the highest number of passengers in twenty-five years.
- **Metro Mobility:** This program serves persons with disabilities that prevent them from using the regular-route transit system. This service provided 1.4 million rides in 2007.
- **Contracted Regular Routes:** Approximately 50 regular routes are contracted out to private and nonprofit organizations. This service provided an estimated 2.2 million rides in 2007.
- **Community Programs:** Dial-a-ride service is provided to rural areas and a number of cities through contracts with counties, cities and nonprofit organizations. In 2007, 450,000 rides were provided by this program through contracts with 15 transit service providers.
- **Suburban Transit Providers:** Thirteen communities provide their own transit services. The Council provides capital funding for these programs and passes through operating funds from the state. In 2007, these programs provided 4.7 million rides.

Environmental Services

Metropolitan Council Environmental Services (MCES) collects and treats an average of 255 million gallons of wastewater each day from 104 communities, achieving near-perfect compliance with federal and state clean water standards. It also provides water resources monitoring and analysis for the region, and partners with numerous public and private groups committed to a clean environment. Wastewater operations and debt service are 100 percent funded by user fees.

The Environmental Services division annual budget focuses on meeting the objectives and expected outcomes that align with the strategic goals of the Council and the division. The following considerations were the top priorities in the development of the 2009 MCES budget.

- Meeting regulatory requirements
- Retaining competitive fees and rates
- Meeting customer expectations for quality and level of service
- Addressing watershed capacity and pollutant load issues
- Fully funding the current cost of all programs

Community Development

The Community Development Division conducts planning and policy development to support regional growth and reinvestment. The unit awards grants to local governments and provides technical assistance to help them carry out their comprehensive plans. It also provides housing assistance to lower-income households.

In 2009, Community Development will focus its resources, tools and incentives on implementation of the *Regional Development Framework*, the Council's regional growth plan. The *Regional Development Framework* is a comprehensive strategy for focusing regional

policies and investments on integrating transportation, housing, development, and environmental protection to support the region's quality of life.

The Housing and Redevelopment Authority includes two major programs – the Rent Assistance program providing more than 6,600 HUD Section 8 rental vouchers and the Family Affordable Housing Program, which rents 150 housing units owned and operated by the Council to low-income households.

Appendix D. 2008 Legislative Program

The Metropolitan Council's legislative proposals for the 2009 session are still under development as of Jan. 15, 2009. The Council is working with the Governor's office and the state departments on proposals regarding appropriations, bonding, policy issues and statutory housekeeping matters.

Appendix E. Plans, Projects and Applications Submitted to the Metropolitan Council, January 1 through December 31, 2008

Content topics of following pages:

- Federal Grant and Loan Requests
- Independent and Metropolitan Agency Plans and Programs
- Local Government Plans and Projects
- System Statement Matters
- Miscellaneous Reviews
- State Grant and Loan Requests

Federal Grant and Loan Requests
U.S. Dept. of Housing & Urban Development
Water Program

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20156-1	PLYMOUTH NON-DEGRADATION REPORT MS4 PERMIT	
20163-1	ST. LOUIS PARK NONDEGRADATION REPORT MS4	
20164-1	LAKEVILLE NONDEGRADATION REPORT MS4	
20204-1	FARMINGTON NONDEGRADATION REVIEW	Favorable

U.S. Dept. of Transportation
Airport Program

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20299-1	METROPOLITAN AIRPORTS COMMISSION CRYSTAL LONG TERM PLAN 2008	Favorable
20300-1	METROPOLITAN AIRPORTS COMMISSION AIRLAKE AIRPORT PLAN LONG TERM 2008	Favorable
20301-1	METROPOLITAN AIRPORTS COMMISSION LAKE ELMO AIRPORT LONG TERM PLAN 2008	Favorable
20323-1	METROPOLITAN AIRPORTS COMMISSION ENVIRONMENT CHAPTER OF CIP	
20359-1	METROPOLITAN AIRPORTS COMMISSION CIP 2009-2015	
20369-1	METROPOLITAN AIRPORTS COMMISSION CIP 2009-2015	

Transit Program

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20229-1	METROPOLITAN COUNCIL CENTRAL CORRIDOR LRT SUPPLEMENTAL DRAFT EIS APRIL 2008	

Independent & Metro Agency Plans & Programs**Water Management Plans**

No.	<i>Applicant/Description</i>	<i>Council Action</i>
18537-2	FRIDLEY ADDENDUM TO SURFACE WATER MANAGEMENT PLAN	
19295-2	FOREST LAKE AMENDMENT TO 2005 SURFACE WATER MANAGEMENT PLAN	
20136-2	ELKO / NEW MARKET WATER MANAGEMENT PLAN REVISION 2008	
20142-2	RICHFIELD SURFACE WATER MANAGEMENT PLAN	
20162-1	ST. ANTHONY WATER RESOURCES MANAGEMENT PLAN	
20168-1	LAKEVILLE WATER RESOURCES MANAGMENT PLAN	
20182-1	VADNAIS LAKE AREA WATER MANAGEMENT ORGANIZATION 2007 VLAWMO WATER MANAGEMENT PLAN	
20183-1	ROSEMOUNT AMENDMENT TO WETLAND MANAGEMENT PLAN	
20198-1	FARMINGTON LOCAL SURFACE WATER MANAGEMENT PLAN DRAFT 2008	
20205-1	RAMSEY CITY SURFACE WATER MANAGEMENT PLAN 2008	
20213-1	BURNSVILLE WATER RESORUCES MANAGEMENT PLAN 2008	
20224-1	SHOREWOOD SURFACE WATER MANAGEMENT PLAN 2008	
20231-1	OAKDALE SURFACE WATER MANAGEMENT UPDATE	
20233-1	MOUND SURFACE WATER MANAGEMENT PLAN 2008	
20249-1	WATERTOWN WATER SURFACE MANAGEMENT PLAN	
20251-1	LORETTO SURFACE WATER MANAGEMENT 2008	
20253-1	COTTAGE GROVE SURFACE WATER MANAGEMENT	
20258-1	LAUDERDALE SURFACE WATER MANAGEMENT PLAN 2008	

