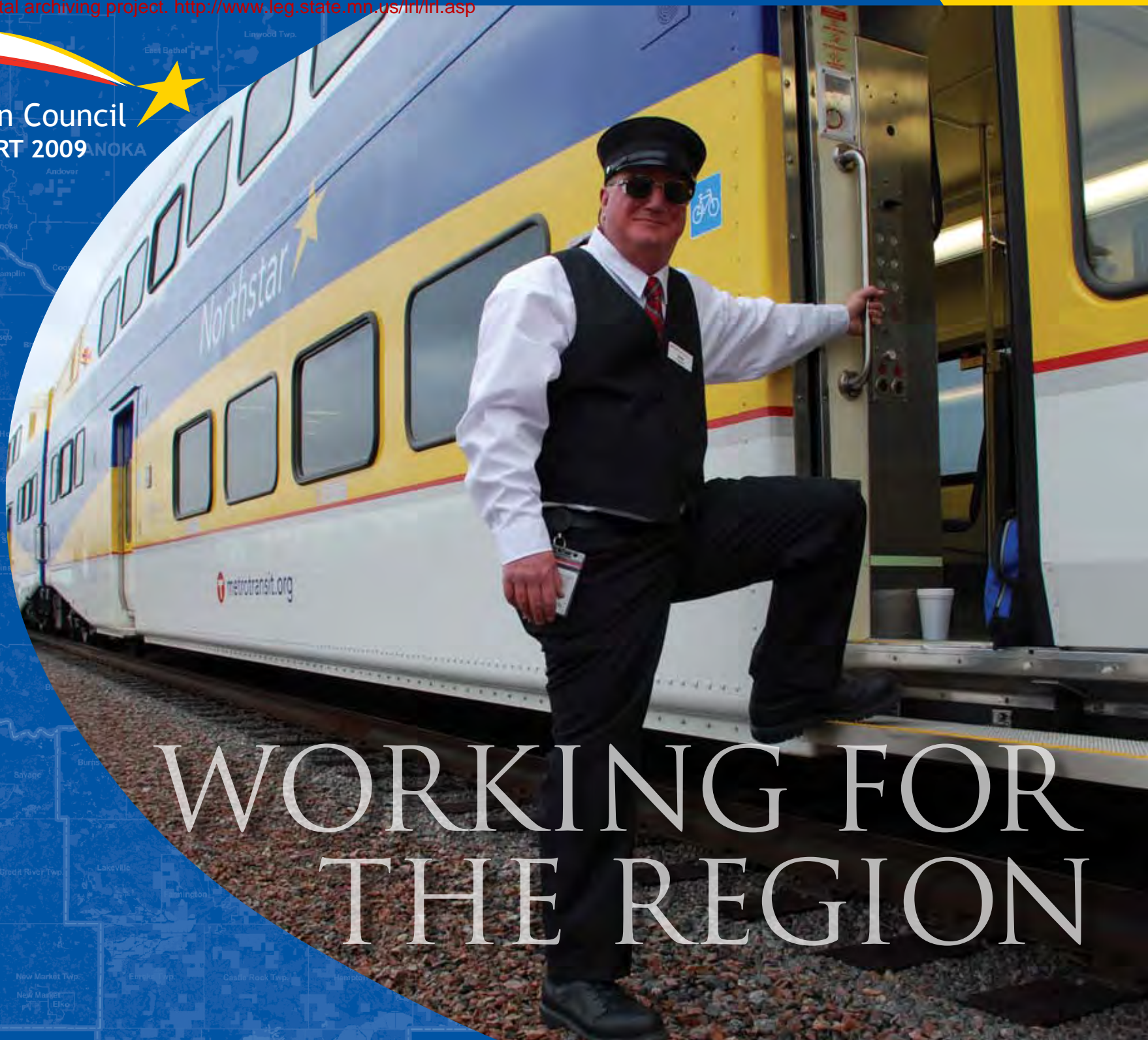


Metropolitan Council
ANNUAL REPORT 2009



WORKING FOR
THE REGION

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Working for the region

For the Metropolitan Council, 2009 was a challenging but productive year.

The Council made exciting progress on our plan to develop a network of bus and rail “transitways,” with a goal of doubling transit ridership by 2030. These efforts included:

- Launching passenger service on the region’s first commuter rail line in the Northstar Corridor between Big Lake and downtown Minneapolis.
- Completing the first phase of bus rapid transit (BRT) improvements on I-35W and Cedar Avenue, which included opening new transit facilities and inaugurating transit service to Lakeville.
- Moving toward final design of our second LRT line in the Central Corridor between downtown St. Paul and downtown Minneapolis, with the goal of starting construction in 2010 and beginning passenger service in 2014.

Another major area of activity was the review of local comprehensive plans, which were due by the end of 2008. As 2009 neared an end, 96 percent of the plans had been received and two thirds of them had been approved.

Other milestones included launching a Regional Parks Foundation to help us accelerate the acquisition of much-needed park land, and nearing completion of a regional water supply master plan to address future needs.

I also am proud that the Council once again held our property tax levy flat while continuing to provide quality regional services. This is a tribute to the skill and commitment of our Council members and staff. Their work, and the work of our many partners in the government, nonprofit and business sectors, helps make this region a great place to live.

Peter Bell
Chair



TRANSPORTATION

Northstar Commuter Rail makes debut

“All aboard!” was the cry in mid-November as Northstar Commuter Rail opened for service between Big Lake in Sherburne County and downtown Minneapolis. The new service offers five morning trips and five afternoon return trips on weekdays, with one reverse commute trip each morning and afternoon. Weekend service includes three roundtrips on both Saturdays and Sundays.

Each train consists of a locomotive and four passenger cars, and has seating for 560 people. Trains travel at speeds up to 79 miles per hour, making the trip from Big Lake to Minneapolis in about 50 minutes. Trains also stop at stations in Elk River, Anoka, Coon Rapids and Fridley.

The 40-mile, \$320 million line is the result of the persistent work over more than a decade of the Northstar Corridor Development Authority and its county, municipal and business members; the Anoka, Hennepin and Sherburne regional rail authorities; the Metropolitan Council; and the Minnesota Department of Transportation (Mn/DOT).



Vision for transit being realized

Northstar was just one example of the solid progress toward developing a network of rail and bus transitways in the region, a key element in the Metropolitan Council's plan to double transit ridership by 2030, slow the growth of traffic congestion and improve mobility for everyone.

Other important milestones in 2009 included completing the first phase of bus rapid transit improvements in the I-35W and Cedar Avenue corridors. The improvements were accelerated with the help of a \$133 million federal grant and \$50 million in state matching funds under the Urban Partnership Agreement (UPA). They included:

- Opening new MnPASS high-occupancy toll (HOT) lanes on I-35W south of downtown Minneapolis and inaugurating Metro Transit bus service to Minneapolis from a new park-and-ride facility in Lakeville.
- Completing two new park-and-ride facilities on Cedar Avenue in Apple Valley and Lakeville, and starting new bus service operated by the Minnesota Valley Transit Authority. In 2010, the Cedar Grove Transit Station in Eagan will be completed.

In downtown Minneapolis, UPA funds were used to build new double bus lanes on Marquette and Second avenues. The double lanes, flowing in the opposite direction of two auto/truck lanes, allow buses to leapfrog each other and speed up their trips. The streets also have 28 new transit shelters and other amenities.

UPA funds were also used to expand park-and-ride capacity on I-35W north of Minneapolis, and to purchase new buses, install a variety of technology improvements and promote telecommuting.

Central Corridor LRT moves ahead

In 2009 the Council neared completion of preliminary engineering on the \$941-million Central Corridor Light Rail Transit (LRT) project, with the goal of starting construction in 2010 and beginning passenger service in 2014.

In late summer, the Federal Transit Administration (FTA) approved the Final Environmental Impact Statement for the project and allowed the Council to proceed with utility relocation work in downtown St. Paul. The Council expects to receive federal approval by early 2010 to complete final design of the line.

The 11-mile line will link downtown St. Paul and downtown Minneapolis along University and Washington avenues via the State Capitol and the University of Minnesota.





WORKING FOR THE REGION: PROVIDING MOBILITY

Name: Elspeth Kuta

Job: Dial-a-ride and ADA driver providing Transit Link service in Scott County

A day in the life: Every day is different. My route varies a lot. I take people to work, to doctor's appointments, to get groceries or to visit with friends. Safety is my top priority.

Rewards: I enjoy being on the road, and I love the people we work with. It's nice to have a job that fills a real need in the community. With our service, people have the ability to get out of their homes and continue to live their lives.

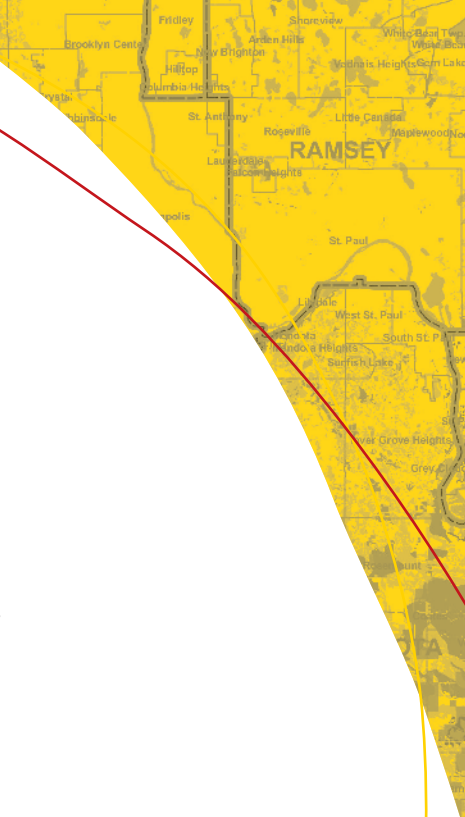


New dial-a-ride service is more equitable

With input from the seven metro counties, the Council overhauled dial-a-ride transit service to make it more consistent and equitable across the region, and better coordinated with fixed-route transit. The new service is being phased in between January and May, 2010.

