



Metropolitan Council

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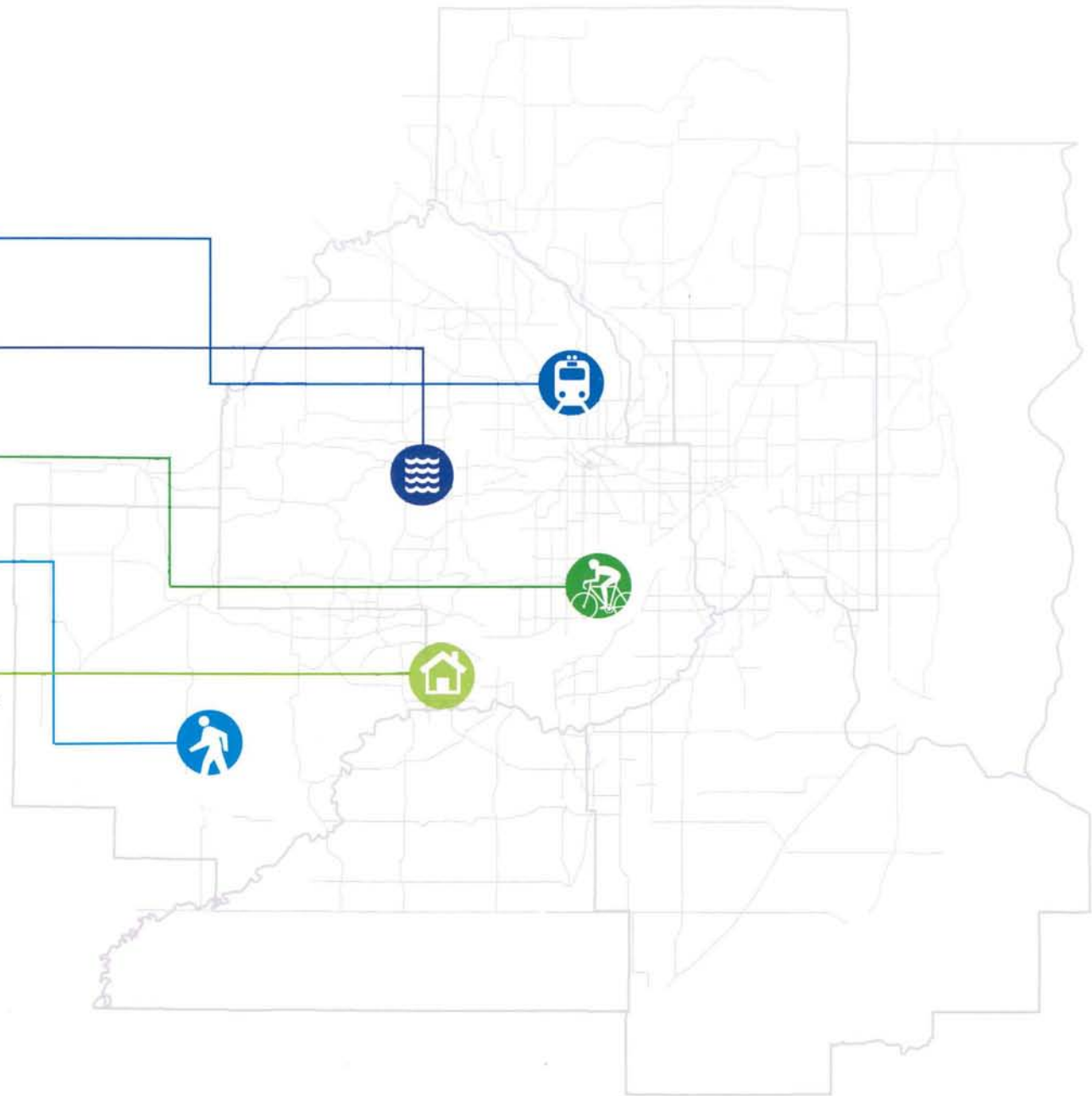
Connecting Our Region

2010



Contents

- 1 Connecting our region**
- 2 Transportation**  Connecting people to places
- 8 Water Resources**  Protecting a vital regional asset
- 12 Parks**  Expanding trail connections
- 16 Planning**  Local plans receive careful review
- 18 Housing**  Council helps meet housing needs
- 20 Budget**
Revenue and expenditures
- 21 About the Council**
Information and contacts



Front cover photo:
Michael McHugh, Midwest Construction Group, DBE consultant on
the Central Corridor light-rail transit project.

Connecting our region



Highways, transit, land use, water resources and parks – the Metropolitan Council fosters connections that improve the livability of the Twin Cities metro area.

Transportation investments like the new Central Corridor light-rail transit (LRT) line now under construction provide improved access to employment, educational and economic opportunities throughout the region.

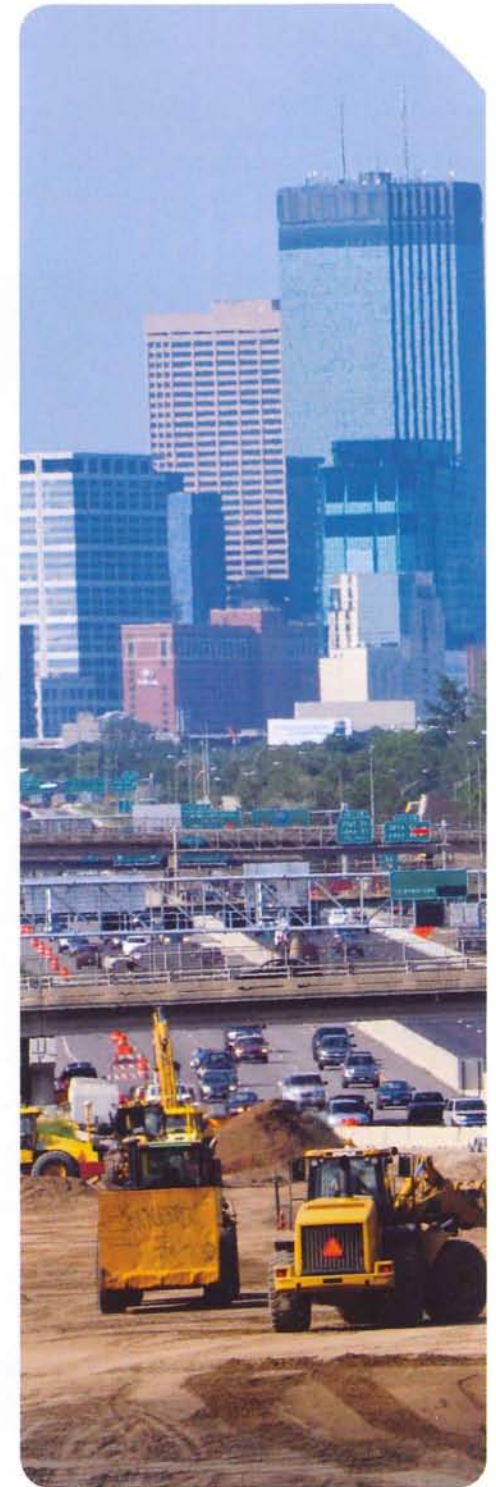
The Livable Communities grants approved by the Council help communities encourage mixed-use development that better connects housing, jobs and services, as well as clean up contaminated land and expand the supply of affordable housing.

The Council's Housing and Redevelopment Authority provides a vital link for low-income families in need of federal housing assistance.

The Council's water supply planning work helps ensure that groundwater use in one community doesn't adversely impact surrounding communities.

And expansion of our regional parks and trails system provides visitors with more connections to our natural environment – the lakes and streams, woodlands and native prairies located within the 55,000-acre system.

In 2010, the Council made progress in strengthening and improving all of these connections, enhancing the quality of life in the seven-county metro area.



Transportation: Connecting people to places

The region's transportation network connects people to jobs, schools, shopping, healthcare, recreation and to each other. And the network is growing. 2010 was a year of solid progress, whether you get around by rail, bus, car, bicycle or on foot.



Construction starts on Central Corridor

The major contracts were let and construction is under way on Central Corridor light-rail transit (LRT). Once completed, the 11-mile line will connect downtown St. Paul with the State Capitol, the Midway shopping district and the University of Minnesota before joining the Hiawatha LRT line near the Metrodome in downtown Minneapolis.

In 2010, the Council awarded all five major construction and procurement contracts for the line. Combined, the five contracts – for construction of the eastern and western segments of the line, the line systems, the operation and maintenance facility, and procurement of the LRT vehicles – came in at \$34 million below budget.

The project is well poised for 2011, when federal approval of a Full Funding Grant Agreement is anticipated in March. Most heavy construction on the line will occur in 2011 and 2012.

Passenger service is scheduled to begin in 2014. Ridership is projected to reach over 40,000 daily by 2030.



LRT advances in Southwest Corridor

The Council approved LRT and endorsed the “locally preferred alternative” route for the Southwest Corridor, which runs 15 miles from downtown Minneapolis to Eden Prairie. The Council applied to the Federal Transit Administration to enter preliminary engineering on the line.

Passenger service could start as soon as 2018. Ridership on the line is projected at an estimated 29,000 per day by 2030, comparable to current ridership on Hiawatha LRT.

Utility relocation begins on Cedar Avenue

The Dakota County Regional Rail Authority approved an implementation plan update for the Cedar Avenue Transitway, which will feature bus-rapid transit in the corridor. Phase I of the plan is well under way, with the infusion of funding from the Counties Transit Improvement Board (CTIB) and the federal Urban Partnership Agreement.

In 2010, the Apple Valley Transit Station and the Cedar Grove Transit Station in Eagan opened for service, and utility relocation for the transitway’s bus shoulder-lanes proceeded. In 2011 and 2012, bus-only shoulders and other roadway improvements will be constructed from Dodd Boulevard in Lakeville north to 138th Street in Apple Valley.

Station-to-station service is scheduled to begin in 2012. This service will use the new bus-only shoulders and on-line transit stations for quicker trips and boarding.





Council develops transitway guidelines

Working with partners in local government, the Transportation Advisory Board, other transit providers, the Minnesota Department of Transportation (Mn/DOT) and CTIB, the Council created guidelines for development of corridors slated for intensive transit investment.

The goal of the guidelines is to promote a coordinated and equitable regional transit network, while providing enough flexibility so that each transitway can be developed in a way that accommodates the unique characteristics and opportunities of the corridor.

New dial-a-ride service is more equitable, consistent

The Council in 2010 phased in revamped dial-a-ride service across the region. Under the name Transit Link, the service has uniform, distance-based fares and consistent operating guidelines. The Council administers the service for the four counties that chose that option; three counties 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 bus or rail service. The services are fully integrated.