Independent & Metro Agency Plans & Programs**Water Management Plans**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20261-1	NEW HOPE LOCAL WATER MANAGEMENT PLAN	
20262-1	MINNETRISTA SURFACE WATER MANAGEMENT PLAN 2008	
20263-1	MINNETONKA SURFACE WATER MANAGEMENT PLAN 2008	
20267-1	OSSEO STORMWATER MANAGEMENT PLAN	
20268-1	OAK PARK HEIGHTS SURFACE WATER MANAGEMENT	
20270-1	BLAINE SURFACE WATER MANAGEMENT PLAN	
20271-1	MAY SURFACE WATER MANAGEMENT PLAN	
20276-1	DAKOTA COUNTY LOCAL WATER MANAGEMENT PLAN 2008	
20282-1	DENMARK TWP. SURFACE WATER MANAGEMENT PLAN 2008	
20286-1	LORETTO LOCAL SURFACE WATER 2008	
20287-1	LONG LAKE SURFACE WATER MANAGEMENT 2008	
20289-1	BETHEL WATER MANAGEMENT PLAN	
20291-1	RICE CREEK WATERSHED LINO LAKE MANAGEMENT PLAN 2998	
20292-1	WOODBURY SURFACE WATER MANAGEMENT PLAN 2008	
20294-1	PLYMOUTH SURFACE WATER MANAGEMENT 2008	
20303-1	SCANDIA LOCAL WATER MANAGEMENT PLAN 2008	
20306-1	HOPKINS SURFACE WATER MANAGEMENT 2008	
20307-1	SHOREWOOD SURFACE WATER MANAGEMENT 2008 PLAN	

Independent & Metro Agency Plans & Programs**Water Management Plans**

No.	<i>Applicant/Description</i>	<i>Council Action</i>
20309-1	BAYPORT SURFACE WATER MANAGEMENT 2008	
20310-1	GREENFIELD SURFACE WATER MANAGEMENT	
20311-1	JORDAN SURFACE WATER MANAGEMENT PLAN 2008	
20317-1	STILLWATER TWP SURFACE WATER MANAGEMENT PLAN	
20324-1	FALCON HEIGHTS WATER RESOURCES MANAGEMENT PLAN 2008	
20327-1	BAYTOWN SURFACE WATER MANAGEMENT PLAN 2008	
20328-1	ST. MARY'S POINT SURFACE WATER MANAGEMENT PLAN	
20330-1	ST. ANTHONY WATER RESOURCE MANAGEMENT PLAN 2008	
20331-1	GRANT SURFACE WATER MANAGEMENT	
20336-1	MAPLE PLAIN SURFACE WATER MANAGEMENT PLAN 2008	
20340-1	MINNETONKA BEACH SURFACE WATER MANAGEMENT PLAN	
20342-1	MAPLE GROVE SURFACE WATER SUPPLY MANAGEMENT	
20343-1	NORTH ST. PAUL SURFACE WATER MANAGEMENT	
20347-1	MEDINA SURFACE WATER MANAGEMENT PLAN	
20353-1	NEWPORT SURFACE WATER MANAGEMENT	
20363-10	RICE CREEK WATERSHED DISTRICT LINO LAKES RESOURCE MANAGEMENT PLAN	
20365-1	CHAMPLAIN COMPREHENSIVE SURFACE WATER MANAGEMENT PLAN	
20367-1	HASTINGS WATERSHED MANAGEMENT PLAN	

Independent & Metro Agency Plans & Programs
Water Management Plans

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20373-1	LAKELAND SHORES SURFACE WATER MANAGEMENT PLAN	
20376-1	NOWTHEN WATER MANAGEMENT PLAN	
20379-1	SUNFISH LAKE SURFACE WATER MANAGEMENT PLAN	
20386-1	BIRCHWOOD SURFACE WATER MANAGEMENT PLAN	
20388-1	DELLWOOD SURFACE WATER MANAGEMENT	
20395-1	RAMSEY CITY SURFACE WATER MANAGEMENT PLAN	
20399-1	BURNSVILLE SURFACE WATER MANAGEMENT	
20409-1	GREY CLOUD TWP. SURFACE WATER SUPPLY PLAN	
20419-1	EDEN PRAIRIE SURFACE WATER MANAGEMENT PLAN 2008	
20421-1	SHOREVIEW WATER SYSTEM PLAN UPDATE 2008	
20425-1	WACONIA SURFACE WATER MANAGEMENT PLAN 2008	
20441-1	BETHEL SURFACE WATER MANAGMENT	
20451-1	WOODLAND SURFACE WATER MANAGEMENT PLAN 2008	
20452-1	GREENWOOD SURFACE WATER MANAGEMENT 2008	
20453-1	DEEPHAVEN SURFACE WATER MANAGEMENT PLAN 2008	