The revamped services – under the name Transit Link – will have uniform, distanced-based fares and consistent operating guidelines. Four metro counties elected to have the Council administer dial-a-ride service in their areas; three others will operate or contract for their service.

Anyone can access dial-a-ride service, which is provided in parts of the region not served by regular fixed-route transit.



Stimulus funds aid transit, road projects

In 2009, the American Recovery and Reinvestment Act (ARRA) provided nearly \$72 million through the FTA for regional transit projects. The Council is using the funds to buy 132 buses for the Metro Transit, Metro Mobility and dial-a-ride fleets. The Council will use the remainder for eligible preventative maintenance costs in the transit operating budget, and to hire up to five full-time police officers for three years.

As the Metropolitan Planning Organization (MPO) for the Twin Cities area, the Council assisted in the allocation of ARRA funds for road and bridge projects. In 2009, about half of the \$151 million of ARRA funds targeted to Minnesota counties and cities was allocated by the Transportation Advisory Board (TAB) and approved by the Council. The TAB and Council also allocated \$163 million of ARRA funds targeted to state projects in the metro area, including an extension of Highway 610 in the northwest metro.



Recession dampens ridership

The nation's worst recession in decades led to steep job losses and a subsequent drop in transit ridership nationwide. In the Twin Cities metro area, regional transit ridership on Metro Transit bus and rail services, suburban and contract bus routes, and dial-a-ride service through the first 10 months of the year was down 7.8 percent from 2008, when ridership was the highest since 1982.

Metro Mobility and its contracted county providers were on pace to provide more than 1.4 million rides to people certified under the Americans with Disabilities Act, up one percent from 2008.

WATER RESOURCES

WORKING FOR THE REGION: PROTECTING WATER

Name: Laura Fletcher

Job: Wastewater Treatment Process Engineer

A day in the life: I spend part of my time in the office, compiling data or going through spreadsheets and analyzing data. Often I am working in the field. For example, as part of our energy reduction efforts, I monitor the pressure in the pipes between the compressors and aeration tanks at the plant to determine how often the air diffusers need to be cleaned for optimal operation.

Rewards: I like the mix of field work and office work. I feel good about what I am doing. It helps the local community, keeps the environment clean and keeps our costs down.



Reducing energy use, cutting costs

The Metropolitan Council's initiative to reduce the use of fossil fuels in the collection and treatment of wastewater continues to reap good results.

Between August 2006 and August 2009, the Council reduced electrical use at the Metropolitan Wastewater Treatment Plant in St. Paul alone by 21 percent (3.6 megawatts), for a savings of about \$170,000 each month. Dozens of process efficiency studies, conducted in partnership with Xcel Energy, resulted in a variety of large and small energy-reduction projects. For example, inefficient lighting was replaced in miles of tunnels beneath the Metro Plant. Workers also cleaned tens of thousands of ceramic air diffusers in the plant's aeration tanks. More studies are planned or under way.

A promising new project under construction at the Blue Lake Plant in Shakopee will use anaerobic digesters to augment the existing wastewater processing system. Biogas recovered from the digesters will replace an estimated \$750,000 annually of natural gas that is now being used to dry the solids, which are applied to farmland by the Council's private partner in the project, New England Fertilizer Co.

In 2009, the Council continued its work on other renewable energy projects, including its research, with the University of Minnesota, on growing high-oil-content algae in wastewater as a potential pollution prevention strategy and energy source; enhancing steam recovery to heat buildings; and recovering thermal energy at Eagles Point in Cottage Grove.

The Council participates in the region's Metropolitan Energy Policy Coalition, helping to set policy, develop a wind initiative and prepare for climate change regulation. The Council is also a founding member of The Climate Registry, a North American organization that sets standards for calculating and reporting greenhouse gas emissions, in anticipation of future regulation.



Setting compliance records

In 2009, the Council's seven regional wastewater treatment plants continued to set records for compliance with clean-water discharge permits. As of Dec. 1, every plant had gone 34 consecutive months with no violations of these permits. And in July 2009, the plants all received Peak Performance Awards from the National Association of Clean Water Agencies (NACWA) for clean-water discharge permit compliance in 2008. Special recognition went to the Hastings, St. Croix Valley, and Seneca plants with Peak Performance Platinum Awards for 18 years, 17 years, and 8 consecutive years, respectively, of 100 percent compliance.

Task force will review SAC policies

Late in 2009, the Council formed a task force to review policies related to wastewater system reserve capacity costs – also known as the sewer availability charge (SAC) rates – which fund capital costs for engineering and construction of the regional wastewater collection and treatment system.

The task force includes city and county officials, and representatives from other stakeholder groups. It is chaired by Council Member Peggy Leppik.

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 continues to produce good results.

At least 14 of the 46 communities that had excessive I/I in 2005 will have completed their entire five-year reduction program by the end of 2009. All except two of the remaining communities appear to be making satisfactory progress to reduce their excessive I/I. The two communities that have not made satisfactory progress will see surcharges on their municipal wastewater bills starting in 2010.

In 2009, the Council's I/I reduction program earned the Operations Award for Environmental Achievement from the National Association of Clean Water Agencies.



Council monitors metro waterways

The Council continues to gather data on water quality in the seven-county metro area. Using staff from the Council and local government partners, as well as 120 volunteers, the Council oversees monitoring of nearly 250 sites on streams, rivers and lakes in the region.

The data is critical to the development of Total Maximum Daily Load (TMDL)



Ensuring an adequate supply of water

The Twin Cities metro area is a relatively water-rich region. But steady population growth and local water supply limitations require careful planning to ensure an adequate supply of water for future generations. In 2005, the Minnesota Legislature directed the Metropolitan Council to develop – in cooperation with other agencies and local communities – a regional water supply master plan.

In 2009, the Metropolitan Area Water Supply Advisory Committee gave provisional approval to the Council's draft plan, creating a six-month evaluation period. The Council and the Minnesota Department of Natural Resources are evaluating how the plan:

- Impacts local water appropriation permitting decisions.
- Helps communities anticipate future appropriation permit conditions.
- Ensures adequate supplies are available to meet future demands.

Changes to the plan may be recommended when the evaluation is complete. Final approval by the committee, Council and DNR is expected in 2010.

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.



PARKS

Voters create banner year for parks

The 2009 legislative session was a banner year for regional parks funding. That's due largely to voter ratification in 2008 of the Legacy Amendment, which raised the state sales tax by three-eighths of one percent and earmarked a portion of the revenues for state and regional park purposes.

Here's a recap of the funding approved for 2010-11:

- Park operations and maintenance: \$17.8 million from the general fund and lottery proceeds, an increase of 3% over the previous biennium.
- Park land acquisition: \$4.1 million from state lottery proceeds and the Legacy Amendment, an increase of 1.6% over the previous biennium.
- Park development: \$24.9 million for park and trail master planning, nature education programming, natural resource restoration by the Minnesota Conservation Corps and capital improvements in our parks, thanks to the Legacy Amendment. This likely will be supplemented in 2010 by the state bonding bill, which typically provides around \$10 million for park capital improvements.

Park and trail land purchases – funded with a combination of state, regional and local resources – included a total of 17 acres for shoreline parcels on Holland Lake in Lebanon Hills Regional Park, Schutz Lake in Carver Park Reserve, and Cedar Lake in Cedar Lake Farm Regional Park. Other purchases included 3.1 acres encompassing the last parcels to be acquired for Bald Eagle-Otter Lakes Regional Park and 9.4 acres for a section of the Rush Creek Regional Trail.







WORKING FOR THE REGION: BANDING BIRDS IN THE PARKS

Name: Roger Everhart

Volunteer job: Naturalist, Lowry Nature Center

A day in the life: I help coordinate the nature center's 40-year-old bird banding program. One Saturday each month at about 7:30 a.m., we set up several mist nets. We check the nets frequently throughout the morning. When we catch a bird, we put a band on it, identify and measure the bird, and all the while talk with visitors about what we're doing and why. If we have kids around, we let them help us release the birds.

Rewards: I've been volunteering since 1984 when my graduate work in ornithology led me to Lowry. It's really great that we have data from the site going back to the 1960s. I love working with the public, especially kids, and getting them as excited about bird banding as I am. The real payoff for me is that I just get to have fun.

Two gems added to regional park system



Residents of the metro area have access to two more regional parks – one located just north of Minneapolis and the other deep in south central Scott County.

They are the 69-acre Silverwood Special Recreation Feature, located on Silver Lake in St. Anthony, and the 230-acre Cedar Lake Farm Regional Park near New Prague.



Silverwood, located on the site of a former Salvation Army Camp, features an elegant new visitors center, an outdoor amphitheater, 2,300 feet of shoreline and a mature 20-acre upland forest. The special focus of Silverwood is nature interpretation integrated with arts programming.

Cedar Lake Farm Regional Park, which eventually will grow to 290 acres, includes picnic areas, horseshoe pits and playfields along with the kind of natural areas nature lovers enjoy – mixed woodlands, wetlands, uplands, a lake and 4,150 feet of shoreline.

With these additions, the regional park system now consists of 38 regional parks, 12 park reserves, 6 special recreation features and 37 regional trail segments totaling 231 miles. Together, they embrace more than 54,000 acres that not only provide abundant recreational opportunities, but also preserve vital natural areas for future generations.

The Metropolitan Council works with 10 local park agencies to acquire, develop and operate the system, which attracts more than 38 million visits per year.