Transit ridership makes partial comeback

Following a rough year for transit ridership nationwide, the Twin Cities metro area's transit ridership began to climb again in 2010. Ridership on Metro Transit bus and rail services, suburban and contract bus routes, and dial-a-ride and ADA services in 2010 was an estimated 92 million, up 3.5 percent from 2009.

Metro Mobility and its contracted county providers were on pace to provide 1.5 million rides to people certified under the Americans with Disabilities Act. That's a five percent increase from 2009 and the most rides ever provided by the service.

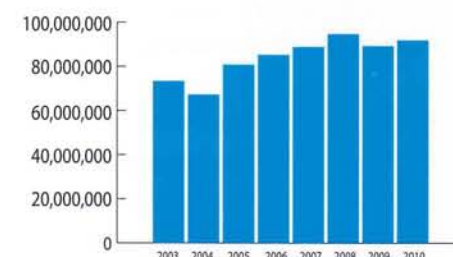
Metro Transit played a big role in the opening season at Target Field. Throughout the season, on average, 17 percent of Twins fans arrived at Target Field via Twins Express buses, light rail or commuter rail, greatly reducing congestion in downtown Minneapolis.

In November, the I-35W MnPASS lanes, which run from Burnsville to downtown Minneapolis, opened through the reconstructed Crosstown Commons. Buses and high-occupancy vehicles travel the lanes for free; solo commuters may pay a toll to use the lanes.

Regional Transit Ridership

2003	73,300,000*
2004	67,200,000**
2005	80,800,000
2006	85,300,000
2007	88,900,000
2008	94,800,000
2009	89,300,000
2010	92,000,000 (est.)

Regional Transit Ridership



* Baseline year for goal to double transit ridership by 2030.

** Metro Transit endured a 44-day transit workers strike in early 2004.

Until the nation's economy started unraveling in late 2008, regional transit ridership had been rising steadily since 2004. Ridership started to bounce back in 2010. Figures include all bus and rail service in the seven-county metro, including dial-a-ride and ADA services.



Making the most of the existing highway system

In the face of economic challenges, the region will need a flexible, resilient transportation system that offers choices and includes a more efficient and optimized highway network. The Council updated its *2030 Transportation Policy Plan* to incorporate a new highway investment strategy that grew out of a joint study with Mn/DOT.

The plan emphasizes a system-wide highway management approach, using the following strategies:

- Implement active traffic management system-wide, using tools like traffic cameras, ramp meters and changeable message signs.
- Construct lower-cost, high-benefit highway improvements to address bottlenecks and safety hazards.
- Develop a system of managed lanes, like the MnPASS lanes on I-394.
- Implement strategic capacity expansion.
- Improve non-freeway trunk highways.

The plan also incorporates updated airport plans and an updated regional transitway map; and advocates continuing support and coordination of efforts to strengthen the region's bicycle and pedestrian network.



Current and Proposed Transitways



Water Resources: Protecting the region's water resources

Communities in the seven-county metro area are connected by rivers, streams and lakes, and by an underground supply of water held in layers of aquifers. The Metropolitan Council's Environmental Services division (MCES) plays an important role in ensuring the health of these water resources. Among its responsibilities:

- Collecting and treating wastewater at seven regional treatment plants, ensuring that effluent discharged from the plants into rivers meets all federal and state clean water standards.
- Monitoring water quality in rivers, lakes and streams.
- Researching and planning ways to ensure for adequate regional drinking water supplies for current and future generations.

Treatment facilities set compliance records

The Council uses state-of-the-art technologies to treat an average of 260 million gallons of wastewater each day from homes, businesses and industries. In late 2010, the Council's wastewater treatment plants were closing in on four consecutive years of zero violations of their clean-water discharge permits.

The Council maintains outstanding compliance while charging customers the fifth lowest rates among 22 peer agencies in the U.S.

Council reduces energy use, cuts costs

The Council is successfully reducing fossil-fuel energy use in the regional wastewater collection and treatment system. MCES worked with Xcel Energy, Minnesota Energy and other parties between January 2007 and December 2010 to complete more than two dozen energy reduction projects. The annual savings: an estimated 31 million kilowatt hours and two million dollars.

As of the third quarter of 2010, MCES achieved a 20 percent reduction in fossil fuel use compared with four years earlier. The work will continue. Studies have identified further process efficiencies that could save an additional \$1.5 million annually.





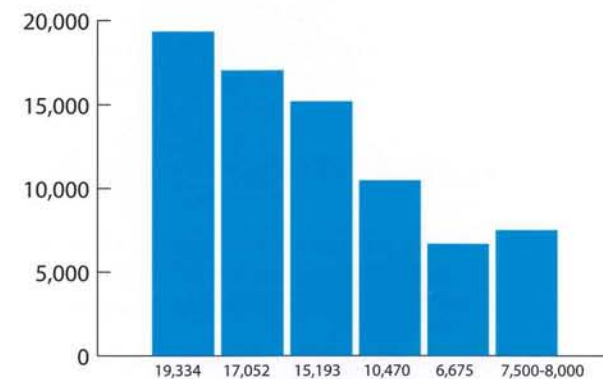
Weathering the economic recession

In 2010, the Council took strategic action to combat a revenue crisis that threatened its longstanding and effective method for financing part of the regional wastewater system. A dramatic slowdown in housing and other construction in recent years led to steep declines in sewer availability charge (SAC) revenues, which are used to pay for reserve capacity in the wastewater system needed to serve future growth.

The Council – supported by Metro Cities and the Public Facilities Authority – succeeded in getting state legislation passed to allow the Council flexibility to use a small portion of municipal wastewater charges for what ordinarily the SAC reserve fund would pay to cover capital project debt service. The Council also reduced its capital budget by dramatically delaying and cutting back on planned projects related to growth.

Later in the year, the Council endorsed recommendations from a community task force to seek another change in state law. The change would ensure that SAC revenues are used to pay only for expansion of the wastewater system needed for growth, and not for rehabilitation and maintenance. The Council anticipates pursuing legislation in the 2011 session.

SAC Unit Decline



The SAC fee is a one-time fee for new connections or increased volume to the regional wastewater system. As a result of the recession and housing market decline, the number of SAC units has plummeted from an average of 20,000 per year a decade ago to an estimated 7,500 – 8,000 in 2010.



Keeping clear water out of sewers

In 2006, the Council launched a program to guide communities as they reduce excessive inflow and infiltration (I/I) of clear water into the wastewater system. Treating clear water is costly and takes up needed capacity. Mitigating I/I locally, at the source, was estimated to cost \$150 million, compared with the nearly \$1 billion cost to the region of adding wastewater capacity to treat excess I/I. The program is achieving solid results.

In 2010, following recommendations from a community task force, the Council adjusted the program. The Council gave financially strapped communities more time to complete their mitigation efforts. And in the program's second phase, a proposed demand charge will be imposed only if a community does not implement an effective I/I reduction program, or if regulatory compliance requires Council action.

The Council is initiating a \$3 million grant program to help communities with their public I/I infrastructure fixes, funded by a state bonding appropriation. In addition, the Council plans to pursue Clean Water Legacy funding in 2011 so communities can assist residents and businesses that need I/I fixes.

Council approves landmark water supply plan

Fed by the Mississippi River and laying atop several major aquifers, the Twin Cities metropolitan area currently enjoys a relatively abundant supply of water. In 2010, the Council approved a regional water supply plan designed to help future generations meet their water needs as well.

The landmark plan gives communities regionally consistent data and analyses to evaluate water availability and the regional effects of water withdrawals. The plan includes a water supply profile for each community in the seven-county region. The profiles have specific information about water demand and water supply sources, including supply options available to the community.

The plan is the result of intensive collaboration with state, local government and private partners, coordinated by a Metropolitan Water Supply Advisory Committee. The Council continues research to meet community needs and benefit future plan updates. Among the areas being studied are surface and groundwater interaction; aquifer vulnerability; groundwater contamination; stormwater reuse; and water conservation.

The Council hopes to secure additional Clean Water Legacy Amendment funding in the 2011 legislative session to continue work related to water supply planning.





Parks: Regional trails to expand greatly



Biking and hiking, birdwatching and stargazing – our system of 57 regional parks and 231 miles of regional trails provide abundant opportunities for connecting with our natural environment.

These opportunities will grow under the Council's 2030 Regional Parks Policy Plan, which was updated in 2010. The plan calls for expanding the regional parks system from about 55,000 acres to 70,000 acres and the trails system from 231 miles to nearly 1,000 miles.

The updated plan includes 17 new trail additions, ranging in length from 2 miles to 32 miles, with segments in six counties. The 100 new trail miles are in addition to 700 new trail miles proposed in the 2030 parks plan when it was first adopted in 2005.

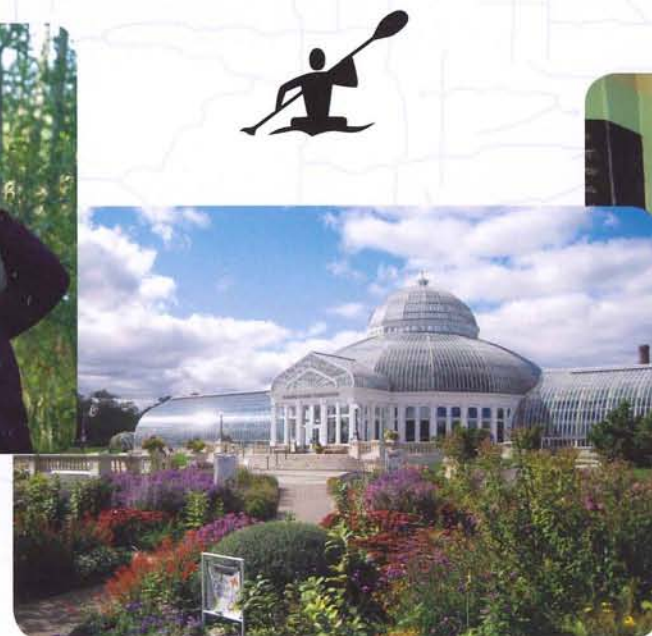
2030 Parks Policy Plan

Expanding trail system
to 1,000 miles



Trail additions

17 new trail additions
in six counties



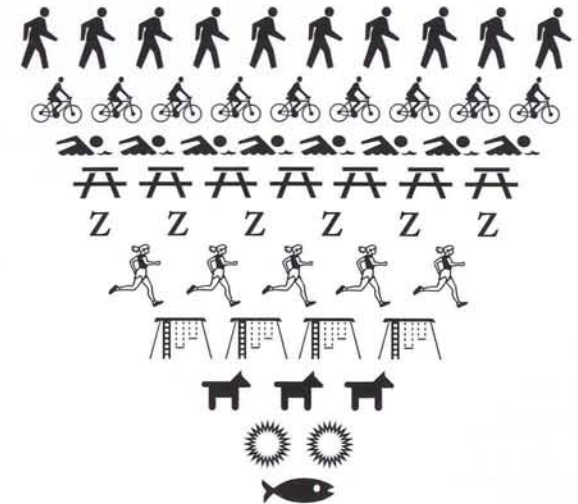
Top 10 Visitor Activities in the Regional Parks

Trails are among the most popular features of the regional parks system, accounting for nearly 40 percent of all park system visits.