Independent & Metro Agency Plans & Programs**Watershed District Plans**

No.	Applicant/Description	Council Action
19849-3	SHINGLE CREEK & WEST MISSISSIPPI WATERSHED MGMT. COMMISSION AMENDMENT TO 2ND GENERATION REVISE CIP	
20083-2	RICE CREEK WATERSHED DISTRICT ANOKA-WASHINGTON DITCH 4 & ANOKA CO. 15 PUBLIC DRAINAGE SYSTEMS	
20165-1	RAMSEY - WASHINGTON METRO WATERSHED DISTRICT RULE AMENDMENT DRAFT REVISIONS	
20165-2	RAMSEY - WASHINGTON METRO WATERSHED DISTRICT RULE AMENDMENT	
20166-1	CAPITOL REGION WATERSHED DISTRICT DRAFT RULE REVISIONS REVIEW	
20166-2	CAPITOL REGION WATERSHED DISTRICT RULE AMENDMENT	
20171-1	NINE MILE CREEK WATERSHED DISTRICT PROPOSED RULES	
20184-1	CARNELIAN MARINE WATERSHED DISTRICT PLAN AMENDMENT	
20195-1	CARNELIAN MARINE WATERSHED DISTRICT PROPOSED DRAFT RULES	
20196-1	COMFORT LAKE-FOREST LAKE WATERSHED DISTRICT MANAGEMENT PLAN 2008 REVISION	
20196-2	COMFORT LAKE-FOREST LAKE WATERSHED DISTRICT REVISED PLAN	
20196-20	COMFORT LAKE-FOREST LAKE WATERSHED DISTRICT REVISED PLAN	
20219-1	LOWER ST. CROIX VALLEY WATERSHED MANAGEMENT ORGANIZATION 2008 PLAN AMENDMENT	
20228-1	UPPER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION AMENDMENT TO WATERSHED PLAN	
20230-1	UPPER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION WATER QUALITY STANDARDS EAST TWIN LAKE , LAKE GEORGE & RUM RIVER	
20230-2	UPPER RUM RIVER WATERSHED MANAGEMENT MINOR CHANGES TO PLAN	
20321-1	SCOTT COUNTY WATERSHED MANAGEMENT ORGANIZATION WATER MANAGEMENT PLAN 2008	
20364-1	LOWER ST. CROIX WATERSHED MANAGEMENT ORGANIZATION DRAFT PLAN AMENDMENT	

Local Government Plans & Projects
Comprehensive Plan Amendments

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
15553-5	DAKOTA COUNTY MISSISSIPPI RIVER REGIONAL TRAIL	
16335-8	BAYTOWN TWP ST. CROIX PREPARATORY ACADEMY 58.63 ACRES	Favorable
16535-6	LILYDLE AMENDMENT MODIFCATION CHANGE FORMER CPA/CRITICAL AREA PLAN	
16907-25	BURNSVILLE KARL BOHN - DAN PATCH TRAIL 10 ACRES	Favorable
16933-8	SHOREVIEW CHANGE LAND USE AT 655 CO. RD. E TO PRIVATE OWNERSHIP	Favorable
16933-9	SHOREVIEW SOUTHVIEW 4.5 ACRES 35 ASSISTED LIVING UNITS 15 MEMORY CARE UNITS	Favorable
16941-4	NEW HOPE DESIGN GUIDELINES	Favorable
16946-15	WACONIA OLD BEACH LANE 7.64 ACRES	Favorable
16954-12	BURNSVILLE MINNESOTA CEMETERIES CORP. 1.39 ACRES	Favorable
16958-20	LAKEVILLE LAND CHANGE 5.29 ACRES FROM LOW TO HIGH DENSITY 155 UNIT SENIOR HSG.	Favorable
16958-21	LAKEVILLE FIRST INDUSTRIAL RELITY TRUST 139.5 ACRES	Favorable
16989-14	GOLDEN VALLEY 228 & 308 MEANDER ROAD LAND CHANGE 2.34 ACRES	Favorable
16989-15	GOLDEN VALLEY 1-394 CORRIDOR LAND USE STUDY ADOPTION 237.40 ACRES	Favorable
17054-5	ST. PAUL CENTRAL CORRIDOR DEVELOPMENT STRATEGY 780 ACRES	
17058-5	ST. PAUL CENTRAL CORRIDOR 780 ACRES	Favorable
17974-34	ST. LOUIS PARK THE ELLIPSE AT EXCELSIOR .85 ACRES	Favorable
18103-20	BLOOMINGTON BETHANY SENIOR HOUSING 4 ACRES	Favorable
18103-21	BLOOMINGTON CPA NORMANDALE LAKE DISTRICT 178 ACRES	Favorable

Local Government Plans & Projects
Comprehensive Plan Amendments

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18103-22	BLOOMINGTON APPLEWOOD POINTE SOUTHTOWN 5.2 ACRES	Favorable
18103-23	BLOOMINGTON COVINGTON AT NORMAN POINTE 8.3 ACRES	
18104-3	INDEPENDENCE REGUIDE 23 ACRES OF AGRICULTURE TO COMMERCIAL LAND USE (TARGET)	
18119-4	HASSAN TWP. STONES THROW 7 ACRES AND HASSAN MAINSTREET 7 ACRES	Favorable
18121-5	DAYTON MUSA CHANGE 38.8 ACRES HEMLOCK LAKE EXTENSION	Favorable
18153-4	MAPLEWOOD GETHSEMANE SENIOR HOUSING 6 ACRES	Favorable
18158-26	ANDOVER PROVIDE SEWER TO METRO MOSQUITO CONTROL DISTRICT BUILDING 5.58 ACRES	Favorable
18160-27	RAMSEY CITY SUNFISH LAKE DEVELOPMENT 30 ACRES	Favorable
18160-29	RAMSEY CITY RAMSEY COMMONS 2.78 ACRES	Favorable
18160-30	RAMSEY SAINT KATHARENE DREXEL CATHOLIC CHURCH 37.5	Favorable
18171-8	WHITE BEARL LAKE HABITAT PROPERTIES .35 ACRES	Favorable
18208-32	PLYMOUTH GONYEA CO. WOODCREST OF PLYMOUTH 2.38 ACRES	Favorable
18274-20	EAGAN ST. ELIZABETH ORTHODOX CHURCH .60 ACRES	Favorable
18274-21	EAGAN 120 ACRES REDEVELOPMENT GOLF COURSE TO RESIDENTIAL CARRIAGE HILLS	Favorable
18444-3	SCOTT COUNTY 2020 CPA TO MAP MESENBRINK DEVELOP 19.76 ACRES	Favorable
18452-15	WOODBURY THE CLASSIC AT THE PRESERVE III ADDITION 1.33 ACRES	Favorable
18452-16	WOODBURY THE CLASSIC AT THE PRESERVE III ADD. 1.33 ACRES	
18495-39	INVER GROVE HEIGHTS HWY 52/55 MUSA EXPANSION 940.63 ACRES	Favorable