Parks Foundation hires executive director

The Regional Parks Foundation of the Twin Cities got off to a quick start in 2009, hiring an executive director, establishing a website and soliciting donations.

Creation of the foundation was authorized by the Minnesota Legislature to solicit contributions from private sources to supplement public funding and accelerate the acquisition of land needed for the regional parks system.

The new executive director is Jane Johnson of Tonka Bay, who previously served as executive director of the Library Foundation of Hennepin County. The foundation has an office in St. Louis Park.



PLANNING

Local plans receive careful review

For the last several years, most metro area communities have been busy updating their local comprehensive plans – their vision for how they want to develop or redevelop. In 2009, the action shifted to the Metropolitan Council.

The 189 local plan updates were due at the end of 2008 – by which time most communities had submitted their plans or requested short extensions. Over the course of 2009, most of the remaining plans arrived as well.

That set the stage for careful review – first by the Council staff, then by two Council committees and finally by the full Metropolitan Council.

Under state law, the updated plans must be 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 law is intended to promote orderly, economical development and ensure the efficient use of these regional systems.

Local comprehensive plans range in length from 30 pages to as many as 1,600 pages, excluding technical appendices. Each is reviewed by more than a dozen Council staffers who are experts in such areas as land use, transit, roads, aviation, housing, sewers, water supply, surface water management, and parks and open space.

In many cases, communities took advantage of the opportunity to submit their draft plans for informal review in advance of the 2008 deadline. This allowed Council staff to flag any required elements that were missing or not in conformance with regional plans.

By December 2009, 96 percent of the updated plans had been submitted to the Council, and 67 percent had been approved or were in the pipeline for committee/Council action. In the last round of comp planning a decade ago, just 24 percent of the updated local plans had been acted upon by the Council by the end of 1999.

WORKING FOR THE REGION: ASSISTING COMMUNITIES

Name: Patrick Boylan, far right, with Apple Valley planners Margaret Dykes and Tom Lovelace.

Job: Council Sector Representative

A day in the life: I assist communities in my sector through the process of completely updating their comprehensive plans. Because this process happens only once every 10 years, local planners often need help to understand state law and regional policy requirements. Once a plan is submitted to the Council, I review the section on land use, coordinate the review of other sections and present the plan to the Council.

Rewards: I like this job because it's a real mix of the technical, the professional and the personal. I've been a local planner so I know what it's like from that side of the equation. The process the Council is going through today is much better this time than 10 years ago, because we helped prepare communities starting in 2005. We can see the end of the road ahead.



District Dialogues provide forum

For the second year, Council Chair Peter Bell and Council members held a series of “District Dialogues” around the region to discuss regional priorities and hear local concerns.

The meetings addressed a wide range of issues – from highway and transit needs to planning and wastewater issues. The participants primarily were local elected officials, including mayors, city council members, county commissioners and state legislators.

More than 350 people attended the nine meetings, which were held in locations ranging from Maple Grove in the west to Woodbury in the east and Columbus in the north to Prior Lake in the south.

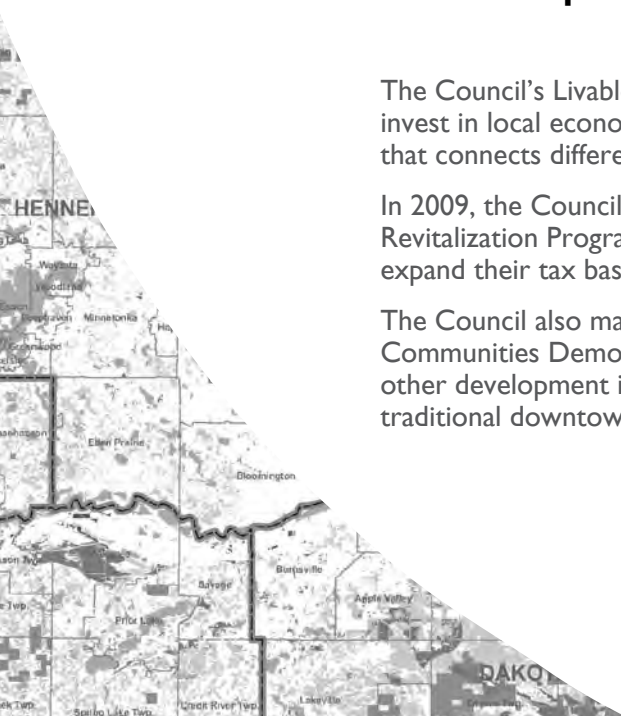


Grants help communities remain strong

The Council’s Livable Communities program provides funding for cities to invest in local economic revitalization, and development or redevelopment that connects different land uses and has good access to transportation.

In 2009, the Council made available \$3 million for grants under the Tax Base Revitalization Program to help cities clean up polluted land for redevelopment, expand their tax base and create new jobs.

The Council also made available \$4 million for grants under the Livable Communities Demonstration Account to support housing, commercial and other development in mixed-use neighborhoods, on transit corridors and in traditional downtowns.





WORKING FOR THE REGION HELPING LOW-INCOME FAMILIES

Name: Jeri Lewis-King

Job: HRA Coordinator

A day in the life: You've got to be detail-oriented in this position. Multiple steps and paperwork are required to ensure that payments go to property owners in a timely manner. Every day I take dozens of phone calls and respond to many voicemail messages. I talk with clients, advocates and social workers to resolve issues and crises for clients. My caseload is about 400 clients; I see about 33 of those in person each month. New clients move into the program, and family incomes change – it all adds up to a lot of paperwork to track each day.

Rewards: I enjoy visiting with clients for recertification to update their status and see if their situation has improved. Being a social worker helps me to communicate with clients more effectively; it helps me give them good advice and direct them to other helpful resources. I feel good when I can help them solve a problem. I also like our staff – we work well together to be one of the top housing authorities in the nation.



HOUSING

Council helps meet housing needs

The Metropolitan Council's Housing and Redevelopment Authority operates the state's largest Section 8 rent assistance program. Metro HRA serves people with low to extremely low incomes in 100 suburban communities in Anoka, Carver, Hennepin, Ramsey and Scott counties.

In 2009, Metro HRA assisted an average of 6,450 households monthly and made rental assistance payments to more than 2,300 property owners, injecting \$48 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. In 2009, the U.S. Department of Housing and Urban Development approved conversion of the units from public housing to project-based Section 8. This change will bring additional federal funds into the region and more financial stability to the program.

Housing grants to communities. In 2009, the Council allocated \$1.8 million for grants under the Livable Communities Local Housing Incentives Account to support affordable housing initiatives in eligible communities.

The Council also had \$440,000 remaining in a one-time 2008 allocation for the Land Acquisition for Affordable New Development (LAAND) loan program. The program provides funding to help communities acquire land now for future affordable housing projects.



COUNCIL

Metropolitan Council 2009

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.

Council Mission

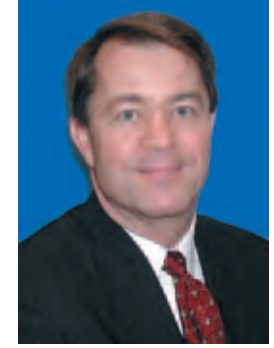
The mission of the Metropolitan Council is to develop, in cooperation with local communities, a comprehensive regional planning framework, focusing on transportation, wastewater, parks and aviation systems, that guides the efficient growth of the metropolitan area. The Council operates transit and wastewater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



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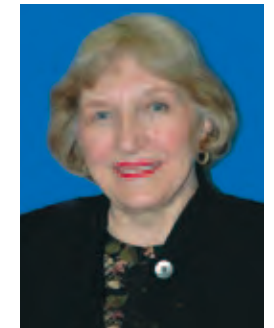
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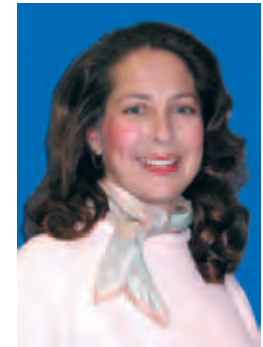
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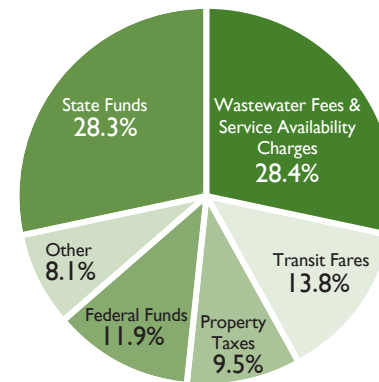
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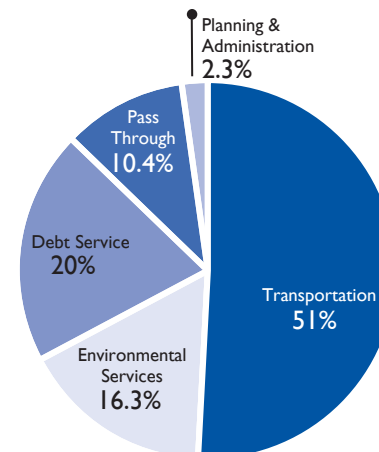
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BUDGET

2009 Budget Revenue



Total =	\$737,647,134
Wastewater Fees and Service Availability Charges	\$209,178,550
Transit Fares	\$102,082,572
Property Taxes	\$ 70,269,034
Federal Funds	\$ 88,082,401
Other	\$ 59,559,907
State Funds	\$208,474,670



2009 Budget Expenditures

Total =	\$750,131,754
Transportation	\$382,621,034
Environmental Services	\$122,624,550
Debt Service	\$150,379,079
Pass Through	\$ 78,254,927
Planning and Administration	\$ 16,252,164

Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2009, the Council used reserves to make up the difference in revenues and expenditures.