The new plan also adds The Landing in Shakopee, run by Three Rivers Park District, to the regional parks system as its seventh "special recreation feature." Other such features include Como Zoo and Conservatory, Gale Woods Farm and Square Lake.

The regional parks system is developed, maintained and operated in partnership with 10 local parks agencies. It attracts an estimated 38 million visits a year.

1. Walking/hiking
2. Biking
3. Swimming
4. Picnicking
5. Relaxing
6. Jogging/running
7. Playground use
8. Dog-walking
9. Sunbathing
10. Fishing



Recreation and culture

Living history museum
added to park system



Biking and hiking

Trails are among most
popular features



Land purchases

17 acres of shoreline parcels

Legislature supports regional parks

The 2010 legislative session provided \$10.5 million in state bonds for capital improvements to the regional parks system. The state bonds, matched by \$7 million in Council funding, will finance 25 projects in the Council's 2010-11 regional parks capital improvement program.

This funding includes \$10.3 million for rehabilitation and replacement, \$5.5 million for new development and \$1.6 million for land acquisition reimbursement.

Examples of funded projects are:

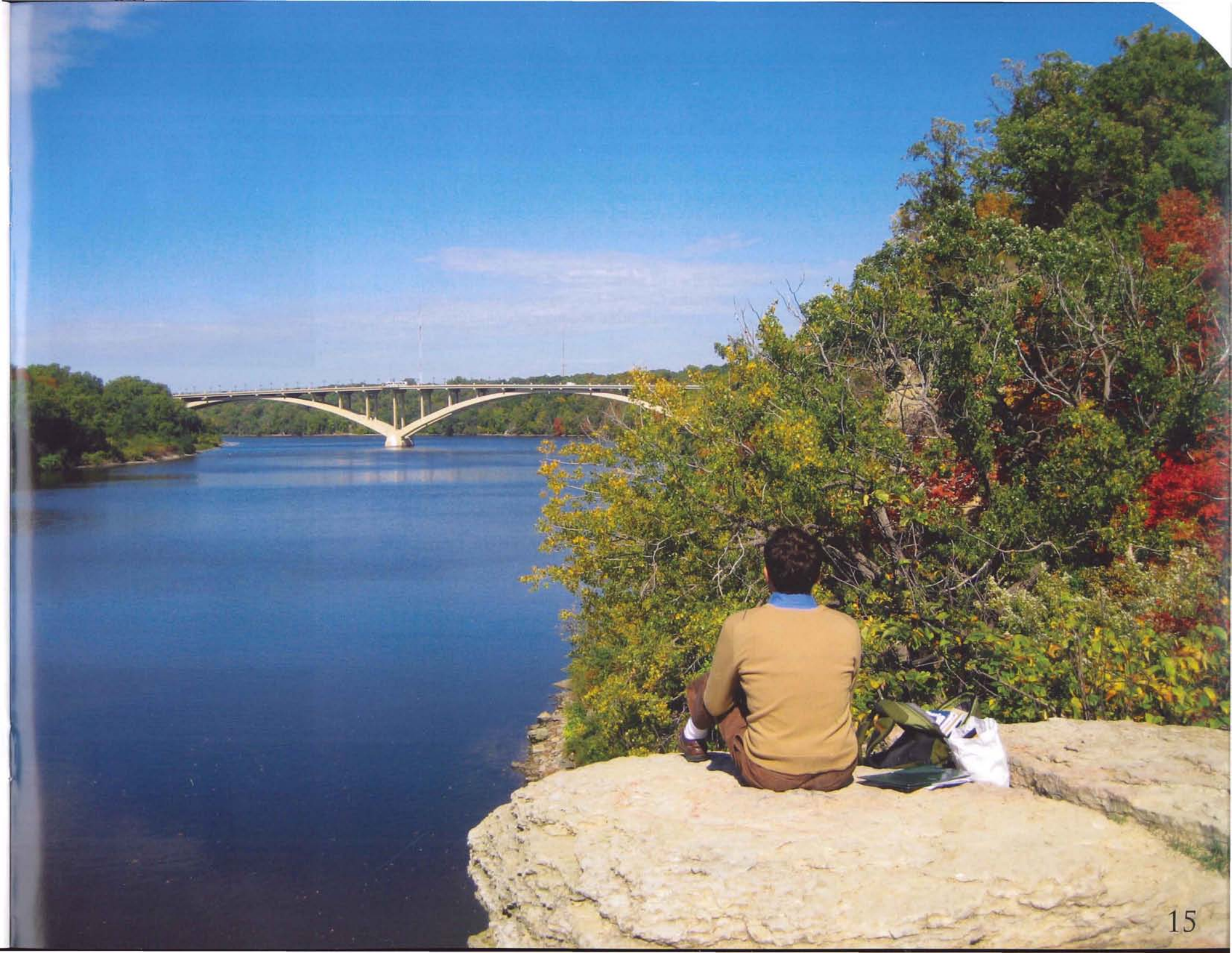
- \$1.04 million to replace picnic shelters at Keller Regional Park, Ramsey County
- \$850,000 for a public pier, transient boat dock, picnic area, lakeshore trail, access drive and parking area at Lake Byllesby Regional Park, Dakota County
- \$423,000 to partially reimburse Carver County for purchasing 46 acres for Lake Waconia Regional Park



The Legislature also earmarked \$16 million in state bonds for four projects:

- \$11 million for Como Zoo phase 2 exhibit renovation – City of St. Paul
- \$2 million for renovation of Old Cedar Avenue Bridge for bicycle/pedestrian use – City of Bloomington
- \$1 million for park and trail development at Rock Island Bridge – City of Inver Grove Heights
- \$2 million for veterans of all wars memorial at Sheridan Park and match to Hennepin County funds to restore flagpole monument and plaza for Veterans of World War I, Victory Memorial Parkway – Minneapolis Park & Recreation Board





► Planning: Local plans receive careful review

Communities in the seven-county metro region are connected by roads, transit lines, sewer lines, trails, greenways, waterways and other natural features. The challenge for communities is to grow and redevelop in ways that reap the most value from expensive public infrastructure while preserving the natural environment.

Once every decade, the seven-county region's 189 communities are required to update their local comprehensive plans, their vision of how they want to develop or redevelop. Under state law, the Council reviews those plans to ensure they conform to regional plans and priorities for transportation, aviation, wastewater treatment and regional parks, and are consistent with regional policies for housing, demographic forecasts and water supply.

In 2010, the decennial planning cycle was nearly complete. By the end of the year, all updates had been submitted for review, with 91 percent completely reviewed by the Council. The remaining updates were in process to being complete for review, or were going through the committee and full Council action schedule.



Housing, businesses along transitways gets big boost

Planning, development and affordable housing in several transit corridors got a big boost as the result of two large funding awards announced in October 2010.

The region will receive \$16 million from the Living Cities Initiative to renovate or build 600 units of affordable housing, mainly along the Central Corridor LRT line linking Minneapolis and St. Paul. About 100 neighboring businesses along the Central Corridor will get technical assistance, facade face-lifts and other improvements. The majority of the funding is in loans, and is expected to attract even more public and private capital.

Living Cities is a philanthropic collaborative of 22 foundations and financial institutions, including The St. Paul Foundation, which will administer the funds. The money will also be spent for housing along the Hiawatha route and the planned Southwest LRT Corridor. Purchasing foreclosed homes and renovating them for new owners will be a priority.

The Living Cities funding piggybacks on the \$1.5 million that the Council and the Central Corridor's Business Resources Collaborative is making available for loans to small businesses on the Central Corridor to minimize the disruptive effects of LRT construction.

A grant award of \$5 million from the U.S. Department of Housing and Urban Development's Sustainable Communities Initiative will help the region create corridor-wide development plans and strategies along five major transit corridors, including Southwest LRT, Bottineau, Cedar Avenue Bus Rapid Transit, Northstar Commuter Rail and the Gateway Corridor (I-94 East).

The Metropolitan Council applied for the competitive grant on behalf of a consortium of counties, cities, nonprofits, foundations and the University of Minnesota. The consortium plans extensive public involvement as part of the planning effort.



Livable Communities grants aid local development

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.

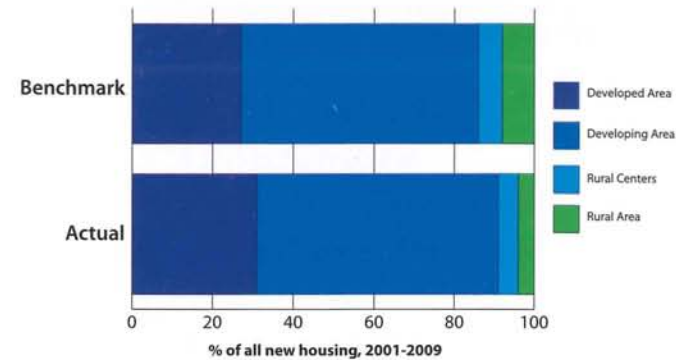
In 2010, the Council awarded a total of \$191,500 in two grants under the Tax Base Revitalization Account to help cities clean up polluted land for redevelopment, expand their tax base and create new jobs. Because of the economic recession, fewer grant applications were received. The remaining \$2.8 million will be applied to future grant cycles.

The Council awarded a total of \$7.3 million from the 2010 Livable Communities Demonstration Account for 11 development projects and 15 projects in the pre-development stage. The projects demonstrate ways to achieve connected, efficient land-use patterns in communities throughout the region.



Housing Unit Location, 2001 - 2009

The 2030 Regional Development Framework sets benchmarks for the number and location of new housing units in the seven-county metro area. From 2001-2009, the growth targets were largely met, though slightly more growth occurred in the developed area and slightly less in rural areas, which represents more efficient use of regional infrastructure.