Local Government Plans & Projects
Comprehensive Plan Amendments

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18495-40	INVER GROVE HEIGHTS LANCE LEMIEUX SOUTHVIEW SENIOR LIVING 4.5 ACRES	Favorable
18495-41	INVER GROVE HEIGHTS MIKE SOFI - 10 ACRES	
18600-3	MINNETONKA BEACH PUBLIC FACILITEIS SEC PARK AND OPEN SPACE ELEMENT TO CPA 32.9 ACRES	Favorable
18795-19	EDEN PRAIRIE ENTERPRISE RENT A CAR 1.6 ACRES	Favorable
18795-20	EDEN PRAIRIE CH ROBINSON DATA CENTER OFFICE 2.59 ACRES	Favorable
20334-1	BURNSVILLE 182 UNIT SENIOR LIVING COMMUNITY BY BETHANY	Favorable
20338-1	MINNETONKA WATER SUPPLY PLAN	
20470-1	LITTLE CANADA COMFORTS OF HOME 4 ACRES	

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

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20169-1	NEW GERMANY 2030 CPU	
20227-1	COON RAPIDS CPU 2008	
20243-1	BELLE PLAINE 2008 COMPREHENSIVE PLAN UPDATE	
20265-1	CHANHASSEN CPU FOR 2008	Favorable
20279-1	LONG LAKE 2008 CPU	
20280-1	MARINE ON ST. CROIX 2008 CPU	
20281-1	OAKDALE 2008 CPU	
20305-1	LAUDERDALE 2008 CPU	
20308-1	BAYPORT 2008 CPU	
20325-1	CARVER CITY 2008 CPU	
20326-1	ANDOVER 2008 CPU	
20348-1	MINNEAPOLIS 2008 CPU	
20361-1	PLYMOUTH 2008 CPU	
20362-1	DELLWOOD 2008 CPU	
20366-1	NORTH ST. PAUL 2008 CPU	
20375-1	MEDICINE LAKE 2008 CPU	
20377-1	FOREST LAKE 2008 CPU	
20382-1	BIRCHWOOD 2008 CPU	

Independent & Metro Agency Plans & Programs**Water Management Plans**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18537-2	FRIDLEY ADDENDUM TO SURFACE WATER MANAGEMENT PLAN	
19295-2	FOREST LAKE AMENDMENT TO 2005 SURFACE WATER MANAGEMENT PLAN	
20136-2	ELKO / NEW MARKET WATER MANAGEMENT PLAN REVISION 2008	
20142-2	RICHFIELD SURFACE WATER MANAGEMENT PLAN	
20162-1	ST. ANTHONY WATER RESOURCES MANAGEMENT PLAN	
20168-1	LAKEVILLE WATER RESOURCES MANAGMENT PLAN	
20182-1	VADNAIS LAKE AREA WATER MANAGEMENT ORGANIZATION 2007 VLAWMO WATER MANAGEMENT PLAN	
20183-1	ROSEMOUNT AMENDMENT TO WETLAND MANAGEMENT PLAN	
20198-1	FARMINGTON LOCAL SURFACE WATER MANAGEMENT PLAN DRAFT 2008	
20205-1	RAMSEY CITY SURFACE WATER MANAGEMENT PLAN 2008	
20213-1	BURNSVILLE WATER RESORUCES MANAGEMENT PLAN 2008	
20224-1	SHOREWOOD SURFACE WATER MANAGEMENT PLAN 2008	
20231-1	OAKDALE SURFACE WATER MANAGEMENT UPDATE	
20233-1	MOUND SURFACE WATER MANAGEMENT PLAN 2008	
20249-1	WATERTOWN WATER SURFACE MANAGEMENT PLAN	
20251-1	LORETTO SURFACE WATER MANAGEMENT 2008	
20253-1	COTTAGE GROVE SURFACE WATER MANAGEMENT	
20258-1	LAUDERDALE SURFACE WATER MANAGEMENT PLAN 2008	

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

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20429-1	HENNEPIN COUNTY 2008 CPU - TRANSPORTATION SYSTEM PLAN	
20431-1	STILLWATER TWP. 2008 CPU	
20432-1	MEDINA 2008 CPU	
20433-1	ELKO / NEW MARKET 2008 CPU	
20435-1	CIRCLE PINES 2008 CPU	
20436-1	WATERTOWN 2008 CPU	
20438-1	MOUND 2008 CPU	
20439-1	BETHEL 2008 CPU	
20440-1	LAKELAND SHORES	
20442-1	NORWOOD/YOUNG AMERICA 2008 CPU	
20443-1	OSSEO 2008 CPU	
20444-1	ANOKA CITY 2008 CPU	
20445-1	LAKEVILLE 2008 CPU	
20447-1	BAYTOWN TWP. 2008 CPU	
20448-1	ST. PAUL PARK 2008 CPU	
20449-1	NORTH OAKS 2008 CPU	
20454-1	WILLERNIE 2008 CPU	
20455-1	DAKOTA COUNTY 2008 CPU	