CONTACT

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



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Metropolitan Council 2009 Annual Report Appendices

January 2010

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Appendix A. Studies and Recommendations

Metro Area Master Water Supply Plan

Published December 2009

Overview

The *Metropolitan Area Master Water Supply Plan* is the culmination of efforts initiated in 2005 to respond to the Minnesota Legislature's mandate to the Metropolitan Council. As required under Minnesota Statute 473.1565, the Council is required to carry out activities addressing the water supply needs of the region, including the development of a metropolitan area master water supply plan.

The *Master Water Supply Plan* provides a framework for ensuring future generations have adequate water supply without unacceptable social, economic or environmental consequences. The analysis that underlies this plan indicates that overall, the region has adequate supplies to meet future demand but that there will be issues that need to be addressed and some communities may not be able to rely on traditional sources to meet projected demands.

As a prerequisite to preparing this *Master Water Supply Plan*, existing water resource datasets were assembled and new datasets were created from numerous sources and organizations. Besides projections of population growth, these datasets include supply-system infrastructure information, hydrogeologic data, information on groundwater and surface water interactions, and maps of areas of known groundwater contamination. The datasets were developed with information from state, regional and local governments, public water utilities, private sector consultants, and academia.

Metro Model 2, a numerical model of the region's groundwater flow, was developed to assess the consequences of various impacts on the water supply before those impacts become a reality. Analyses were run using this model to evaluate the effect of various pumping regimens on individual local and regional resources. Where these analyses indicated that unacceptable results would result from projected demands, that information was identified as an issue in the relevant community's profile. The community profiles contain current and projected population, current and potential water supply sources and, where relevant, issues to be addressed.

The plan provides appropriation permit guidance, which includes information communities must submit with their appropriation requests and permit conditions communities should expect to receive given specific water supply issues.

In addition, the plan outlines regulatory requirements that suppliers must take to ensure the quality of their water supply. Permit guidance and regulatory requirements were developed in consultation with the Minnesota Department of Natural Resources and the Minnesota Department of Health, respectively, based on existing regulatory authority and past requirements for similar situations. The profiles and the appropriation permit guidance provide communities with information that will allow them to plan for the actions they will have to take when they need to increase their appropriations, well before they need the additional appropriations.

Providing information on the issue and actions communities need to take to address those issues early in the process will minimize the time-consuming, costly and politically challenging situations that have, delayed water supply development in the past.

The Metropolitan Council will consider this master plan when preparing subsequent revisions to its *Regional Development Framework* and reviewing local comprehensive plans. Although water supply will not be the only factor in forecasting growth, it will be considered alongside the other factors that shape the regional forecasts. In addition, communities will need to demonstrate in their local water supply plans, the steps they plan to take to address issues identified in this plan, including identification of alternative sources if the primary source proves to be unable to meet projected demands. This will allow planning for water supply even earlier in the development process, resulting in even longer-term consideration of sustainable sources to supply projected growth.

With this plan, water supply planning becomes an integral component of long-term regional and local comprehensive planning. A strong foundation of accessible technical information, coupled with a set of workable principles, offer decision-makers both the tools and guidance they need to avoid costly, time-consuming water supply development delays. Costs associated with resource assessment are now reduced because publicly available and regionally consistent data are provided as a part of this plan.

Because communities now know the impending water supply issues facing them, they are able to plan in a more careful and informed manner. For some affected communities, the identification of water supply issues on a broader scale and earlier in the process will also create incentives for interjurisdictional cooperation and consideration of the benefits of the economies of scale. In addition, the Metropolitan Council can now consider water supply issues in the development of regional growth forecasts.

While the master plan is focused on municipal suppliers, the information provided in the plan can also be used for evaluating land use and water resource management decisions such as the siting of a water-using industry or the permitting of non-municipal appropriations.

Recommendations

A number of current activities should be continued and new ones should be initiated. These activities are intended to meet five regional objectives:

1. Improve the predictive accuracy of the Twin Cities Metropolitan Area Groundwater Flow Model Version 2.00 (Metro Model 2).
2. Assess local conditions in areas where this plan predicts that issues may arise should withdrawals continue at projected levels and from traditional sources.
3. Develop a more thorough understanding of aquifer extent, capacity, and recharge, as well as long-term trends in the levels of the region's surface and groundwater systems to manage future water supply availability.
4. Develop a better understanding of the distribution of natural and manmade contaminants and source water vulnerability.
5. Guide water supply development toward regionally optimal locations and sources.
6. Incorporating new information and using updated tools will improve the evaluation of new pumping sources, locations, and pumping rates to determine regionally optimal withdrawal scenarios.

Annual Metro Residents Survey

Published February 2009

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.

Transportation the Top Issue

Once again, Twin Cities residents ranked transportation issues as the region's top public concern in 2009. This marks the eighth year out of the past nine that transportation concerns ranked first.

When asked about "the single most important problem" facing the region, 29 percent of respondents cited transportation-related issues. Among the specific concerns raised in the survey were traffic congestion, availability of mass transit, and adequacy and condition of metro roads.

Crime was cited as the most significant problem by 19 percent of respondents. Specifically, respondents noted gang activity, drug-related crime and youth crimes as concerns.

Transportation was also the top concern regardless of the size and type of community in the region. Though a greater percentage of residents in the suburbs and rural areas listed it first, transportation issues are also the greatest concern in the central cities. This is a shift from 2008, where crime was the dominant issue in the central cities of Minneapolis and St. Paul.

Concerns regarding the regional economy increased slightly in 2009 – 15 percent of residents cited the economy as their top concern, up from 11 percent in 2008. Previous Metro Residents Surveys – in 2001 and 1990-92 – showed similar numbers of residents citing the economy as a top regional issue.

Fifty percent of residents included transportation among their top three concerns for the metro area. Thirty-seven percent said crime ranked among their top three concerns. A more in-depth report of survey findings is available online at

Alternative Commutes

Improving mobility for commuters in the region is a key Council goal – which includes encouraging practical commuting alternatives for residents. With transportation issues such as congestion and road conditions consistently among the top issues, many metro residents indicate interest in commuting alternatives.

Forty-one percent of residents said they are already driving a more fuel-efficient vehicle or are very likely to try it. However, in 2009, more residents indicated they are already trying or would be willing to try three other commuting options than they did in 2008: 27 percent said they are using or would try using transit, up from 23 percent in 2008; 18 percent said they would change or have changed jobs to be closer to home, up from 14 percent in 2008; and 16 percent said they are or would try walking or biking to work, up from 13 percent in 2008.

Region's Growth

The majority of metro area residents – 69 percent – indicate the pace of growth in the region is "about right," according to the survey. And in 2009, the survey showed only a slight variation in results from 2008 in all categories. Twenty-two percent say the region is growing too fast, a

slight decrease from 2008, and 9 percent say the region is growing too slowly, a slight increase from the previous year.

The region has also experienced a significant decline in new residential and nonresidential construction during the past few years. Data show a direct relationship between public opinion regarding the rate of growth in the region and the pace of growth in the region's housing units.

Regional Parks Most Attractive Feature

As was the case in 2008, the region's parks and trails were among the area's most attractive features, according to metro residents, along with the natural environment the Twin Cities region offers.

The regional park system boasts about 53,000 acres or 82 square miles, and about 231 miles of regional trails – roughly the distance from Minneapolis to Fargo. More than 38 million visitors use the regional park system each year.

Favorite parks include the Minneapolis Chain of Lakes, the Como Zoo and Conservatory, Minnehaha Falls, and the newest regional park, Silverwood, in St. Anthony, which opened in 2009.

Residents also noted range of activities available in the region, including arts and cultural activities, the diversity of the region's population, beautiful cities and downtowns, and good, family-friendly neighborhoods.

Quality of Life

Twin Cities region residents agree that the area is a better place to live than other metropolitan areas. Ninety-six percent of residents said it was much better or slightly better than other areas. These are similar to results in 2008.

Twelve percent of residents said the quality of life in the region improved from the previous year, down from 13 percent, and 24 percent said the quality of life declined, an improvement of 2 percentage points from 2008.

Most residents, 64 percent, indicated that the quality of life in the region has stayed the same over the previous year, an increase of 3 percentage points over the 2008 survey.

Council's Role

More than 90 percent of residents noted the Council's role in monitoring water supply and water quality, as well as its responsibility for treating wastewater (sewage), as moderately or very important to the region's quality of life.

At least 75 percent of residents evaluated every service provided by the Council as moderately or very important to the region's quality of life. In nearly every category, the numbers remained consistent or grew from 2008.

From the regional parks and trails, to the transit system, to grant programs encouraging development and revitalization, residents agree the Metro Council's programs are a significant part of making the Twin Cities a great place to live and work.

Council Approval Rating

Nearly half of residents – 47 percent – gave good or very-good ratings for the Council's performance, the same number as residents indicated in 2008, which was an all-time high. In addition, 71 percent of the region's residents can identify the Council and its role.

Methodology

Results are based on the responses of 1,410 participants, collected during October and November 2009 by Metropolitan Council research staff and Information Specialists Group, Inc. Central cities, suburban and rural residents were selected randomly and invited to participate in the Metro Residents Survey. Survey results reflect the demographic and geographic distribution of the region's adult population. Survey results have a margin of error of plus or minus 3 percent.

Recommendations

None.

Annual Use Estimate of the Metropolitan Regional Parks System for 2008

Published June 2009

The Twin Cities area's regional park system encompasses 53,000 acres that are open for public use, ranging from urban lake environments and suburban nature centers to a working farm and large tracts of rural open space. It includes 49 parks and park reserves and six special recreation features and 177 miles of recreational trails.

The Metropolitan Council oversees the acquisition and development of regional parks, guided by its *Regional Parks Policy Plan*. The parks are operated by 10 partnering cities, counties and special districts.