Framework Area Benchmark

Units per year; % of all new housing, 2001-2009

	Benchmark vs. Actual			
Developed Area	4,400; 27%	4,603; 31%		
Developing Area	9,500; 59%	9,106; 60%		
Rural Centers	900; 6%	736; 5%		
Rural Area	1,300; 8%	601; 4%		

Housing: Council helps meet housing needs



The Metropolitan Council's Housing and Redevelopment Authority connects people with the resources they need through its operation of 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 and Ramsey counties. In addition, Metro HRA administers several federally and locally funded programs that serve specialized populations, including people with disabilities and people experiencing chronic homelessness.

In 2010, Metro HRA assisted nearly 7,000 households monthly and made rental assistance payments to more than 2,000 property owners, injecting \$50 million of federal and state funds into the regional economy.



Housing grants to communities

In 2010, the Council allocated a total of \$1.5 million in Livable Communities funding to six metro area suburbs for the construction, or rehabilitation and preservation, of housing affordable to households with incomes of 50 percent of median or less. The grants from the Council's Local Housing Incentives Account leveraged more than \$36 million in private investment and nearly \$18 million in other public investment. The combined investments will create 244 new rental units, and rehabilitate and preserve affordability for 90 additional rental units.

The Council's investment in affordable housing was highlighted in October when former U.S. President Jimmy Carter and former First Lady Rosalynn Carter visited Minneapolis and St. Paul to promote the work of Twin Cities Habitat for Humanity. Two of the homes in the Habitat work project were constructed with funding assistance from the Council.

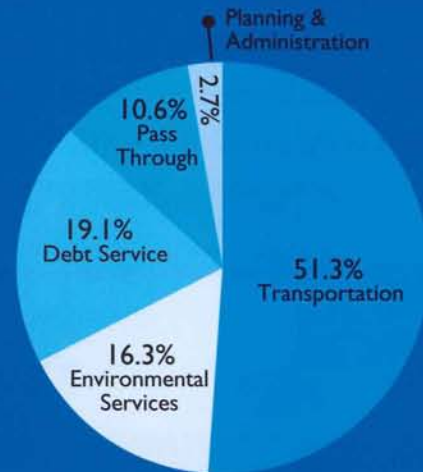
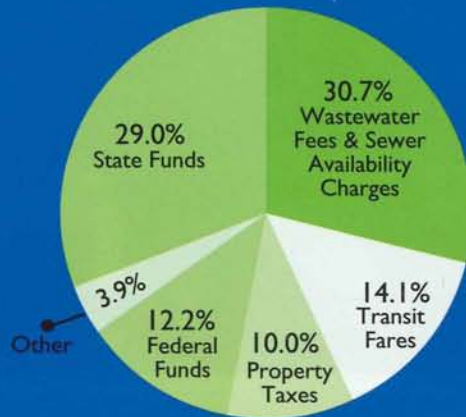


Housing Affordability

The 2030 Regional Development Framework calls for a target of **75%** of the homes sold in the seven-county metro area affordable to a median-income family, 15 points ahead of the national average. The region met or exceeded the benchmark through most of the period 2001-2009.



Metropolitan Council: Budget



2010 Budget Revenue

Total =	\$715,508,580
Wastewater Fees and Sewer Availability Charges	\$207,440,000
Transit Fares	\$100,724,775
Property Taxes	\$ 71,805,111
Federal Funds	\$ 87,492,375
Other	\$ 28,088,063
State Funds	\$219,958,256

2010 Budget Expenditures

Total =	\$738,589,252
Transportation	\$378,656,049
Environmental Services	\$120,493,941
Debt Service	\$140,929,993
Pass Through	\$ 78,253,455
Planning and Administration	\$ 20,255,814

Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2010, the Council used reserves to make up the difference in revenues and expenditures.

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.

Chair	Peter Bell, Minneapolis
District 1	Roger Scherer, Plymouth
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District 5	Polly Bowles, Edina
District 6	Peggy Leppik, Golden Valley
District 7	Annette Meeks, Minneapolis
District 8	Lynette Wittsack, Minneapolis
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District 12	Sherry Broecker, Forest Lake
District 13	Richard Aguilar, West St. Paul
District 14	Kirstin Sersland Beach, St. Paul
District 15	Daniel Wolter, Eagan
District 16	Wendy Wulff, Lakeville

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.



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

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Metro Transit Rideshare
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Commuting options, employer trip-planning
and travel-demand management

Metro Mobility Service Center
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TTY 651-221-9886
Customer information for transit services
for certified riders with disabilities

Metro HRA
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ideas, suggestions

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**Metropolitan Council
2010 Annual Report
Appendices**

January 2011



Metropolitan Council

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Contents

Appendix A. Studies and Recommendations.....	1
Appendix B. Policy Plans and Amendments Adopted in 2010 and Related Review Comments of Metropolitan Agencies.....	3
Appendix C. 2010 Budget and Program Information.....	14
Appendix D. 2010 Legislative Program	16
Appendix E. Plans, Projects and Applications Submitted to the Metropolitan Council, January 1 through December 31, 2010	17

Appendix A. Studies and Recommendations

Annual Use Estimate of the Metropolitan Regional Parks System for 2009

Published April 2010

The Twin Cities area's regional park system encompasses more than 54,000 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 38 regional parks, 12 park reserves, 6 special recreation features and 33 regional 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 38,062,600 in 2009. The estimate is based on a four-year average of visitation data from 2006 through 2009.

- Estimated visits have increased 15 percent annually since 2004. A total of 89 park and trail units were sampled in 2009 compared to 73 units sampled in 2004.
- Fifty-six 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 2009 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 2009 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 2009 were:

	Number of Visits
1. Minneapolis Chain of Lakes Regional Park	4,860,800
2. Como Regional Park, Zoo and Conservatory	3,414,300
3. Mississippi Gorge Regional Park (Minneapolis and St. Paul)	2,035,800
4. Central Mississippi Riverfront Regional Park	1,516,000
5. Nokomis-Hiawatha Regional Park	1,509,500

Recommendations

None.

Metropolitan Highway System Investment Study

Published September 2010

The Metropolitan Highway System Investment Study identifies methods to achieve the greatest efficiency out of the highway system of the Twin Cities region and manage congestion from a system-wide perspective. The study has been a joint effort between the Metropolitan Council and the Minnesota Department of Transportation (Mn/DOT).

This study proposes a future transportation investment strategy that optimizes the highway capacity in the region through the use of multimodal-oriented managed lanes and comprehensive system management strategies. The purpose of these strategies is not to fix congestion, but rather to provide residents, employees, and visitors with a consistently congestion-free alternative throughout the regional highway system, even if system congestion may persist.

Managed Lanes

Managed lanes have been in existence for nearly 30 years and represent a family of operational strategies designed to address a wide array of transportation goals. Managed lanes have a distinct advantage over general purpose lanes. By controlling eligibility for use, access and pricing, managed lanes can provide for regular and predictable free-flow travel speeds on the managed lanes. Free-flow managed lanes enable users to avoid traffic-saturated general purpose lanes, yielding not only improved vehicular throughput in saturated conditions, but also improved person throughput based upon the encouragement (through price signals) of higher vehicle occupancies and bus ridership.

Active Traffic Management

In this study, Active Traffic Management (ATM) maximizes the complete use of a freeway corridor's pavement. ATM does this by managing traffic flow and lanes based on prevailing traffic conditions and the occurrence of collisions or other incidents. ATM has been defined by Mn/DOT as including ITS strategies, which may be implemented on non-freeway arterials, including strategies such as signal coordination, cameras for incident and traffic management, and changeable messaging signs.

Recommendations

The strategy identified in the study is reflected in the Council's 2030 Transportation Policy Plan, adopted Nov. 10, 2010.

Appendix B. Policy Plans and Amendments Adopted in 2010 and Related Review

Summary: Amendment to the 2030 Transportation Policy Plan for the Southwest Transitway Local Preferred Alternative and I-94 Corridor

Adopted May 26, 2010

In November 2009, Hennepin County Regional Railroad Authority, as the lead agency for the Southwest Alternatives Analysis, recommended to the Council that light-rail transit (LRT) on the Kenilworth-Opus Golden Triangle alignment (LRT Alternative 3A) be selected as the locally preferred alternative for the Southwest Transitway. The Metropolitan Council reviewed the recommendation and developed the proposed policy plan amendments identifying LRT on the 3A alignment as the LPA.

In addition, in the fall of 2009 after months of study, Mn/DOT, the Council and the Minnesota Division of the Federal Highway Administration completed a joint study to determine what corridor improvements should continue on I-94 after the reopening of the I-35W bridge. The study developed a management strategy for the I-94 corridor that included general traffic use of a former bus-only shoulder in the vicinity of TH 280 and downtown Minneapolis. Because the use of the shoulder as a traffic lane exceeds a mile in length the project must be included in the Transportation Policy Plan.

The Southwest Transitway has gone through an extensive alternatives analysis led by Hennepin County Regional Rail Authority which resulted in a recommendation that the 3A Alternative be selected as the locally preferred alternative. The alternatives analysis phase of the project will officially conclude when the locally preferred alternative is amended into the policy plan, allowing the project to proceed with a federal New Starts application to enter preliminary engineering.

The recommendation for the I-94 management strategy and conversion of the bus-only shoulder to general traffic use was developed through extensive study by Mn/DOT, the Council and FHWA.

The amendments:

- Select light-rail transit on the Kenilworth-Opus-Golden Triangle alignment (Alternative 3A) as the locally preferred alternative for the Southwest Transitway; and
- Recognize modifications to I-94 from St. Paul/5th Street to the Lowry Tunnel which includes managed auxiliary/bus lanes that add capacity for more than a mile due to the conversion of the shoulder lane to general traffic use following temporary changes made in response to the I-35W bridge collapse.

Metropolitan Agency Comments

None

**Summary: Amendment to the 2030 Water Resources Management Policy Plan
Adopted Sept. 8, 2010**

The 2030 Water Resources Management Policy Plan includes a program whose objective is to eliminate excessive infiltration/inflow (I/I) to the regional wastewater system. Excessive I/I uses capacity that is intended to serve future development.

The first phase of the I/I reduction program is a voluntary effort by communities to eliminate sources of I/I into the public sewer system, as well as private sources of I/I, such as service lines, sump pumps, foundation drains and rain leaders.

The second phase of the I/I program is a demand charge program, which implies construction of storage facilities and subsequent conveyance and treatment of excessive I/I. The costs of storage, conveyance, and treatment would be recovered by a demand charge paid by the community with excessive I/I. The demand charge program is scheduled to begin in 2013, based on concerns about available capacity to serve planned development.

The amendment:

- Adds an ongoing I/I Reduction Program beginning in 2013.