Local Government Plans & Projects
Revised Comprehensive Plans

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20456-1	SCANDIA 2008 CPU	
20458-1	BURNSVILLE 2008 CPU	
20459-1	COATES 2008 CPU	
20460-1	MIESVILLE 2008 CPU	
20461-1	VERMILLION 2008 CPU	
20462-1	DAKOTA COUNTY RURAL COLLABORATIVE 2008 CPU	
20463-1	BROOKLYN PARK 2008 CPU	
20464-1	ST. FRANCIS 2008 CPU	
20465-1	OAK GROVE 2008 CPU	
20466-1	LORETTO 2008 CPU	
20467-1	OAK PARK HEIGHTS 2008 CPU	
20468-1	GRANT 2008 CPU	
20469-1	NEW HOPE 2008 CPU	
20472-1	RICHFIELD 2008 CPU	
20473-1	SAVAGE 2008 CPU	
20476-1	ARDEN HILLS 2008 CPU	
20477-1	VERMILLION TWP. 2008 CPU	

Local Government Plans & Projects**Water Supply Plans**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19921-2	CHANHASSEN UPDATED WATER SUPPLY	
20106-2	VICTORIA REVISION TO WATER SUPPLY PLAN	
20112-2	WACONIA REVISION TO WATER SUPPLY PLAN	
20157-1	WAYZATA WATER SUPPLY PLAN	
20170-1	NEW GERMANY WATER SUPPLY PLAN	
20187-1	HASTINGS WATER SUPPLY AND CONSERVATION	
20197-1	ST. BONIFACIUS WATER SUPPLY PLAN	
20206-1	SHOREVIEW WATER EMERGENCY AND CONSERVATION PLAN 2007	
20214-1	BURNSVILLE WATER SUPPLY PLAN 2008	
20248-1	RAMSEY CITY WATER SUPPLY PLAN 2008	
20252-1	GOLDEN VALLEY SURFACE WATER MANAGEMENT PLAN	
20257-1	BIRCHWOOD WATERSUPPLY PLAN 2008	
20313-1	MINNEAPOLIS WATER SUPPLY PLAN 2008	
20314-1	ST. LOUIS PARK WATER SUPPLY PLAN 2008	
20318-1	BURNSVILLE WATER SUPPLY PLAN 2008	
20341-1	ROSEMOUNT WATER SUPPLY PLAN	
20346-1	INVER GROVE HEIGHTS WATER SUPPLY PLAN	
20352-1	ORONO WATER SUPPLY PLAN	

Local Government Plans & Projects**Water Supply Plans**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20355-10	NEWPORT WATER SUPPLY 2008	
20356-1	ST. FRANCIS WATER SUPPLY 2008	
20368-1	ST. ANTHONY WATER SUPPLY PLAN	
20391-1	NORTH ST. PAUL WATER SUPPLY PLAN	
20404-1	CENTERVILLE WATER SUPPLY	
20405-1	EDINA WATER SUPPLY PLAN	
20410-1	FRIDLEY WATER SUPPLY	
30400-1	ANOKA CITY WATER SUPPLY PLAN	

Miscellaneous Referrals**Critical Area Plans and Projects****Critical Area Review - Plans & Regulations**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20208-1	MINNEAPOLIS MISSISSIPPI RIVER CRITICAL AREA ORDINANCE	Favorable
20350-1	DAYTON REZONING PROPOSED RIVER HILL FARMS FROM AGRICULTURE TO S.F.	

Miscellaneous Referrals**Housing Bond Plans and Programs****Housing Bond Program**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20159-1	GOLDEN VALLEY MULTI-FAMILY HOUSING AT 2825 LEE AVENUE	Favorable
20160-1	PLYMOUTH MULTI FMAILY HOUSING 1120 IVES LANE NORTH	Favorable
20173-1	FALCON HEIGHTS HOUSING PROJECT 2820 SNELLING AVE NORTH	Favorable
20174-1	CHAMPLIN CHAMPLIN DRIVE APARTMENTS	Favorable
20175-1	DAKOTA COUNTY 2008 SINGLE FAMILY MORTGAGE BOND	Favorable
20181-1	CARVER COUNTY HOUSING FINANCE PROGRAM	Favorable
20190-1	MINNEAPOLIS NOKOMIS SENIOR HOUSING 3717 23RD AVENUE SOUTH	Favorable
20191-1	BLAINE CRESTVIEW PROJECT	Favorable
20211-1	ST. PAUL ST. PAUL BOND PROGRAM BUILDING RENTAL HOUSING DEVELOPMENT 2008	
20215-1	HOPKINS RASPBERRY RIDGE APARTMENTS PROJECT	Favorable
20235-1	FOREST LAKE WALKER FOREST BAY LODGE PROJECT	Favorable
20236-1	FOREST LAKE KILKENNY COURT APARTMENTS	Favorable
20240-1	OAKDALE MULTI FAMILY HSG. DEVELOP. RED OAK PRESERVE SENIOR HOUSING	Favorable
20241-1	DAKOTA COUNTY WALKER HIGHVIEW HILLS PROJECT	Favorable
20254-1	DAKOTA COUNTY WALKER HIGHVIEW HILLS PROJECT	Favorable
20255-1	ROSEVILLE COVENTRY APARTMENT PROJECT 2028 SNELLING AVE FALCON HEIGHTS	
20285-1	OAKDALE ECHO RIDGE GERSHWIN AVE NORTH	Favorable
20319-1	FOREST LAKE HOUSING WALKER FOREST BAY LODGE PROJECT	Favorable

Miscellaneous Referrals**Housing Bond Plans and Programs****Housing Bond Program**