Visits made to the Regional Parks System were estimated to be 38,523,400 in 2008.

- Estimated annual visits have increased 20 percent since 2004. A total of 85 park and trail units were sampled in 2007 compared to 73 units sampled in 2004.
- Fifty-seven 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-one percent of all visits in 2008 were to regional trails and 79 percent were visits to regional parks, park reserves and special recreation features. Although Anoka County Riverfront, Minneapolis Chain of Lakes, and Mississippi Gorge are regional parks, the majority of visits to these parks are for trail use. If the trail visits to Anoka County Riverfront, Minneapolis Chain of Lakes and Mississippi Gorge area were included in the trail totals, 38 percent of all 2008 visits were to trails.
- Walking and biking are the top activities in the regional parks system, followed by swimming, jogging, picnicking and relaxing.
- The five most-visited regional parks, trails and special recreation features in 2008 were:

	Number of Visits
1. Minneapolis Chain of Lakes Regional Park	5,115,200
2. Como Regional Park, Zoo and Conservatory	3,097,000
3. Mississippi Gorge Regional Park (Minneapolis and St. Paul)	1,991,000
4. Nokomis-Hiawatha Regional Park	1,915,500
5. Central Mississippi Riverfront Regional Park	1,627,400

Recommendations

None.

2008 Study of Water Quality of 192 Metropolitan Area Lakes

Published October 2009

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.

In 2008, the greatest percentage of the lake sites (36%) received a lake grade of C. The water quality of these lakes is considered average as compared to other lakes in the Twin Cities metropolitan area. More lakes were below average (36% D and F lakes) than above average (28% A and B lakes).

The 18 lake sites that received "A" lake grades include Brickyard, Bush, Clear (May Township), Courthouse, DeMontreville, Elmo, Fireman's, Jane, Kingsley, Long (Mahtomedi), Mays, Olson, Orchard, St. Joe's, Sunnybrook, Sunset, Sylvan (Washington County), and Twin Lake south (Washington County).

The 29 lake sites receiving the lowest water quality grade of "F" include Ardmore, Bay Pond, Benton, Cobblecrest, Colby, Eagle (Carver County), Goose (Waconia), Goose (Washington County), Hyde, Jonathan, Kramer, Long (Apple Valley), Lake Forest, Loon, Lynch, Meadow, Mergen's, Meuwissen, McKnight, Priebe, Rest Area Pond, Rose (Lake Elmo), Rutz, South Oak, Swede, Twin (Brooklyn Park), and Winkler. Similar to past years, there is no distinct pattern as to where lakes with specific water quality were located.

As in the past, common similarities between the majority of lakes with D and F grades are their size and mean depth. These lakes are generally shallow with small surface areas. Shallow lakes typically allow the potential release of phosphorus from sediments to mix through the water column and become available for plant growth during the summer season.

Also, smaller lakes in relatively larger watersheds have a more difficult time handling bigger pollutant loads than larger lakes in watersheds of similar size and land use.

The lake sites with above-average grades of "A" and "B" were not specific to any particular area, their locations lying in six of the seven metro-area counties. Common characteristics of the above-average lakes were deeper maximum and mean depths, development of a thermocline, and small contributing watersheds relative to the lake's surface area.

Recommendations: None.

Appendix B. Policy Plans and Amendments Adopted in 2009 and Related Review Comments of Metropolitan Agencies

Summary: 2030 Transportation Policy Plan Adopted January 2009

Overview

The region's mobility – so fundamental to its economic vitality and quality of life – is challenged by mounting congestion, rising costs and tight fiscal constraints.

Traffic on the region's freeways and expressways is heavy and expected to worsen. By 2030, the Twin Cities area will be home to nearly a million more people than in 2000, who will make more trips and travel more miles. The result: commuters and others will endure more hours of delay on more miles of congested highway.

Compounding the situation is the issue of funding. Even if current and future funding levels were commensurate with those of decades past, there would still not be enough money to "fix" congestion throughout the region's highway system. The lack of adequate funding to support highway and transit programs has been a problem in past years and remains so, despite recent changes in state transportation financing.

With the current and projected fiscal situation, securing significant additional transportation funds from the state in the near term would be a challenge. In addition, the cost of fuel and construction materials – concrete, asphalt, steel – has soared in recent years, and the declining value of the U.S. dollar further eroded purchasing power.

The region faces hard choices in addressing mobility, safety and preservation needs. To respond effectively, the region needs a transportation strategy that is realistic, innovative and focused on leveraging available dollars for the most benefit. The transportation system must optimize all available transportation modes – highways, transit and others – and coordinate them for maximum effect.

The Highway Vision

Adequate resources must be committed to the preservation and maintenance of the extensive highway system built over the last 50 years, including the bridge repair and replacement program mandated by the 2008 Legislature. It is also important, however, to improve the performance of the highway system in order to preserve essential regional mobility levels for the region's economic vitality and quality of life.

While traffic congestion impacts can and should be mitigated, physical, social and environmental constraints as well as the limited funds available for capacity expansion must be recognized.

Three major objectives to mitigate congestion on the region's roadway system and enhance its performance should be pursued:

- Increase the people-moving capacity of the metropolitan highway system while reducing future demand on the system.
- Manage and optimize, to the greatest extent possible, the existing system.
- Implement strategic and affordable capacity expansion projects.

In order to achieve the above objectives, this plan recommends the following strategies:

- Encourage the use of alternatives to the single-occupant vehicle and changes in travel patterns such as high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes, bus-only and priced dynamic shoulder lanes, roadway pricing and other transit advantages.
- Implement low-cost/high-benefit highway construction improvements, including some capacity expansion projects, on a system-wide basis to improve traffic flow by removing bottlenecks, improving geometric design and eliminating safety hazards.
- Reassess the scope and cost of proposed major highway expansion projects to bring them more in line with projected highway revenues and to enhance Mn/DOT's ability to implement them.

In 2009, Mn/DOT and the Metropolitan Council will complete a Metropolitan Highway System Investment Strategy (MHSIS) to refine in greater detail this highway vision, identify low-cost/high-benefit projects along congested highway corridors and reassess major expansion projects. Also in 2009, Congress is expected to authorize a new six-year federal transportation funding bill, providing greater certainty about future highway funding levels. Additional infrastructure funds may also be included in an economic stimulus package.

The MHSIS, coupled with refined financial projections, will permit a better definition of the highway improvement projects to be implemented by 2030. The result of this analysis will be incorporated as an amendment to the *Transportation Policy Plan* in 2010.

Emerging needs in the developing portions of the region, including new principal and "A" minor arterials, new/rebuilt interchanges and new river crossings, must also be acknowledged in spite of current financial constraints.

The Transit Contribution

Transit is already a major contributor to regional mobility. Ridership has grown steadily since 2003 to 89 million rides in 2008, but declined somewhat in 2009 because of severe adverse economic conditions.

Transit is currently moving people through the most heavily traveled, typically congested highway segments during the morning peak hour. On some stretches, express buses carry as many as 30 to 40 percent of the people moving inbound during that peak 60-minute period.

In the future, transit will take on an even bigger role in moving people in the region. A network of transitways will allow travel that avoids congested highways, connects regional employment centers, improves the reliability of riders' trips and boosts the potential for transit-oriented development.

Transitways can be commuter rail, light-rail transit, express buses using corridors with transit advantages, and bus rapid transit (which can use dedicated busways, HOV/HOT lanes, dynamic shoulder lanes, bus-only shoulders and arterial street bus lanes).

Most of the corridors labeled as Tier I in the Council's previous plan are well under way. The Northstar Commuter Rail Line began operations between downtown Minneapolis and Big Lake in November 2009. Central Corridor Light Rail, to connect the St. Paul and Minneapolis downtowns and the University of Minnesota, is now in design and is expected to open in 2014. Hiawatha Light Rail, already operating between downtown Minneapolis and the Mall of America, will shift from two- to three-car trains to expand its capacity, and two Bus Rapid Transit (BRT) lines are under construction on highways south of downtown Minneapolis. BRT

uses buses incorporating a number of the premium characteristics of light rail or commuter rail to provide fast and reliable service. The BRT lines consist of:

- I-35W, including a combination of a high-occupancy toll lane and a priced dynamic shoulder, from Lakeville to downtown Minneapolis, and
- Cedar Avenue, from Lakeville north to the Mall of America with express bus to downtown Minneapolis.

Eight other potential transitway corridors are under consideration in this plan. Two of them show good potential for light rail or a dedicated busway – Southwest, between Eden Prairie and Minneapolis, and Bottineau Boulevard, connecting the northwest suburbs with downtown Minneapolis. Both are under study, as is the Rush Line, the proposed link between Forest Lake and St. Paul.

An alternatives analysis for Red Rock was recently completed, and bus improvements are currently being planned. Four other promising transitway corridors – I-35W North, Highway 36/Northeast Corridor, I-94 East and Highway 65/Central Avenue/BNSF (Bethel/Cambridge) – should also be analyzed in the next three years to determine the most appropriate mode and alignment for implementation.

This plan assumes that one of these eight corridors will be implemented as a light rail line by 2020 and work begun on another LRT line to be completed shortly after 2020. It also anticipates that a third additional LRT will be built by 2030.

Based on current data, no corridor is projected to have enough ridership to justify investment in another commuter rail line. However, once Northstar is operational, it will be possible to reexamine current projections compared with actual ridership and determine whether or not ridership projections for other commuter rail corridors should be higher. Also, the possible implementation of high-speed rail lines to Chicago and Duluth may significantly reduce the capital costs of commuter rail in the Red Rock and Bethel/Cambridge corridors.

Because these corridors may become viable under those changed assumptions, this plan also assumes implementation of a second commuter rail line between 2020 and 2030 in its cost estimates. The plan also calls for the implementation of four highway BRT corridors, in addition to I-35W South and Cedar Avenue.