Updated analysis of regional wastewater system capacity indicates that capacity is adequate for several years longer than the previous analysis. Further, I/I reduction is part of ongoing infrastructure maintenance.

- Revise the demand charge program, using “trigger” criteria instead of a date for implementation.

Conveyance and treatment of excessive I/I should be a “last resort” to address regulatory compliance or community inaction.

Metropolitan Agency Comments

None

Summary: Update of the 2030 Transportation Policy Plan

Adopted Nov. 10, 2010

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.

In the past, the answer to meeting travel demand was to build additional highway lanes to meet projected 20-year needs. This was the vision that built the Interstate freeway system and guided subsequent highway development. But experience has shown that there are never enough highway lanes to meet the growing demand for peak-hour urban travel. Instead of preserving future capacity for decades, new highway lanes can fill up in a matter of months.

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. Adding enough highway capacity to meet forecasted 2030 demand over the next 20 years would cost some \$40 billion dollars, an amount that, if funded by the state gas tax alone, would add more than two dollars per gallon to the cost of fuel.

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. By FY 2012, 100 percent of revenues from the state motor vehicle sales tax (MVST) will be dedicated to transportation. But total MVST revenues have been declining since 2002, and although an upturn is forecasted beginning in FY 2010, predictions of a turnaround have been off the mark since 2003.

A 2008 state law will channel significant levels of new revenue to highways and transitways in coming years. However, growing preservation costs and legislatively mandated bridge repair/replacement investments will absorb a very large portion of those new revenues destined to the state highway fund.

The law permits funding of transitway development by revenues from a quarter-cent sales tax allocated by a joint-powers board led by metropolitan area counties that enacted the tax. Each of the seven counties has authority to enact the sales tax; five counties enacted the tax in 2008. This revenue will provide a significant infusion of money into transitway development, but the funds, by law, may not be spent on general bus operations.

Considering the projected state financial situation, securing significant additional transportation funds from the state in the near term will be a challenge. At the federal level, the six-year transportation funding bill was scheduled for reauthorization in 2009, offering some potential for higher levels of federal highway and transit funds but as of the adoption of this plan no new bill has been enacted by Congress.

However, infrastructure investments were part of the federal funding package (ARRA) passed in 2009 to stimulate the nation's economy.

In recent years the cost of fuel and construction materials – concrete, asphalt, steel – has soared, and the declining value of the U.S. dollar further eroded purchasing power. Although these trends have moderated, they signal the uncertain future and the challenges this region faces as it grapples with the task of preserving its aging transportation infrastructure.

A number of recent and long-term trends, whose impacts on transportation needs are as yet unclear, add uncertainty to the future of transportation:

- Having climbed to record levels in 2008, fuel prices have fallen, but continue to fluctuate, making the future direction uncertain.
- In a reversal of past trends, the number of vehicles miles traveled (VMT) per capita in the region edged downward from 2005–2008 but rebounded slightly as fuel costs dropped; however, total VMT continued to grow.
- The region will see continued job growth, a prime generator of peak-period highway travel, but more slowly than in previous years.
- Retired baby-boomers will likely keep driving into their later years but may not contribute to rush-hour travel.
- In previous decades, women surged into the workforce and onto commuting routes, but the effect of this increase on commuter travel has now leveled off.
- Growing concerns about the impact of fuel-burning on climate change could lead to some cut back in travel and to higher carbon taxes not dedicated to transportation, but to what extent these outcomes might happen remains uncertain.

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 while coordinating those investments with land use decisions. The transportation system must optimize all available transportation modes – highways, transit and others – and be coordinated with land use decisions 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/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.

Mn/DOT's 2009 Statewide Transportation Plan estimates that statewide trunk highway investment needs exceed \$65 billion over the next 20 years, while projected revenues total only about \$15 billion – resulting in a gap of about \$50 billion statewide. About \$40 billion of this funding gap is for mobility needs in the metro area and on interregional corridors in Greater Minnesota. As the Mn/DOT plan acknowledges, it is unrealistic to expect that future transportation funding will increase to meet the \$50 billion “unmet need.” In fact, that plan estimates that meeting just 5 percent of this \$50 billion gap – or \$2.5 billion – over the next 10 years would require the equivalent of a 12.5-cent per gallon increase in the motor vehicle fuel tax.

The statewide transportation plan's policies and strategies, therefore, emphasize a new approach to meeting system improvement needs. This is especially evident in the plan's vision for mobility in the metro area, which calls for "a more comprehensive and fiscally realistic approach to congestion mitigation."

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.

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

- Increase the people-moving throughput
- Manage and optimize the existing system, to the greatest extent possible
- Manage future demand
- Increase trip reliability, and
- Minimize travel time.

In order to achieve the above objectives, this plan recommends emphasizing a system-wide management approach with the following strategies:

- Implement an Active Traffic Management (ATM) program on a system-wide basis.
- Construct lower-cost/high-benefit highway improvements on a system-wide basis to improve traffic flow by removing bottlenecks, improving geometric design and minimizing safety hazards on the Regional Highway System.
- Develop a system of managed lanes to move more people, more reliably and provide more capacity within existing right-of-way, while providing greater speed and reliability for transit which also benefits freight and people movement in the adjacent general purpose lanes.
- Implement strategic capacity expansion in the form of general purpose lanes.
- Implement non-freeway trunk highway improvements consistent with the investments above.
- Support other strategies including Travel Demand Management (TDM), transit investments and land use changes, to reduce future demand on the Metropolitan Highway System. Fully funding these investment strategies is beyond the fiscal constraint of this plan. As additional funds are sought and become available, they should be used to more fully implement the highway investment vision articulated in this plan.

The system-wide management approach and associated strategies, together with this plan's transit investment approach, constitute the policy basis for the federally required Congested Management Process (CMP).

In 2009 and early 2010, Mn/DOT and the Metropolitan Council conducted a Metropolitan Highway System Investment Study (MHSIS), a MnPASS Part 2 Study, and other studies to refine in greater detail the managed lane highway vision, identify lower-cost/high-benefit projects along congested highway corridors, reassess major expansion projects and identify key investments on the Metropolitan Highway System by 2030 and beyond. The results of these studies are incorporated into this Transportation Policy Plan.

Additional needs in the developing portions of the region, including for new principal and "A" minor arterials, are also 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 91 million rides in 2008. The numbers are on track for reaching the goal of doubling 2003 ridership (73 million rides) by 2030 (147 million rides). Key factors driving this growth include opening of the region's first modern rail transit line in 2004, increased park-and-rides and express service, higher fuel and parking prices, strong employment concentrations in the core cities and increasing congestion.

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 lanes, 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, managed or priced lanes, bus-only shoulders and arterial street bus lanes).

Most of the corridors labeled as Tier 1 in the Council's 2004 plan are well underway. The Northstar Commuter Rail Line started operations between downtown Minneapolis and Big Lake in November 2009. Construction has begun on Central Corridor Light Rail, to connect the St. Paul and Minneapolis downtowns and the University of Minnesota, and it is expected to open in 2014.

The Hiawatha Light Rail line, already operating between downtown Minneapolis and the Mall of America, has been extended to meet the Northstar Commuter Rail line at the Target Field Station and will need to shift from two- to three-car trains to expand its capacity. Also two Bus Rapid Transit (BRT) lines are under construction on highways south of downtown Minneapolis:

- 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.

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

Nine other potential transitway corridors are under consideration in this plan. According to the Council's Transit Master Study, 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. LRT was selected as the locally preferred alternative (LPA) for the Southwest Corridor by Hennepin County Regional Railroad Authority in early 2010 and amended into the Transportation Policy Plan by the Council in May, 2010. Bottineau Boulevard is under study, as is the Rush Line, the proposed link between Forest Lake and St. Paul. An alternatives analysis for Red Rock was completed, and bus improvements are currently being planned. An alternatives analysis will begin for the Gateway corridor (I-94 east) in fall 2010.

Four other promising transitway corridors - I-35W North, Highway 36/NE Corridor, Highway 65/Central Avenue/BNSF (Bethel/Cambridge), and Midtown should also be analyzed in the next few years to determine the most appropriate mode and alignment for implementation.

This plan assumes that one of these nine 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 LRT line 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, with Northstar now operational, it will be possible, after the regional Travel Behavior Inventory is completed, 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 35W South and Cedar Avenue.

The implementation of the above transitway corridors converging in the two downtowns will require the development of two intermodal transit passenger facilities at the St. Paul Union Depot and the Minneapolis Interchange.

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. This plan contains the first major update of the aviation plan since 1996, and the Council 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.

Metropolitan Agency Comments

The Metropolitan Airport Commission commented on the following topics: surface transportation needs and multimodal access to airports, air cargo service, competition and marketing, consideration of alternatives, notification to the FAA, airports and land-use compatibility, definition of airspace, thresholds for action on annual service volume capacity at MSP Airport, Regional Development Framework benchmarks, corrective land-use measures, noise definition, environmental requirements and other matters.

Summary: Update of the 2030 Regional Parks and Open Space Policy Plan **Adopted Dec. 8, 2010**

Every community, large and small, in the seven-county Twin Cities area has parks and open spaces, ranging from toddler play areas to athletic fields to picnic grounds to trails for bikers, walkers, runners, skaters and even skiers.

Many parks, trails and open spaces are used almost exclusively by the residents of the community in which they are located, but some are significant far beyond any one city or county's boundaries. More than five million people visit the Chain of Lakes Regional Park in Minneapolis each year, for example, many of them from other communities. Every major trail draws users from throughout the metro area and beyond.

Regional Parks System

These parks, trails and open spaces are part of the Twin Cities Regional Parks System, supported by the Metropolitan Council in partnership with cities, counties and special park districts. The regional parks system was established in 1974, in response to state legislation. At that time, about 31,000 acres of existing parks were designated as "regional recreation open space." Together, those parks had about five million visits in 1975. In 2009, the number was estimated to more than 38 million.

Today, the Regional Park System comprises 54,633 acres open for public use, and it had more than 38 million visits in 2009. Over the past thirty-five years, the Council invested both regional and state funds to help local park agencies develop those first designated parks and to acquire and develop new parks and trails for the growing metropolitan population. The investments include:

- More than \$476 million of state and regional grants/appropriations for land acquisition and capital improvement projects.
- \$119.5 million of state funds to partially finance operations and maintenance of the regional park system.

The result is a system consisting of:

- 51 regional parks and park reserves.
- Six special recreation features, such as the zoo and conservatory at Como Park.
- 38 regional trails, with 231 miles currently open to the public.