<i>No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20333-1	BLOOMINGTON 182 UNIT SENIOR LIVING COMMUNITY BY BETHANY	Favorable
20335-1	EDEN PRAIRIE 182 UNIT SENIOR LIVING COMMUNITY BY BETHANY	Favorable
20337-1	HENNEPIN COUNTY 182 UNIT SENIOR LIVING COMMUNITY BY BETHANY SENIOR HOUSING INC.	Favorable
20354-1	BLOOMINGTON BLOOMINGTON NORD PROJECT	Favorable
20450-1	MINNEAPOLIS / ST. PAUL HOUSING FINANCE BOARD SINGLE FAMILY HOUSING PROGRAM 2009	

Regional Park Master Plans & Budgets**Regional Park Master Plan**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20232-1	ST. PAUL MASTER PLAN BRUCE VENTO REGIONAL TRAIL MASTER PLAN	

Miscellaneous Referrals**Solid Waste Plans and Reports****Solid Waste Facility Permits**

<i>No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20275-1	MINNESOTA POLLUTION CONTROL AGENCY SOLID WASTE PERMIT FOR ST. PAUL TRANSFER STATION 195 MINNEHAHA EAST	
20302-1	MINNESOTA POLLUTION CONTROL AGENCY SKB ROSEMOUNT INDUSTRIAL WASTE FACILITY	No Comment by Council

State Disposal System Permit

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20179-1	MINNESOTA POLLUTION CONTROL AGENCY MAGELLAN PIPELINE CO. LLC	No Comment by Council
20220-1	MINNESOTA POLLUTION CONTROL AGENCY PRAIRIE MEADOWS W.W.T.P.	
20237-1	MINNESOTA POLLUTION CONTROL AGENCY FLAMINGO TERRACE MOBILE HOME PARK W.W.T.P.	No Comment by Council
20288-1	MINNESOTA POLLUTION CONTROL AGENCY DEM-CON RECOVERY & RECYCLING LLC	No Comment by Council
20329-1	MINNESOTA POLLUTION CONTROL AGENCY CLASSIC HOME DESIGN	No Comment by Council
20345-1	MINNESOTA POLLUTION CONTROL AGENCY GENERAL PERMIT TO INDUSTRIAL - NO DISCHARGE SURFACE WATERS UNDER PERM	
20360-1	MINNESOTA POLLUTION CONTROL AGENCY SILVER MAPLE BAY ESTATES	
20371-1	MINNESOTA POLLUTION CONTROL AGENCY MOBILE MANOR PARK	
2038	MINNESOTA POLLUTION CONTROL AGENCY JACKSON HEIGHTS MOBILE HOME PARK	

Miscellaneous Referrals**Special Permits****Army Corps of Engineers - Permit**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20250-1	U.S. ARMY CORPS OF ENGINEERS FRATTALONE DREDGE AND FILL MATERIALS 5.88 ACRES	No Comment by Council
20256-1	U.S. ARMY CORPS OF ENGINEERS HUGO WETLAND COMPENSATORY BANK PROPOSAL 17.48 ACRES PROJECT	No Comment by Council
20312-1	U.S. ARMY CORPS ENGINEERS WHISTLING VALLEY DEVELOPMENT/ENVIRONMENTAL SOLUTIONS, INC.	No Comment by Council
20320-1	U.S ARMY CORPS OF ENGINEERS LINO LAKES RESOURCE MGMT PAN FOR SUB-WATERSHEDS	Favorable

Miscellaneous Referrals**Special Permits****National Pollution Discharge Elimination Permit**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20161-1	MINNESOTA POLLUTION CONTROL AGENCY MIDWEST COCA COLA BOTTLING COMPANY	No Comment by Council
20178-1	MINNESOTA POLLUTION CONTROL AGENCY WALDORF CORP. 2250 WABASHA AVE	No Comment by Council
20180-1	MINNESOTA POLLUTION CONTROL AGENCY NEW GERMANY W.W.T.P.	No Comment by Council
20186-1	MINNESOTA POLLUTION CONTROL AGENCY ROGERS W.W.T.P.	No Comment by Council
20192-1	MINNEAPOLIS POLLUTION CONTROL AGENCY CALCO MINNEAPOLIS 2751 MINNEHAHA MPLS	No Comment by Council
20199-1	MINNESOTA POLLUTION CONTROL AGENCY EXCEL BLACK DOG GENERATING PLANT	No Comment by Council
20201-1	MINNESOTA POLLUTION CONTROL AGENCY CARVER WASTE WATER TREATMENT FACILITY	No Comment by Council
20202-1	MINNESOTA POLLUTION CONTROL AGENCY CYPRESS SEMICONDUCTOR INC.	No Comment by Council
20212-1	MINNESOTA POLLUTION CONTROL AGENCY US AIRFORCE RESERVE 934TH TACTICAL AIRLIFT INT'L AIRPORT	No Comment by Council
20222-1	MINNESOTA POLLUTION CONTROL AGENCY ST. CROIX FORGE INC.	Favorable
20238-1	MINNESOTA POLLUTION CONTROL AGENCY AVEDA CORP	No Comment by Council
20244-1	MINNESOTA POLLUTION CONTROL AGENCY MINNTECH CORP.	No Comment by Council
20259-1	MINNESOTA POLLUTION CONTROL AGENCY REMEDIATION AT FORMES ADVANCE MACHINE	No Comment by Council
20260-1	MINNESOTA POLLUTION CONTROL AGENCY EMPIRE W.W.T.P. METROPOLITAN COUNCIL	No Comment by Council
20266-1	MINNESOTA POLLUTION CONTROL AGENCY XCEL HIGH BRIDGE GENERATING PLANT	
20269-1	MINNESOTA POLLUTION CONTROL AGENCY CENTER POINT ENERGY	No Comment by Council
20274-1	MINNESOTA POLLUTION CONTROL AGENCY MCLAUGHLIN GORMLEY KING CO.	No Comment by Council
20277-1	MINNESOTA POLLUTION CONTROL AGENCY ST. PAUL REGIONAL WATER SERVICES MCCARRON MAPLEWOOD	No Comment by Council