The regular-route bus system will evolve and expand as population, congestion and travel costs increase, as the region implements rail transit and as customer needs change. Local routes will benefit from expanded coverage and frequency. Arterial routes, on high-traffic arterial streets, will receive the highest level of local bus service with highly visible passenger facilities at major stops. Express routes will be enhanced and expanded in congested highway corridors. Some arterial and express routes will develop into bus rapid transit corridors. The plan identifies nine arterial streets which are good candidates.

Dial-a-ride services, including Metro Mobility, will be expanded as both the general population and the number of people with disabilities increases. Metro Mobility will continue to meet the requirements of the Americans with Disabilities Act by providing transit service to people with disabilities who cannot use the regular-route transit system. The Council will partner with local units of government to provide general-public dial-a-ride services in suburban and rural areas.

Other Transportation Modes

Walking and bicycling are part of the total transportation picture and work well for shorter, non-recreational trips. The Council provides planning guidance on land-use issues related to bikeways and walkways, and with its Transportation Advisory Board, allocates federal funds to bicycle and pedestrian projects. The Council will continue to support and coordinate efforts to strengthen these modes.

The freight movement system and the region's airports connect the region to the rest the nation and the world. The Council will continue to work with Mn/DOT and monitor the issues confronting the freight industry, and it will work with the Metropolitan Airports Commission to ensure adequate facilities for aviation users.

The region is able to draw on proven as well as innovative tools to achieve a transportation system that best meets current and future needs. No single solution will accomplish that goal, but taken together, coordinated and refined, they will keep the region moving and vital.

Appendix C. 2010 Budget and Program Information

The Metropolitan Council's 2010 unified operating budget, to be submitted to the Minnesota Legislature in January 2010, contains detailed budget information and a general description of the Council's proposed program of work in 2010.

The financial objectives underlying the 2010 budget include:

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

The 2010 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 \$738.6 million, a decrease of 1.5 percent from the 2009 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. 2010 operating expenditures are expected to be \$522.9 million, up 0.3 percent from the 2009 adopted budget. The increased expenditures are driven primarily by increases in salary and benefit costs.
- **Pass-through grants and loans** are funds received by the Council that are then granted, loaned or passed on to another agency, organization or individual for a specified use. 2010 pass-through grant and loan expenditures are budgeted at \$74.8 million, down 4.4 percent from the prior year's adopted budget. The drop is driven primarily by decreased federal HUD and Livable Communities Program funding.
- **Debt service** consists of expenditures required to pay both the principal and the interest on bonds, notes, certificates and loans. 2010 debt service expenditures are \$140.9 million, down 6.4 percent from the previous year's adopted budget. The decrease is due primarily to less capital spending by Metro Transit.

2010 Program Priorities

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

The 2010 **Transportation Division** budget focuses on maintenance of the existing transit system yet oriented toward continuing reasonable growth once funds become available. The Metropolitan Council operates or provides funding to the following transit programs:

- **Metro Transit:** Serves 90 percent of transit trips in the seven-county metro area.
- **Metro Mobility:** Provides specialized demand-response service for persons with disabilities in compliance with the Americans with Disabilities Act.

- **Contracted Regular Routes:** Services provided by private companies under contracts for approximately 50 regular routes.
- **Community Dial-a-Ride:** Services provided to the general public in most suburban areas.
- **Suburban Transit:** Provided by 13 communities with their own transit services. The Council provides capital funding for these programs and passes through operating funds from the state.

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
- Fully funding the current cost of all programs
- Setting rates that are sensitive to current economic conditions.

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.

In addition, the Metropolitan Housing and Redevelopment Authority, housed in this division, administers federal and state tenant and project-based rent assistance programs, using the existing private rental market to provide decent, safe and sanitary housing for more than 6,600 low-income seniors, disabled individuals, families and singles at an affordable cost. The Metro HRA also operates 150 federal scattered-site public housing units through its Family Affordable Housing Program.

In 2010, Community Development will focus its resources, tools and incentives on implementation of the *Regional Development Framework*, the Council's regional growth plan. The *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.

Appendix D. 2010 Legislative Program

The Metropolitan Council's legislative proposals for the 2010 session are still under development as of Jan. 15, 2010. 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, 2009

Content of the following pages:

- Federal Grant and Loan Requests
- Independent and Metropolitan Agency Plans and Programs
- Local Government Plans and Projects
- Miscellaneous Referrals

Federal Grant and Loan Requests

U.S. Dept. of Interior

Urban Park Program

Referral Applicant/Description

20566-1 MINNEAPOLIS PARK AND RECREATION BOARD
I-35W BRIDGE FUNDS (ANNUAL REPORT)

U.S. Dept. of Transportation

Airport Program

Referral Applicant/Description

20638-1 METROPOLITAN AIRPORTS COMMISSION
ST. PAUL DOWNTOWN AIRPORT ZONING

20672-1 METROPOLITAN AIRPORTS COMMISSION
ENVIRONMENTAL 2010-2016

20695-1 METROPOLITAN AIRPORTS COMMISSION
2010 CIP

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

<i>Referral</i>	<i>Applicant/Description</i>
19511-2	NORWOOD/YOUNG AMERICA SURFACE WATER MANAGEMENT
20233-2	MOUND SURFACE WATER MANAGEMENT REVISION
20262-2	MINNETRISTA SURFACE WATER MANAGEMENT
20376-2	NOWTHEN WATER MANAGMENT PLAN UPDATE 2009
20451-2	WOODLAND SURFACE WATER MANAGEMENT AMENDMENT
20452-2	GREENWOOD SURFACE WATER MANAGEMENT
20453-2	DEEPHAVEN SURFACE WATER MANAGEMENT
20484-1	ST. PAUL PARK SURFACE WATER MANAGEMENT
20484-2	ST. PAUL PARK SURFACE WATER MANAGEMENT REVISION
20485-1	NORTH OAKS SURFACE WATER MANAGEMENT
20485-2	NORTH OAKS SURFACE WATER MANAGEMENT
20485-3	NORTH OAKS SURFACE WATER MANAGEMENT
20491-1	COLOGNE SURFACE WATER MANAGEMENT PLAN 2009
20492-1	DELLWOOD SURFACE WATER MANAGMENT PLAN 2009
20495-1	CHAMPLIN SURFACE WATER MANAGEMENT 2008
20496-1	MAPLEWOOD SURFACE WATER MANAGEMENT 2008
20498-1	SPRING LAKE PARK SURFACE WATER MANAGEMENT
20502-1	MOUNDS VIEW LOCAL SURFACE WATER MANAGEMENT PLAN

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

<i>Referral</i>	<i>Applicant/Description</i>
20503-1	HUGO SURFACE WATER MANAGEMENT
20504-1	OAK GROVE SURFACE WATER MANAGEMENT PLAN
20504-2	OAK GROVE SURFACE WATER MANAGEMENT AMENDMENT
20509-1	HASSAN TWP. SURFACE WATER MANAGEMENT
20509-2	HASSAN TWP. SURFACE WATER MANAGMENT PLAN REVISION
20510-1	COLUMBUS SURFACE WATER MANAGEMENT
20513-1	CORCORAN SURFACE WATER MANAGMENT
20517-1	BROOKLYN PARK SURFACE WATER MANAGEMENT
20517-2	BROOKLYN PARK SURFACE WATER MANAGEMENT AMENDMENT
20521-1	WEST LAKELAND TWP. SURFACE WATER MANAGEMENT PLAN 2008
20522-1	RAMSEY COUNTY GROUNDWATER PROTECTION PLAN 2008
20524-1	HAM LAKE SURFACE WATER MANAGEMENT
20527-1	LAKE ELMO SURFACE WATER MANAGEMENT PLAN 2009
20530-1	WAYZATA 2009 SURFACE WATER MANAGEMENT
20538-1	MINNESTRISTA SURFACE WATER MANAGEMENT PLAN 2009
20540-1	LAKE ST. CROIX BEACH SURFACE WATER MANAGMENT
20547-1	EAST BETHEL SURFACE WATER MANAGEMENT 2009
20549-1	ST. FRANCIS SURFACE WATER MANAGEMENT

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

<i>Referral</i>	<i>Applicant/Description</i>
20549-2	ST. FRANCIS SURFACE WATER MANAGEMENT PLAN
20559-1	LAKELAND LOCAL SURFACE WATER MANAGEMENT
20563-1	LITTLE CANADA SURFACE WATER MANAGEMENT
20564-1	EXCELSIOR SURFACE WATER MANAGEMENT
20569-1	ST. BONIFACIUS SURFACE WATER MANAGEMENT
20572-1	INDEPENDENCE SURFACE WATER MANAGEMENT 2009
20577-1	MENDOTA SURFACE WATER MANAGEMENT PLAN
20581-1	MAHTOMEDI SURFACE WATER MANAGEMENT
20586-1	SPRING PARK SURFACE WATER MANAGEMENT
20602-1	VICTORIA SURFACE WATER MANAGEMENT
20604-1	LAKE ST. CROIX BEACH SURFACE WATER MANAGEMENT
20624-1	ST. LOUIS PARK SURFACE WATER MANAGEMENT
20625-1	MEDINA SURFACE WATER MANAGEMENT
20634-1	PINE SPRING SURFACE WATER MANAGEMENT
20648-1	TONKA BAY SURFACE WATER MANAGEMENT
20663-1	CRYSTAL SURFACE WATER MANAGEMENT PLAN 2009
20684-1	DEEPHAVEN SURFACE WATER MANAGEMENT
20687-1	EDINA SURFACE WATER MANAGEMENT

Independent & Metro Agency Plans & Programs**Water Management Plans*****Referral*** ***Applicant/Description***