These parks contain significant regional natural resources such as lakeshore, wetlands, hardwood forests, native prairies and groundwater recharging areas. If you were to visit one regional park, park reserve or special recreation feature each weekend – not even counting the trails, it would take you more than a year to get to them all. It's an amazing system, one that has few rivals anywhere in the world. It's evidence of the importance of natural spaces and outdoor recreation to Minnesotans, including those living in the metropolitan area.

Cities, counties and special park districts operate regional parks and trails—the Chain of Lakes' facilities, paths and activities remain the responsibility of the Minneapolis Park & Recreation Board, for example—but once a park becomes part of the regional system, the Metropolitan Council supports it with planning, funding and advocacy. The responsible regional park

implementing agency must develop a master plan for the park, and commit to maintaining the space as a park in the future. This partnership with local agencies is the strength of the regional parks system.

By 2030, the Twin Cities Regional Parks System plans to expand to nearly 70,000 acres and to quadruple the trail system from 231 miles today to 980 miles. New greenway corridors will link regional parks in Scott, Dakota and western Hennepin Counties. Two new regional parks in Carver County and a regional park in the northwest corner of Anoka County—a park that has been proposed since 1974—are planned. The Silverwood special recreation feature in St. Anthony, with art and environmental education in a natural setting, just opened in 2009. These planned—and recently opened—parks and trail connections will allow residents to have a variety of new park experiences, close to home.

Regional Parks Policy Plan

Managing the expansion of a regional parks system that involves a number of different local entities, plus the Metropolitan Council, requires coordinated strategies and policies. The Regional Parks Policy Plan lays out the goals for the expansion of the system, and the strategies designed to meet these goals.

Much of the regional parks system is working well and doesn't need significant changes. The Regional Parks Policy Plan focuses on existing conditions that can be improved and new challenges to individual parks or to the system as a whole.

The Regional Parks Policy Plan is intended to be the “go-to” document for local agencies in their management of regional parks within the system. The plan's policies guide expansion and development goals of regional parks and trails, as well as lay out policies for appropriate use of parks and trails already within the system. Overall, the policy plan is focused on growth and expansion, but any changes in usage of existing parks and trails in the system must follow the policies laid out in the plan.

Planning for 2030 – Regional Parks System Growth

Population in the Twin Cities metropolitan area is expected to grow by nearly a third by 2030. This growth makes preserving land for outdoor recreation and natural spaces more difficult. The Metropolitan Council's 2030 Regional Development Framework and its metropolitan system plans coordinate planning and development for the region, including for the regional park system. Local governments coordinate their planning through the comprehensive planning process, following the policies of the

During the last three decades, the Twin Cities metropolitan area grew by nearly 800,000 people. By the year 2030, the Metropolitan Council forecasts that the region will add another 966,000 people and 471,000 households—or nearly a third of the current population.

Such robust growth is a sign of the region's economic health and vitality. With this growth will come new jobs, greater ethnic diversity, expanded economic opportunities and increased tax revenues. Accommodating growth is not always easy, however, as the increasing public concern about traffic congestion attests. Although there is still open space and available land in some parts of the regions, the additional population and the systems that will serve it—including roads

and transportation—will make expanding or even preserving space for parks and trails more challenging.

2030 Regional Parks Policy Plan System Changes Adopted in 2005

The system changes that were adopted in 2005 as part of the *2030 Regional Parks Policy Plan* were organized into four categories:

Master Plan Boundary Adjustments

Master plan boundary adjustments were proposed for 5 regional parks, 1 park reserve and 7 regional trails. The purpose of these proposed adjustments was to protect areas of quality natural resources or recreation potential adjacent to regional parks and to help complete the regional trail system.

Recognition of Regional Status

Two county parks and three local trails were recognized to be included in the regional parks system.

New Units by 2030

Three new regional park search areas were identified in Anoka, Dakota and Scott counties. Seven regional trail search corridors connecting regional parks system elements together were also identified in Carver, Dakota, Hennepin and Scott counties. Dakota County has since acquired the 456 acre “Empire Wetlands” site for a future regional park.

Completing the System

Four regional park search areas and 3 regional trail search corridors were identified in Anoka, Carver, Dakota and Scott counties and classified as “completing the system” or “saving the last best places.” These facilities may or may not be developed prior to 2030; however, acquisition of land is encouraged as land becomes available and before those opportunities are lost to development forever.

As of July 2010, Scott County has acquired 230 acres of the Cedar Lake Farm Regional Park property. About 60 acres of land within the master plan boundary of the park are still privately owned. The County acquired 173 acres at no cost through a parkland dedication that was required for an adjacent residential development. Additionally, a subsequent acquisition of approximately 7 acres consisted in part of a donation of \$100,000 of land value through the Regional Parks Foundation of the Twin Cities.

Metropolitan Agency Comments

The Metropolitan Parks and Open Space commission recommended that the Council approve the updated policy plan.

Appendix C. 2011 Budget and Program Information

The Metropolitan Council's 2011 unified operating budget, to be submitted to the Minnesota Legislature in January 2011, contains detailed budget information and a general description of the Council's proposed program of work in 2011.

The Metropolitan Council budget addresses the charge given to the agency by the Pawlenty Administration's statement of Values, Goals and Principles, and the Council's own mission statement:

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.

To address this mission, the budget is focused on implementing the Council's *Regional Development Framework* within the parameters of the following guiding principles:

- Focus on our mission
- Balance regional needs with local concerns
- Maximize Council accountability
- Involve citizens in the fulfillment of the Council's mission
- Efficiently utilize current and future regional infrastructure, services and resources
- Operate quality services in an inclusive, customer-focused and efficient manner
- Encourage innovation to improve services and programs

Operating Budget Categories

The 2011 Unified Operating Budget is \$760.6 million, an increase of 3 percent from the prior year 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. 2011 operating expenditures are expected to be \$514.5 million, down .9 percent from the prior year adopted budget. The decreased expenditures are driven primarily by the reclassification of Suburban Transit Providers from operating to pass-through which lowered the transit program expenditures by \$18 million, and the \$1 million reduction in operating capital and other expense. This reduction along with the \$12 million increase in payroll and the \$2 million increase in consulting costs primarily accounted for the \$5 million dollar reduction.
- **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. 2011 pass-through grant and loan expenditures is \$99.7 million, up 27% percent from the prior year adopted budget, driven primarily by the reclassification of the Suburban Transit Providers.
- **Debt service:** are expenditures required to pay both the principal and the interest on bonds, notes, certificates, and loans. 2011 debt service expenditures are \$146.3 million, up 4 percent from the prior year adopted budget, driven primarily by capital projects in Metro Transit.

2011 Program Priorities

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

The 2011 **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.

Ridership. In 2009, Metro Transit saw a decline in ridership due to economic conditions and has seen a slow recovery in all fare types in 2010. Metro Transit is always working to attract more new customers and to retain and better satisfy existing customers. Key actions include improving service reliability, expanding and simplifying transfers, adding employer-subsidized fare programs and making the riding experience comfortable and easy.

Service Review. As part of its ongoing review of best service alternatives, Metro Transit will complete added sector studies to ensure that communities are receiving the types and quantity of transit service that best meet their mobility needs. The sector approach ensures broad community input.

Central Corridor Light Rail. The Central Corridor project will link five major centers of activity in the Twin Cities region – downtown Minneapolis, the University of Minnesota, the Midway area, the state Capitol complex and downtown St. Paul. During 2007-2009, preliminary engineering, finalization of route and station locations, refinement of costs and funding sources were identified. Approval by the Federal Transit Administration in the form of a Full Funding Agreement is anticipated in late 2010, after which construction of the 11- mile light rail is forecasted to begin.

Fleet. Over the next five years Metro Transit will replace its retiring buses with hybrid buses; low-floor articulated buses and standard engine buses with the latest engine technologies. Metro Transit also uses biodiesel in the operations of its bus fleet. An operational test of 20 percent biodiesel has been initiated in a small sub-fleet of buses to determine the feasibility of burning even more bio-additives so that emissions and the use of non-renewable fossil fuel will be further reduced.

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 MCES 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 2010 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 2011, 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. 2011 Legislative Program

The Metropolitan Council's legislative proposals for the 2011 session are still under development as of Jan. 15, 2011. 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, 2010

Content of the following pages:

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

Federal Direct Projects**Dept. of Transportation****Airport Projects**

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
29744-1	METROPOLITAN AIRPORTS COMMISSION MPLS.-ST. PAUL INT'L AIRPORT LONG-TERM PLAN UPDATE	Favorable

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20706-1	U.S. ARMY CORPS OF ENGINEERS PREPARATION OF CITY OF COLUMBUS RESOURCE MANAGMENT PLAN	

U.S. Dept. of Transportation**Airport Program**

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20714-1	METROPOLITAN AIRPORTS COMMISSION BLAINE AIRPORT LONG-TERM COMPREHENSIVE PLAN	Favorable
20715-1	METROPOLITAN AIRPORTS COMMISSION ST. PAUL DOWNTOWN AIRPORT LONG-TERM COMPREHNSIVE PLAN	Favorable
20716-1	METROPOLITAN AIRPORTS COMMISSION FLYING CLOUD LONG-TERM COMPREHENSIVE PLAN	Favorable
20787-1	METROPOLITAN AIRPORTS COMMISSION PRELIMINARY 2011 CAPITAL IMPROVEMENT PROGRAM	

Independent & Metropolitan Agency Plans & Programs**Water Management Plans*****Referral No Applicant/Description******Council Action***