Miscellaneous Referrals**Special Permits****National Pollution Discharge Elimination Permit**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20293-1	MINNESOTA POLLUTION CONTROL AGENCY REA GALTIER LLC	No Comment by Council
20304-1	MINNESOTA POLLUTION CONTROL AGENCY CONVERTEAM/ELECTRIC MACHINERY CO.	No Comment by Council
20315-1	LINWOOD JOHN IACRELLA-LINWOOD TERRACE FACILITY DISCHARGE WETLAND	
20316-1	MINNESOTA POLLUTION CONTROL AGENCY ST. PAUL PIONEER PRESS STORM SEWER MISSISSIPPI RIVER	No Comment by Council
20358-1	MINNESOTA POLLUTION CONTROL AGENCY SENECA WWTP	
20381-1	MINNESOTA POLLUTION CONTROL AGENCY BOOMERANG LABORATORIES	
20384-1	MINNESOTA POLLUTION CONTROL AGENCY ROSEMOUNT INC.	
20422-1	MINNESOTA POLLUTION CONTROL AGENCY SCHROEDER CO. INC.	
20424-1	MINNESOTA POLLUTION CONTROL AGENCY CAPTAIN KEN'S FOOD INC.	

Miscellaneous Referrals**Special Permits****Well Permit**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19961-2	GREENFIELD WELLHEAD PART II	
20040-2	HAMBURG WELLHEAD PART II	
20062-2	COON RAPIDS WELLHEAD PART II	
20176-1	WATERTOWN WELLHEAD PROTECTION PART I	
20177-1	CARVER CITY WELLHEAD PROTECTION PART II	
20203-1	CIRCLE PINES WELLHEAD PROTECTION PLAN PART II	
20203-2	CIRCLE PINES WELLHEAD PART I	
20218-1	LEXINGTON WELLHEAD PROTECTION PLAN PART II	
20322-1	HAMPTON WELLHEAD PROTECTION PART II	
20332-1	NORTH ST. PAUL WELLHEAD PROTECTION PLAN PART I	
20351-1	FRIDLEY WELLHEAD PART II	
20374-1	SHOREVIEW WELLHEAD PROTECTION	
20396-1	ANOKA CITY WELLHEAD PART II	

Miscellaneous Referrals**State and Federal Assessments & Statements****Environmental Assessment Worksheet - State**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20129-2	CARVER COUNTY CSAH 18 RECONSTRUCTION FROM TH41 TO CSAH 17	Information Only
20153-2	SAVAGE NEGATIVE DECLARATION ON THE NEED EIS FOR DAN PATCH TRAIL	Information Only
20185-1	ST. PAUL PORT AUTHORITY SOUTHPORT BARGE CHANNEL IMPROVEMENT	Favorable
20185-2	ST. PAUL SOUTHPORT BARGE CHANNEL IMPROVE. NEGATIVE DECLARATION	Information Only
20189-1	SCOTT COUNTY MINNESOTA RIVER VALLEY INDUSTRIAL PARK 45.8 ACRES	Favorable
20193-1	PLYMOUTH EAW - PLYMOUTH CREEK WATER QUALITY PONDS PROJECT 6.1 ACRES	Favorable
20193-2	PLYMOUTH NEGATIVE DECLARATION ON PLYMOUTH CREEK WATER QUALITY PONDS PROJECT	
20194-1	HAM LAKE EAW CAROLE'S COUNTY ESTATE 29 ACRES	Favorable
20210-1	WOODBURY COMMERCE HILL DEVELOPMENT 37 ACRES	Favorable
20210-2	WOODBURY FINDING AND FACT NEGATIVE DECLARATION ON COMMERCE HILL DEVELOPMENT	Information Only
20217-1	MINNESOTA POLLUTION CONTROL AGENCY EDINA - RICHFIELD INTERCEPTOR IMPROVEMENT PROJECT	
20223-1	WAYZATA WAYZATA BAY CENTER REDEVELOPMENT 13.95 ACRES	Favorable
20223-2	WAYYZATA NEGATIVE DECLARATION WAYZATA BAY CENTER REDEVELOPMENT	Information Only
20226-1	HENNEPIN COUNTY TH55 FROM I-494 TO ROCKFORD FOUR LANE EXPRESSWAY BETWEEN CROW RIVER	Favorable
20234-1	COTTAGE GROVE SCOPING EAW AGGREGATE INDUSTRIES NELSON MINE EXPANSION 404 ACRES	Favorable
20239-1	HASTINGS EAW HUBS LANDING EXPANSION MARINA50 TO 80 SLIPS ETC.	Favorable
20242-1	BLAINE SPORTS TOWN USA 68 ACRES	Favorable
20245-1	MINNESOTA DEPARTMENT OF TRANSPORTATION NORTHBOUND I-35 DISTRICUTION LANE ADDITION	Favorable