20694-1 ROBBINSDALE
SURFACE WATER MANAGMENT PLAN

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

<i>Referral</i>	<i>Applicant/Description</i>
16845-4	LITTLE CANADA COMFORTS OF HOME
18274-22	EAGAN MVTA - CEDAR GROVE PARK-AND-RIDE
19494-3	PRIOR LAKE CROSSROAD PROJECTS
20227-2	COON RAPIDS PORT EVERGREEN MASTER PLAN AS PART OF COMP. PLAN AMENDMENT
20265-2	CHANHASSEN WEST ONE
20361-2	PLYMOUTH LAND-USE GUIDING/ZONING RECONSTRUCTION AMENDMENT
20361-3	PLYMOUTH SEWER - CHANGE TO SYSTEM
20361-4	PLYMOUTH LAND CHANGE - ELM CREEK HIGHLAND SUBDIVISION
20398-2	FALCON HEIGHTS LARPENTEUR LINDIG PUB
20401-2	EDEN PRAIRIE PRAIRIE PHYSICIANS BUILDING
20443-2	OSSEO RYAN DEVELOPMENT
20445-2	LAKEVILLE ARGONNE FARMS EAST
20459-2	COATES AGRICULTUARE/INDUSTRIAL CHANGE
20652-2	RICHFIELD CITY HALL , MAINTENANCE FACILITY AND CANDLEWOOD OUTLOT

Local Government Plans & Projects
Comprehensive Plan Updates

<i>Referral</i>	<i>Applicant/Description</i>
20478-1	HUGO 2008 CPU
20479-1	COTTAGE GROVE 2008 CPU
20486-1	LEXINGTON 2008 CPU
20490-1	HAM LAKE 2008 CPU
20501-1	BLAINE 2008 CPU
20507-1	MAPLE PLAIN 2008 CPU
20511-1	WHITE BEAR LAKE 2008 CPU
20512-1	HOPKINS 2008 CPU
20515-1	JORDAN 2008 CPU
20516-1	ROSEVILLE 2008 CPU
20519-1	LAKELAND 2008 CPU
20529-1	WAYZATA 2008 CPU
20533-1	MINNETRISTA 2008 CPU
20535-1	ST. PAUL 2008 CPU
20543-1	MINNETONKA CPU 2008
20544-1	WOODLAND 2008 CPU
20548-1	WHITE BEAR TWP. 2008 CPU
20550-1	NOWTHEN 2008 CPU

Local Government Plans & Projects**Comprehensive Plan Updates*****Referral*** ***Applicant/Description***

20551-1	GREENWOOD 2008 CPU
20552-1	DEEPHAVEN 2008 CPU
20553-1	MOUNDS VIEW 2008 CPU
20554-1	WEST ST. PAUL 2008 CPU
20557-1	ST. BONIFACIUS 2008 CPU
20562-1	LITTLE CANADA 2008 CPU
20565-1	EXCELSIOR 2008 CPU
20571-1	RAMSEY COUNTY 2008 CPU
20574-1	MENDOTA 2008 CPU
20575-1	LILYDALE 2008 CPU
20580-1	HASSAN TOWNSHIP 2008 CPU
20582-1	MAHTOMEDI 2008 CPU
20584-1	ROSEMOUNT 2008 CPU
20585-1	GOLDEN VALLEY 2008 CPU
20587-1	SOUTH ST. PAUL 2008 CPU
20588-1	TONKA BAY 2008 CPU
20589-1	SHOREWOOD 2008 CPU
20590-1	GREENFIELD 2008 CPU

Local Government Plans & Projects
Comprehensive Plan Updates

<i>Referral</i>	<i>Applicant/Description</i>
20591-1	APPLE VALLEY 2008 CPU
20592-1	COLOGNE 2008 CPU
20593-1	COLUMBUS 2008 CPU
20594-1	VICTORIA 2008 CPU
20595-1	NEWPORT 2008 CPU
20596-1	HAMPTON 2008 CPU
20597-1	EMPIRE 2008 CPU
20598-1	CRYSTAL 2998 CPU
20599-1	LAKE ELMO 2008 CPU
20600-1	HILLTOP 2008 CPU
20601-1	CORCORAN 2008 CPU
20603-1	LAKE ST. CROIX BEACH 2008 CPU
20605-1	COLUMBIA HEIGHTS 2008 CPU
20606-1	EAGAN 2008 CPU
20607-1	WOODBURY 2008 CPU
20608-1	PINE SPRINGS 2008 CPU
20609-1	HASTINGS 2008 CPU
20610-1	WASHINGTON COUNTY 2008 CPU

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

<i>Referral</i>	<i>Applicant/Description</i>
2066-1	MINNEAPOLIS LYNDALE GREEN HOUSING BOND
20211-2	ST. PAUL HOUSING PROJECT - 4TH STREET
20493-1	DAKOTA COUNTY SINGLE-FAMILY HOUSING PROGRAM 2009
20661-1	MINNEAPOLIS LYNDALE GREEN HOUSING BOND
20664-1	ST. PAUL LYNGBLOMSTEN CARE CENTER HERITAGE APARTMENTS PROJECT
20677-1	SPRING PARK PRESBYTERIAN HOMES HOUSING AND ASSIST. LIVING INC.
20683-1	ST. PAUL CARONDELET VILLAGE - RANDOLPH AND FAIRVIEW AVE.
20686-1	COON RAPIDS TRALEE TERRACE PROJECT
20690-1	HENNEPIN COUNTY YORK GARDENS ASSISTED LIVING PROJECT

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

<i>Referral</i>	<i>Applicant/Description</i>
20523-1	MINNEAPOLIS PARK AND RECREATION BOARD GRAND ROUNDS MISSING LINK MASTER PLAN 2009
20658-1	ST. PAUL TROUT BROOK REGIONAL TRAIL MASTER PLAN

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

<i>Referral</i>	<i>Applicant/Description</i>
20668-1	CARVER COUNTY 2008 CPU
20688-1	ANOKA COUNTY 2030 TRANSPORTATION PLAN

Water Supply Plans

<i>Referral</i>	<i>Applicant/Description</i>
20482-1	NORTH ST. PAUL WATER SUPPLY PLAN
20483-1	OSSEO WATER SUPPLY PLAN
20489-1	CENTERVILLE WATER SUPPLY
20506-1	HOPKINS WATER SUPPLY
20542-1	SPRING PARK WATER SUPPLY PLAN
20568-1	JOINT WATER COMMISSION WATER SUPPLY PLAN
20573-1	SOUTH ST. PAUL WATER SUPPLY PLAN
20669-1	VADNAIS HEIGHTS WATER SUPPLY PLAN
20671-1	ELKO / NEW MARKET WATER SUPPLY PLAN
20680-1	ROGERS WATER SUPPLY PLAN

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

<i>Referral</i>	<i>Applicant/Description</i>
2066-1	MINNEAPOLIS LYNDALE GREEN HOUSING BOND
20211-2	ST. PAUL HOUSING PROJECT - 4TH STREET
20493-1	DAKOTA COUNTY SINGLE-FAMILY HOUSING PROGRAM 2009
20661-1	MINNEAPOLIS LYNDALE GREEN HOUSING BOND
20664-1	ST. PAUL LYNGBLOMSTEN CARE CENTER HERITAGE APARTMENTS PROJECT
20677-1	SPRING PARK PRESBYTERIAN HOMES HOUSING AND ASSIST. LIVING INC.
20683-1	ST. PAUL CARONDELET VILLAGE RANDOLPH AND FAIRVIEW AVE.
20686-1	COON RAPIDS TRALEE TERRACE PROJECT
20690-1	HENNEPIN COUNTY YORK GARDENS ASSISTED LIVING PROJECT

Regional Park**Regional Park Master Plan**

<i>Referral</i>	<i>Applicant/Description</i>
20523-1	MINNEAPOLIS PARK AND RECREATION BOARD GRAND ROUNDS MISSING LINK MASTER PLAN 2009
20658-1	ST. PAUL TROUT BROOK REGIONAL TRAIL MASTER PLAN

Miscellaneous Referrals**Solid Waste Facility Permits**

<i>Referral</i>	<i>Applicant/Description</i>
20518-1	MINNESOTA POLLUTION CONTROL AGENCY SKB ROSEMOUNT INDUSTRIAL WASTE FACILITY
20534-1	MINNESOTA POLLUTION CONTROL AGENCY PINE BEND LANDFILL
20640-1	MINNESOTA POLLUTION CONTROL AGENCY DAWNWAY DEMOLITION LANDFILL
20650-1	MINNESOTA POLLUTION CONTROL AGENCY KING TRANSFER STATION
20673-1	MINNESOTA POLLUTION CONTROL AGENCY TENNIS SANITATION

State Disposal System Permit

<i>Referral</i>	<i>Applicant/Description</i>
20487-1	MINNESOTA POLLUTION CONTROL AGENCY CREDIT RIVER TWP. TERRITORY
20532-1	MAY TWP. CARNELIAN HILLS COMUNITY
20567-1	MINNESOTA POLLUTION CONTROL AGENCY STONEBRIDGE FACILITY - CREDIT RIVER DISPOSAL FACILITY
20655-1	MINNESOTA POLLUTION CONTROL AGENCY WHISTLING DEVELOPMENT W.W.T.F.
20679-1	MINNESOTA POLLUTION CONTROL AGENCY BONNEVISTA TERRACE COMMUNITY W.W.T.F.