20509-3	HASSAN TWP. FINAL SURFACE WATER MANAGEMENT PLAN	
20530-2	WAYZATA UPDATE SURFACE WATER MANAGEMENT PLAN	
20696-1	WHITE BEAR TOWNSHIP SURFACE WATER MANAGEMENT	
20703-1	ST. BONIFACIUS SURFACE WATER MANAGEMENT PLAN	
20711-1	GEM LAKE SURFACE WATER MANAGEMENT PLAN	
20741-1	INDEPENDENCE SURFACE WATER MANAGEMENT PLAN	
20749-1	MEDICINE LAKE SURFACE WATER MANAGEMENT PLAN	
20753-1	MEDICINE LAKE SURFACE WATER MANAGEMENT PLAN	
20759-1	ORONO SURFACE WATER MANAGEMENT PLAN	
20783-1	MENDOTA HEIGHTS SURFACE WATER MANAGEMENT	
20807-1	AFTONS SURFACE WATER MANAGEMENT	
20814-1	COON RAPIDS SURFACE WATER MANAGEMENT PLAN	
29547-2	EAST BETHEL REVISION TO SURFACE WATER MANAGEMENT	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19848-2	BASSETT CREEK WATERSHED MANAGEMENT COMMISSION MINOR PLAN AMENDMENT	
19848-3	BASSETT CREEK WATERSHED MANAGEMENT COMMISSION MAJOR PLAN AMENDMENT	
19966-3	MINNEHAHA CREEK WATERSHED DISTRICT MINOR AMENDMENT TO 2007 PLAN	
19969-3	SOUTH WASHINGTON WATERSHED DISTRICT REVISION TO WATERSHED MANAGEMENT PLAN	
20321-3	SCOTT COUNTY WATERSHED MANAGEMENT ORGANIZATION UPDATE TO WATERSHED MANAGEMENT PLAN	
20579-2	SHINGLE CREEK WATERSHED MANAGMENT ORGANIZATION AMENDMENT TO WATERSHED MANAGEMENT PLAN	
20656-2	RICE CREEK WATERSHED DISTRICT 45-DAY PLAN REVIEW	
20674-2	VERMILLION RIVER WATERSHED JOINT POWERS ORGANIZATION REVISION TO RULES	
20675-2	CAPITOL REGION WATERSHED DISTRICT 45-DAY REVIEW, 2ND PLAN DRAFT	
20692-2	CARNELIAN-MARINE-ST. CROIX WATERSHED DISTRICT FINAL REVIEW	
20701-1	RICE CREEK WATERSHED DISTRICT COLUMBUS COMPREHENSIVE WETLAND PROTECTION PLAN	
20701-2	RICE CREEK WATERSHED DISTRICT REVISION TO RULES	
20729-1	VERMILLION RIVER WATERSHED JOINT POWERS ORGANIZATION STANDARD AMENDMENT	
20735-1	LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION 3RD GENERATION PLAN	
20735-2	LOWER RUM RIVER WATERSHED MANAGMENT ORGANIZATION 3RD GENERATION PLAN	
20743-1	CARVER COUNTY WATERSHED MANAGEMENT ORGANIZATION 2010-2020 PLAN	
20743-2	CARVER COUNTY WATERSHED MANAGEMENT ORGANIZATION WATER RESOURCES MANAGEMENT PLAN, 45- DAY REVIEW	
20746-1	RILEY - PURGATORY - BLUFF CREEK WATERSHED DISTRICT 3RD GENERATION PLAN	

Independent & Metropolitan Agency Plans & Programs**Watershed District Plans*****Referral No Applicant/Description******Council Action***

20746-2	RILEY PURGATORY BLUFF CREEK WATERSHED DISTRICT PROPOSED WATER MANAGEMENT PLAN	NO ACTION
20758-1	MISSISSIPPI WATERSHED MANAGEMENT ORGANIZATION 3RD GENERATION PLAN	
20792-1	LOWER MINNESOTA RIVER WATERSHED DISTRICT 3RD GENERATION PLAN, 60-DAY REVIEW	
20810-1	ANOKA COUNTY CSAH 17 TRANSPORTATION IMPROVEMENT	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20227-3	COON RAPIDS PORT CAMPUS SQUARE MASTER PLAN	
20325-2	CARVER CITY ORDERLY ANNEXATION AGREEMENT - DAHLGREEN TOWNSHIP	Favorable
20326-2	ANDOVER CHANGE LAND USE FROM AGRIC. TO URBAN RESIDENTIAL	Favorable
20361-5	PLYMOUTH VICKSBURG REGUIDING	Favorable
20401-3	EDEN PRAIRIE NINE MILE CREEK WATER RESOURCE CENTER	
20412-2	DENMARK TWP ACREAGE REMOVED FROM ST. CROIX AREA, ACREAGE ADDED ON LAND USE MAP	
20412-3	DENMARK TWP. LAND USE CHANGE FROM AGRICULTURE TO PARKS AND OPEN SPACE	Favorable
20413-2	EDINA THE WATERS	Favorable
20415-2	MAY TWP. WITHROW BALLROOM EXPANSION	Favorable
20415-3	MAY TWP. STIFTER REZONING NORTH PROPERTY	Favorable
20415-4	MAY TWP. STIFTER REZONING SOUTH PROPERTY	Favorable
20416-2	MAPLE GROVE EXHIBITS 10 AND 17-20 IN THE PARK SYSTEM PLAN	
20416-3	MAPLE GROVE TRIMBRES AT ELM CREEK 3RD ADDITION	
20417-2	SHOREVIEW CHANGES TO CHAPTER 9D SURFACE WATER MANAGEMENT	Favorable
20423-2	WACONIA EAST LAKE NEIGHBORHOOD PLAN	Favorable
20432-2	MEDINA N.E. HWY 55/ARROWHEAD DRIVE ADMIN. ADMENDMENT	
20434-2	SHAKOPEE LIBERTY PROPERTIES	Favorable
20436-2	WATERTOWN LAND USE CHANGE - COMMERCIAL TO INDUSTRIAL	Favorable

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

Referral No	Applicant/Description	Council Action
20444-2	ANOKA CITY 2030 LAND USE CHANGE FOR TRANSIT ORIENTED DEVELOPMENT	Favorable
20444-3	ANOKA LAND USE MAP AMENDMENT - FROM TRANSIT ORIENTED TO INSTITUTIONAL	Favorable
20444-4	ANOKA LAND USE MAP AMENDMENT - LOW-DENSITY RESIDENTIAL TO MEDIUM DENSITY	Favorable
20465-2	OAK GROVE CENTRAL FUTURE BUS. DIST. COMMERCIAL/RURAL RESIDENTIAL	Favorable
20465-3	OAK GROVE EAST CENTRAL INDUSTRIAL/FUTURE MUSA DISTRICT	Favorable
20465-4	OAK GROVE EAST COMMERCIAL/FUTURE MUSA TO FUTURE MUSA	Favorable
20465-5	OAK GROVE EAST INDUSTRIAL/FUTURE MUSA DISTRICT	Favorable
20465-6	OAK GROVE EAST INDUSTRIAL DIST. TO RURAL RESIDENTIAL	Favorable
20465-7	OAK GROVE NORTH BUSINESS PARK TO RURAL RESIDENTIAL	Favorable
20465-8	OAK GROVE SOUTH SIMS ROAD INDUSTRIAL TO RURAL RESIDENTIAL	Favorable
20466-2	LORETTO PROPOSED LAND USE MAP & TEXT AMENDMENT AT 250 ST. JOHN STREET	
20466-3	LORETTO EXISTING LAND USE MAP & ZONING MAP CORRECTION	
20472-2	RICHFIELD 7144 PORTLAND AVE. SOUTH	Favorable
20511-2	WHITE BEAR LAKE MINOR TEXT AMENDMENT - LAND USE & TRANSP. SECTIONS	Favorable
20515-2	JORDAN SENIOR CAMPUS	Favorable
20529-2	WAYZATA MUNICIPAL LIQUOR OPERATIONS PROJECT	Favorable
20535-2	ST. PAUL DAYTON BLUFF COMMUNITY PLANNING DISTRICT	Favorable
20535-3	ST. PAUL DOWNTOWN SAINT PAUL STATION AREA PLAN	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20553-2	MOUNDS VIEW TRAILS, SIDEWALKS MAP CORRECTION	
20584-2	ROSEMOUNT PRESTWICK PLACE 2ND ADDITION	Favorable
20591-2	APPLE VALLEY EAST FAMILTY 2ND ADDITION	Favorable
20599-2	LAKE ELMO FRIEDRICH FARM FUTURE LAND USE	Favorable
20606-2	EAGAN LONE OAK STATION	
20607-2	WOODBURY EAGLE BROOK CHURCH	
20614-2	INVER GROVE HEIGHTS IVERSON AMENDMENT	Favorable
20615-2	CHAMPLIN EMERY VILLAGE 4TH ADDITION	
20619-2	ST. LOUIS PARK GALAXY DRIVE-IN PARKING LOT EXPANSION	Favorable
20619-3	ST. LOUIS PARK CHANGE LAND USE DESIGNATION	Favorable
20620-2	ROGERS ANNEXATION/BOUNDARY ADJUSTMENT	
20621-2	INDEPENDENCE SANITARY SEWER EXTENSION - INDEPENDENCE ROAD	
20628-2	MAPLEWOOD SCHMELZ AUTO	Favorable
20631-2	STILLWATER SCHOOL DISTRICT 834 - EXPAND FAMILY CENTER	Withdrawn
20781-1	LANDFALL 2008 COMPREHENSIVE PLAN UPDATE	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20707-1	LINWOOD TWP. 2008 COMPREHENSIVE PLAN UPDATE	Favorable
20710-1	GEM LAKE CITY 2008 COMPREHENSIVE PLAN UPDATE	
20720-1	MENDOTA HEIGHTS 2008 COMPREHENSIVE PLAN UPDATE	
20736-1	AFTON 2008 COMPREHENSIVE PLAN UPDATE	
20752-1	NEW TRIER 2008 COMPREHENSIVE PLAN UPDATE	
20808-1	SCIOTA TWP. 2008 COMPREHENSIVE PLAN UPDATE	
20811-1	VADNAIS HEIGHTS 2008 COMPREHENSIVE PLAN UPDATE	

Water Supply Plans

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20404-2	CENTERVILLE REVISED WATER SUPPLY AND CONSERVATION PLAN	Favorable
20680-2	ROGERS REVISED WATER SUPPLY PLAN	
20712-1	GEM LAKE WATER SUPPLY PLAN	
20726-1	HILLTOP WATER SUPPLY PLAN	
20803-1	VADNAIS HEIGHTS SURFACE WATER MANAGEMENT PLAN 2ND GENERATION	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20683-2	ST. PAUL CARONDELET VILLAGE PROJECT	Favorable
20686-2	COON RAPIDS TRALEE TERRACE APARTMENT PROJECT	
20702-1	EDEN PRAIRIE PRAIRIE MEADOWS APARTMENT PROJECT	Favorable
20709-1	CHAMPLIN HOUSING PROGRAM 2010	Favorable
20719-1	APPLE VALLEY THE SEASONS OF APPLE VALLEY PROJECT	Favorable
20721-1	WASHINGTON COUNTY TRAILSIDE SENIOR LIVING PROJECT	Favorable
20721-2	WASHINGTON COUNTY TRAILSIDE SENIOR LIVING PROJECT	Favorable
20730-1	OAK PARK HEIGHTS OAKGREEN COMMONS PROJECT	Favorable
20740-1	MINNEAPOLIS / ST. PAUL HOUSING FINANCE BOARD SINGLE-FAMILY HOUSING FINANCE PROGRAM 2010	Favorable
20745-1	MAPLEWOOD THE SEASONS OF MAPLEWOOD PROJECT	Favorable
20745-2	MAPLEWOOD ECUMEN HEADQUARTERS AND THE SEASONS	
20755-1	ANOKA COUNTY WOODLAND PARKS APARTMENTS	Favorable
20764-1	MINNEAPOLIS RIVERSIDE PLAZA APARTMENTS	Favorable
20768-1	BLAINE WALKER METHODIST PROJECT	
20774-1	DAKOTA COUNTY SENIOR HOUSING FINANCE PROGRAM 2010	Favorable
20777-1	ST. PAUL MINNESOTA VISTA PROJECT	
20778-1	MOUNDS VIEW SELECT SENIOR LIVING OF MOUNDS VIEW PRROJET	
20779-1	BLAINE WALKER METHODIST PROJECT	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20785-1	OAK PARK HEIGHTS OAKGREEN COMMONS PROJECT	Favorable
20797-1	CARVER COUNTY WACONIA AIRPORT ROAD RENTAL HOUSING FOR LOW- AND MODERATE-INCOME HOUSEHOLDS	Favorable
20798-1	SCOTT COUNTY ELKO NEW MARKET SENIOR HOUSING FACILITY	Favorable
20802-1	BLOOMINGTON SENIOR HOUSING REVENUE BONDS (FOUNDERS RIDGE) 2010	Favorable