Miscellaneous Referrals**State and Federal Assessments & Statements****Environmental Assessment Worksheet - State**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20246-1	MINNESOTA DEPARTMENT OF TRANSPORTATION PRICED DYNAMIC SHOULDER LANE ADDITION I-35W NORTHBOUND	Favorable
20247-1	MINNESOTA DEPARTMENT OF TRANSPORTATION ADDITIONAL I-35W SOUTHBOUND LANE ACROSS THE MN RIVER	Favorable
20264-1	PLYMOUTH WILD WINGS FLOOD PROTECTION 2.88 ACRES	Favorable
20264-2	PLYMOUTH NEGATIVE DECLARATION WILD WINGS FLOOD PROTECTION	
20278-1	MINNESOTA DEPARTMENT OF TRANSPORTATION TH10/THIRD LANE ADDITION PROJECT	Unfavorable
20290-1	HENNEPIN COUNTY HWY 81 RECONSTRUCTION	Favorable
20290-2	HENNEPIN COUNTY NEGATIVE DECLARATION CSAH81 PROJECT	
20295-1	ROSEMOUNT SKB ROSEMOUNT INDUSTRIAL WASTE FACILITY EXPANSION 236 ACRES	Favorable
20295-2	ROSEMOUNT SKB ROSEMOUNT INDUSTRIAL WASTE FACILITY EXPANSION	
20296-1	SCOTT COUNTY S.M. HENTGES PROPOSAL AGGREGATE MINING 27 ACRES	Favorable
20297-1	MAPLE GROVE CSAH 30 RECONSTRUCTION FROM 101 TO DUNKIRK LANE	Favorable
20297-2	MAPLE GROVE NEGATIVE DECLARATION CSAH 30 RECONSTRUCTION	
20298-1	METROPOLITAN COUNCIL LAKE MINNETONKA AREA REGIONAL INTERCEPTOR IMPROVE. PROJECT	
20344-1	HENNEPIN COUNTY HENNEPIN CSAH 103 RECONSTRUCTION	Favorable
20349-1	NINE MILE CREEK WATERSHED DISTRICT STABILIZATION PROJECTS	Favorable
20370-1	MINNESOTA POLLUTION CONTROL AGENCY EAW - MARATHON PETROLEUM IN ST. PAUL	Favorable
20372-1	EUREKA KELLY AGGREGATE INC. 155.53 ACRES	
20392-1	WOODBURY ODAWA PARK DREDGING FROM DNR PUBLIC LAND 2.5 ACRES\	Favorable

Miscellaneous Referrals**State and Federal Assessments & Statements****Environmental Assessment Worksheet - State**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20408-1	ST. LOUIS PARK EAW RECONSTRUCT. OF 7TH/WOODALE AVE. INTERSECTION	
20414-1	WHITE BEAR LAKE DOCKS OF WHITE BEAR LAKE DOCKING 2.1 ACRES	
20428-1	MINNESOTA DEPARTMENT OF TRANSPORTATION I-494 PAVEMENT OVERLAY AND 3RD LANE ADDITION	
20430-1	DAYTON EAW FOR RIVER HILLS FARMS 168.8 ACRES	
20437-1	HENNEPIN COUNTY EAW - LOWRY AVENUE BRIDGE REPLACEMENT PROJECT	
20446-1	AFTON DRAFT EAW AFTON CENTER PROJECT 8.553 ACRES	

Miscellaneous Referrals**State and Federal Assessments & Statements****Environmental Assessment or Statement - Federal**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18555-6	HOPKINS UPDATE AUAR EXCELSIOR CROSSINGS AND MITIGATION PLAN 31 ACRES	Favorable
18582-3	EDEN PRAIRIE 2008 UPDATE TO THE AUAR 71 PLUS ACRES	Favorable
18582-4	EDEN PRAIRIE 2008 UPDATED FINAL AUAR UNITED HEALTH GROUP 71+ ACRES	Favorable
18672-3	BROOKLYN PARK AUAR UPDATE FOR OXBOW COMMONS PROJECT	Favorable
20188-1	SCOTT COUNTY ST. LAWRENCE 11SKV SUBSTATION AND TRANSMISSION LINE	Favorable
20200-1	LAKEVILLE DRAFT AUAR FIRST PARK LAKEVILLE 140 ACRES	Favorable
20200-2	LAKEVILLE FINAL AUAR FIRST PARK	Favorable
20216-1	MINNEAPOLIS NICOLLET HOUSING PROJECT 3700 NICOLLET AVENUE	Favorable
20221-1	MINNEAPOLIS LONGFELLOW STATION 3815 HIAWATHA AVENUE	Favorable
20272-1	MINNEAPOLIS CREEKSIDE COMMONS PROJECT 5400 STEVENS AVENUE	
20273-1	MINNEAPOLIS FY 2008 CONSOLIDATE PLAN FOR HOUSING AND DOMMUNITY DEVELOPMENT	
20378-1	DAKOTA COUNTY CEDAR AVE CORRIDOR TRANSITWAY 138TH TO HWY 70	Favorable
20393-1	LAKE ELMO LAKE ELMO VILLAGE DRAFT AUAR 1,129 ACRES	
20394-1	WOODBURY N.E. AREA DRAFT AUAR 561 ACRES	Favorable

Miscellaneous Referrals**State and Federal Assessments & Statements****Environmental Impact Statement - State**

<i>No.</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19821-3	SCOTT COUNTY ADEQUACY DETERMINATION FOR THE FINAL EIS CSAH 21 & TRANSIT STATION	Information Only
20155-1	MINNESOTA POLLUTION CONTROL AGENCY DRAFT EIS XCEL ENERGY ASH LANDFILL WEST LAKELAND	Favorable
20155-2	MINNESOTA POLLUTION CONTROL AGENCY FINAL EIS XCEL ENERGY WEST LAKELAND ASH DISPOSAL FACILITY	Favorable
20207-1	BROOKLYN PARK DRAFT EIS ASTRA VILLAGE OFFICE COMMERCIAL HOUSING DEVELOP. 155 ACRES	
20207-2	BROOKLYN PARK FINAL EIS ASTRA VILLAGE	Favorable
20229-2	METROPOLITAN COUNCIL CENTRAL CORRIDOR LRT PROJECT SUPPLEMENTAL EIS DRAFT	
20229-3	METROPOLITAN COUNCIL CENTRAL CORRIDOR LRT EIS	