Miscellaneous Referrals

Special Permits

Army Corps of Engineers

Referral Applicant/Description

20488-1	U.S. ARMY CORPS OF ENGINEERS PLYMOUTH CREEK RESTORATION PROJECT
20528-1	U.S. ARMY CORPS OF ENGINEERS RELACEMENT OF FORCEMAIN FROM I-494 BRIDGE SOUTH AND NORTHWARD
20570-1	U.S. ARMY CORPS OF ENGINEERS HAM LAKE COMPENSATORY WETLAND MITIGATION BANK SITE PROPOSAL
20629-1	U.S. ARMY CORPS ENGINEERS CLEAN WATER RESOURCE MANAGEMENT PLAN

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

<i>Referral</i>	<i>Applicant/Description</i>
20494-1	MINNESOTA POLLUTION CONTROL AGENCY MINNEAPOLIS GRAIN EXCHANGE
20499-1	MINNESOTA POLLUTION CONTROL AGENCY MEADOWS OF WHISPER CREEK W.W.T.F.
20500-1	MINNESOTA POLLUTION CONTROL AGENCY MAYER W.W.T.F.
20505-1	MINNESOTA POLLUTION CONTROL AGENCY ANCHOR BLOCK CO. SOUTH PLANT
20526-1	MINNESOTA POLLUTION CONTROL AGENCY BLUE LAKE W.W.T.P. - METRO COUNCIL
20531-1	MINNESOTA POLLUTION CONTROL AGENCY NORTHERN LIGHTS EXPANSION PROJECT - WASHINGTON, ANOKA, CARVER & DAKOTA COUNTIES
20536-1	MINNESOTA POLLUTION CONTROL AGENCY BLUE LAKE W.W.T.P. - METRO COUNCIL
20537-1	MINNESOTA POLLUTION CONTROL AGENCY ANCHOR BLOCK CO. SOUTH PLANT
20555-1	MINNESOTA POLLUTION CONTROL AGENCY GREENFIELD W.W.T.F.
20626-1	MINNESOTA POLLUTION CONTROL AGENCY VERMILLION W.W.T.P.
20633-1	MINNESOTA POLLUTION CONTROL AGENCY GEDNEY CO.
20636-1	MINNESOTA POLLUTION CONTROL AGENCY CASTLE TOWERS W.W.T.F.
20642-1	MINNESOTA POLLUTION CONTROL AGENCY REMEDIATION AT FORMER ADVANCE MACHINE
20645-1	MINNESOTA POLLUTION CONTROL AGENCY COVANTA HENNEPIN ENERGY WASTE FACILITY
20659-1	MINNESOTA POLLUTION CONTROL AGENCY APEX INT'L MANUFACTURING INC.
20660-1	MINNESOTA POLLUTION CONTROL AGENCY AMERICAN IRON AND STEEL CO.
20662-1	MINNESOTA POLLUTION CONTROL AGENCY EXCELSIOR WATER TREATMENT PLANT
20666-1	MINNESOTA POLLUTION CONTROL AGENCY PINE BEND TERMINAL

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

<i>Referral</i>	<i>Applicant/Description</i>
20667-1	MINNESOTA POLLUTION CONTROL AGENCY WATERTOWN W.W.T.P.
20676-1	MINNESOTA POLLUTION CONGTROL AGENCY CIMARRON PARK W.W.T.F.
20685-1	MINNESOTA POLLUTION CONTROL AGENCY BONGARD'S CREAMERIES, INC.

Well Permit

<i>Referral</i>	<i>Applicant/Description</i>
20525-1	MOUND WELLHEAD PART II PLAN
20627-1	RAMSEY CITY WELLHEAD PLAN
20689-1	NORTH ST. PAUL WELLHEAD PART II PLAN

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

<i>Referral</i>	<i>Applicant/Description</i>
20370-2	MINNESOTA POLLUTION CONTROL AGENCY NEGATIVE DECLARATION - MARATHON PETROLEUM RAIL YARD
20372-2	EUREKA TWP. NEGATIVE RECORD OF DECISION - KELLEY AGGREGATE, INC.
20392-2	WOODBURY NEGATIVE RECORD OF DECISION - ODAWA POND RESTORATION PROJECT
20475-1	SCANDIA EAW - ZAVORAL PROPERTY MINING
20480-1	MAPLE GROVE HUSTAD MIXED-USE DEVELOPMENT
20481-1	UNIVERSITY OF MINNESOTA SCOPING EAW AND DRAFT- UMORE PARK SAND AND GRAVEL RESOURCES
20481-2	UNIVERSITY OF MINNESOTA SCOPING DECISION DOCUMENT - AGGREGATE MINING
20508-1	SCOTT COUNTY CSAH 83 EAW
20545-1	MINNESOTA DEPARTMENT OF TRANSPORTATION LAFAYETTE BRIDGE REPLACEMENT PROJECT SP6244-30
20576-1	ST. PAUL EAW - PIERCE BUTLER ROUTE EAST EXTENSION PROJECT
20583-1	BLOOMINGTON DRAFT EAW - 8100 TOWER AND HOTEL PROJECT
20583-2	BLOOMINGTON RESPONSE COMMENTS - 8100 TOWER AND HOTEL
20611-1	MINNESOTA DEPARTMENT OF TRANSPORTATION TH10 - RAMSEY CITY PROJECT
20612-1	MINNESOTA DEPARTMENT OF TRANSPORTATION CSAH 52./CSAH 116 RECONSTRUCTION PROJECT
20657-1	MINNESOTA DEPARTMENT OF TRANSPORTATION U.S. HWY. 10 RECONSTRUCTION PRELIMINARY INTERCHANGE DESIGN
20665-1	EAGAN CARRIAGE HILLS SPECIAL AREA PROJECT
20691-1	ST. PAUL UNIVERSITY OF ST. THOMAS - ANDERSON CENTER AND ATHLETIC COMPLEX

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

<i>Referral</i>	<i>Applicant/Description</i>
18655-3	BLOOMINGTON AIRPORT SOUTH DISTRICT - AUAR UPDATE
18782-4	EAGAN CEDAR GROVE REDEVELOPMENT - AUAR UPDATE
18782-5	EAGAN CEDAR GROVE REDEVELOPMENT AREA - FINAL AUAR
18886-3	SCOTT COUNTY CREDIT RIVER TOWNSHIP GROWTH AREA - AUAR UPDATE
18959-3	ST. PAUL PARK RIVERS EDGE - AUAR UPDATE
20378-2	DAKOTA COUNTY CEDAR AVE CORRIDOR TRANSITWAY - NEGATIVE DECLARATION
20393-2	LAKE ELMO LAKE ELMO VILLAGE AREA - FINAL AUAR
20394-2	WOODBURY WOODBURY N.E. AREA - FINAL AUAR
20474-1	MINNEAPOLIS NEIGHBORHOOD STABILIZATION PROJECT
20539-1	MINNEAPOLIS OPEN ARMS OF MINNESOTA - 1511 25TH STREET E. AND BLOOMINGTON AVE.
20541-1	MINNEAPOLIS DEWATERING IMPROVEMENT PROJECT - FRIDLEY WATER TREATMENT PLANT
20560-1	MINNESOTA DEPARTMENT OF TRANSPORTATION T.H. 61 HASTING BRIDGE PROJECT
20561-1	BROOKLYN PARK GATEWAY MIXED-USE DEVELOPMENT - AUAR 2008
20561-2	BROOKLYN PARK GATEWAY MIXED-USE DEVELOPMENT - FINAL AUAR
20578-1	HENNEPIN COUNTY CSAH 81 RECONSTRUCTION PROJECT
20630-1	MINNEAPOLIS ALLIANCE APARTMENT PROJECT - EAST 17 STREET
20635-1	U.S. DEPARTMENT OF VETERANS AFFAIRS DRAFT ENVIRONMENTAL ASSESSMENT - PARKING LOT AND ROAD UPGRADE
20639-1	U.S. ARMY RESERVE CONSTRUCTION OF ARMY RESERVE CENTER

Miscellaneous Referrals

State and Federal Assessments & Statements

Environmental Assessment or Statement - Federal

<i>Referral</i>	<i>Applicant/Description</i>
20639-2	U.S. ARMY RESERVE PROPOSED MILITARY CONSTRUCTION PROJECT
20646-1	MINNEAPOLIS FY 2009 CONSOLIDATED PLAN FOR HOUSING AND COMMUNITY DEVELOPMENT
20649-1	RAMSEY COUNTY REGIONAL RAILROAD AUTHORITY ENVIRONMENTAL ASSESSMENT - MINNESOTA'S UNION DEPOT
20651-1	MINNEAPOLIS AUDUBON CROSSING - POLK ST. N.E. AND LOWRY AVENUE N.E.
20670-1	MINNEAPOLIS NATIONAL HISTORIC PRESERVATION ACT - SHUBERT THEATRE
20678-1	CARVER CITY DRAFT AUAR - CARVER FREEWAY COMMERCIAL DIST. STUDY AREA
20693-1	MINNEAPOLIS NATIONAL HISTORIC PRESERVATION - CLARE MIDTOWN 23RD AVE. SOUTH

Environmental Impact Statement - State

<i>Referral</i>	<i>Applicant/Description</i>
19818-2	U.S. DEPARTMENT OF INTERIOR FINAL EIS - DISPOSITION OF BUREAU OF MINES PROPERTY
20229-4	METROPOLITAN COUNCIL FINAL EIS - CENTRAL CORRIDOR LRT

State Grant and Loan Requests

Dept. of Transportation

Miscellaneous Programs

<i>Referral</i>	<i>Applicant/Description</i>
20520-1	UNIVERSITY OF MINNESOTA CAMPUS MASTER PLAN
20558-1	NORTHERN STATES POWER ROUTE PERMIT FOR HIAWATHA PROJECT

State Water Pollution Control Agency

Resource Recovery Program

<i>Referral</i>	<i>Applicant/Description</i>
20654-1	MINNESOTA POLLUTION CONTROL AGENCY RECOVERY FROM UNIVAR FACILITY SOIL POLLUTION