Solid Waste Plans and Reports**State Disposal System Permit**

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20700-1	MINNESOTA POLLUTION CONTROL AGENCY BLISS COLLECTOR	
20722-1	MINNESOTA POLLUTION CONTROL AGENCY DIAMOND LAKE WOODS	
20724-1	MINNESOTA POLLUTION CONTROL AGENCY BLISS COLLECTOR	
20739-1	MINNESOTA POLLUTION CONTROL AGENCY ROCKPOINT CHURCH WASTEWATER TREATMENT PLANT	
20748-1	MINNESOTA POLLUTION CONTROL AGENCY SILVER MAPLE BAY ESTATES	
20761-1	MINNESOTA POLLUTION CONTROL AGENCY FIELDS OF ST. CROIX WASTEWATER TREATMENT FACILITY	
20791-1	MINNESOTA POLLUTION CONTROL AGENCY JACKSON MEADOW CO.	
20795-1	MINNESOTA POLLUTION CONTROL AGENCY AUDUBON DEVELOPMENT WASTEWATER TREATMENT FACILITY	
20800-1	MINNESOTA POLLUTION CONTROL AGENCY TAPESTRY COMMUNITY ASSOCIATION	
20809-1	MINNESOTA POLLUTION CONTROL AGENCY SAINT CATHERINE ON THE LAKE	

Miscellaneous Referrals

Special Permits

Corps of Army Engineer - Permit

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20723-1	U.S. ARMY CORPS OF ENGINEERS LINO LAKES & RICE CREEK WATERSHED DISTRICT	
20737-1	U.S. ARMY CORPS OF ENGINEERS HERITAGE WOODS MITIGATION BANK	
20767-1	U.S. ARMY CORPS OF ENGINEERS LUCE LINE TRAIL WETLAND BANK	
20789-1	U.S. ARMY CORPS OF ENGINEERS REHABILITATE PLYMOUTH CREEK FROM WEST MEDICINE LAKE DR. TO 26TH AVE	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20704-1	MINNESOTA POLLUTION CONTROL AGENCY SUPERIOR MINERALS COMPANY	
20705-1	MINNESOTA POLLUTION CONTROL AGENCY SEAGATE TECHNOLOGY	
20708-1	MINNESOTA POLLUTION CONTROL AGENCY ST. CROIX VALLEY WASTEWATER TREATMENT FACILITY	
20713-1	MINNESOTA POLLUTION CONTROL AGENCY JORDAN WASTEWATER TREATMENT PLANT	
20718-1	MINNESOTA POLLUTION CONTROL AGENCY IGH DISTRIBUTION CENTER WASTEWATER TREATMENT FACILITY	
20725-1	MINNESOTA POLLUTION CONTROL AGENCY AIRPORT PIPELINE HENNEPIN AND DAKOTA COUNTIES	
20742-1	MINNESOTA POLLUTION CONTROL AGENCY NORTHERN IRON OF ST. PAUL	
20750-1	MINNESOTA POLLUTION CONTROL AGENCY MINNEAPOLIS WATER WORKS FACILITY FRIDLEY	
20751-1	MINNESOTA POLLUTION CONTROL AGENCY ANCHOR GLASS CONTAINER CORP.	
20754-1	MINNESOTA POLLUTION CONTROL AGENCY NORWOOD YOUNG AMERICA WASTEWATER TREATMENT FACILITY	
20762-1	MINNESOTA DEPARTMENT OF TRANSPORTATION I-94 CAPACITY IMPROVEMENT PROJECT	Favorable
20763-1	MINNESOTA POLLUTION CONTROL AGENCY MINN. PIPELINE CO. - CLEARBROOK TERMINAL	
20765-1	MINNESOTA POLLUTION CONTROL AGENCY KOCH-WOOD RIVER PIPELINE DAKOTA COUNTY	
20769-1	MINNESOTA POLLUTION CONTROL AGENCY HAMBURG WASTEWATER TREATMENT FACILITY	
20782-1	MINNESOTA POLLUTION CONTROL AGENCY LORETTO WASTEWATER TREATMENT FACILITY	
20786-1	MINNESOTA POLLUTION CONTROL AGENCY POLAR SEMICONDUCTOR, INC.	
20788-1	MINNESOTA POLLUTION CONTROL AGENCY NEW GERMANY WASTEWATER TREATMENT PLANT	
20796-1	MINNESOTA POLLUTION CONTROL AGENCY KWONG TUNG FOODS	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20816-1	MINNESOTA POLLUTION CONTROL AGENCY NORTHERN GAS PIPELINE ROUTE SIX - METRO COUNTIES	

Well Permit

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20698-1	VADNAIS HEIGHTS WELLHEAD PART II	
20699-1	BAYPORT WELLHEAD PART II	
20747-1	WATERTOWN WELLHEAD PARTS I & II	
20770-1	HASTINGS PART II WELLHEAD	
20775-1	NEW BRIGHTON WELLHEAD PART I	
20799-1	RANDOLPH WELLHEAD PART I	
20804-1	APPLE VALLEY WELLHEAD PART II	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20691-2	ST. PAUL NEGATIVE DECLARATION - UNIV. ST. THOMAS ANDERSON CTR & SPORTS COMPLEX	Information Only
20717-1	MINNESOTA DEPARTMENT OF TRANSPORTATION NORTHBOUND I-35W MNPASS EXPRESS LANE EXTENSION	Favorable
20727-1	CHASKA CHASKA CREEK CORP. PARK	Favorable
20728-1	MINNESOTA DEPARTMENT OF NATURAL RESOURCES VERMILLION RIVER HABITAT REHABILITATION PROJECT	Favorable
20733-1	UNIVERSITY OF MINNESOTA DEMOLITION OF MUSIC BUILDING	Favorable
20734-1	PLYMOUTH STREAM STABILIZATION PROJECT - REHABILITATION OF PLYMOUTH CREEK	Favorable
20756-1	SCOTT COUNTY PICHA CREEK STREAM RESTORATION	Favorable
20760-1	THREE RIVERS PARK DISTRICT NINE MILE CREEK REGIONAL TRAIL - EDINA SEGMENT	Favorable
20766-1	MEDINA "THE ENCLAVE" DEVELOPMENT	
20771-1	MINNESOTA POLLUTION CONTROL AGENCY BITUMINOUS ROADWAYS - ROSEVILLE ASPHALT PLANT	Favorable
20772-1	MAPLE GROVE CSAH 10 (BASS LAKE RD.) RECONSTRUCTION PROJECT	Favorable
20773-1	HASTINGS CAPTAINS BAY MARINA EXPANSION	Favorable
20776-1	MINNESOTA POLLUTION CONTROL AGENCY EAST BETHEL WASTEWATER COLLECTION SYSTEM	Favorable
20784-1	MINNESOTA POLLUTION CONTROL AGENCY BAILEY LAKE TRUNK SANITARY SEWER	Favorable
20805-1	LAKE MINNETONKA CONSERVATION DISTRICT DOCK BOAT STORAGE CONSOLIDATION AND EXPANSION AT WAYZATA YACHT CLUB	Favorable
20806-1	RAMSEY COUNTY CSAH 96 AND US 10 GRADE SEPARATION PROJECT - ARDEN HILLS	Favorable
20812-1	ANOKA COUNTY CSAH 116 RECONSTRUCTION PROJECT	
20815-1	MINNESOTA DEPARTMENT OF TRANSPORTATION I-494 EXPANSION TO E. FISH LAKE ROAD OVERPASS	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19357-3	MAPLE GROVE DRAFT ALTERNATIVE URBAN AREA WIDE REVIEW - GRAVEL MINING	Favorable
19513-3	FOREST LAKE AUAR UPDATE - FOREST LAKE S.W. DEVELOPMENT	Favorable
19528-3	LINO LAKES FIVE-YEAR UPDATE OF I-35E CORRIDOR AUAR	Favorable
20678-2	CARVER CITY CARVER FREEWAY COMMERCIAL DISTRICT STUDY AREA	Favorable
20697-1	MINNESOTA DEPARTMENT OF TRANSPORTATION TH212 - TWO LANE TO FOUR LANE RECONSTRUCTION	Favorable
20731-1	MINNEAPOLIS NATIONAL HISTORIC PRESERVATION ACT GATEWAY LOFTS	Favorable
20738-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BROADWAY AVE. (CSAH2) IMPROVEMENT PROJECT	Favorable
20757-1	MINNEAPOLIS COMMUNITY CENTER AT HERITAGE COMMONS	Favorable
20780-1	MINNEAPOLIS NAT'L PRESERVATION POLICY ACT LYNDALE GREEN 610 WEST 28TH STREET	Favorable
20793-1	MINNEAPOLIS MPLS. FY 2010 CONSOLIDATED PLAN FOR HOUSING AND COMMUNITY DEVELOP.	Favorable
20794-1	MINNEAPOLIS RIVERSIDE PLAZA	Favorable
20801-1	EXCEL ENERGY ORONO SUBSTATION EXPANSION AND NEW 115KV TRANSMISSION LINE	Favorable

Environmental Impact Statement - State

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20481-3	UNIVERSITY OF MINNESOTA DRAFT EIS FOR UMORE PARK SAND AND GRAVEL RESOURCES PROJECT	Favorable
20481-4	UNIVERSITY OF MINNESOTA FINAL EIS UMORE PARK SAND AND GRAVEL RESOURCES	Favorable