



# **Metropolitan Council**

# **2012 Annual Report**

# **to the Minnesota Legislature**

**January 2013**

**390 North Robert Street, St. Paul, Minnesota 55101**



## Metropolitan Council Members

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Roxanne Smith	District 1
Lona Schreiber	District 2
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Sandy Rummel	District 11
Harry Melander	District 12
Richard Kramer	District 13
Jon Commers	District 14
Steven T. Chávez	District 15
Wendy Wulff	District 16
Pat Born	Regional Administrator
General phone	651 602-1000
Public Information	651 602-1140
TTY	651 291-0904
Email	<i>public.info@metc.state.mn.us</i>
Website	<i>www.metrocouncil.org</i>

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## **A Record of Accomplishment**

### ***Highlights from 2012***

Charged with the “orderly and economical development of the region,” the Metropolitan Council continues the work of crafting a world-class region, second to none for its commitment to healthy and vibrant communities.

In 2012, the Metropolitan Council made advancements investing in development projects that promote jobs, support economic opportunity, and ensure housing affordability. The seven-county metropolitan area is well on its way toward building a 21st Century transit system: a network of rail and bus corridors that will create jobs, connect people with places, improve mobility, promote transportation choices, and encourage development near transit stations. In 2012, the Council launched the Thrive MSP 2040 initiative, working with partners and the public to fashion the region’s long-range plan for ensuring the region remains vital, prosperous, and competitive long into the future.

The Council’s 2012 accomplishments highlighted here fall into four categories: economy, mobility, environment, and efficient government.

### ***Economy: Investments that Support the Region’s Economic Vitality***

#### **Green Line (Central Corridor) LRT**

In 2012, the Council completed 84% of construction on the Green Line LRT (Central Corridor), advancing job creation, mobility and connections to work.

Green Line LRT is on track to begin passenger service in 2014, thanks to the 2012 work on this 11-mile line between Saint Paul and Minneapolis. The \$957 million project, which included nearly \$92 million from the state, has provided 4,455 construction jobs. As a group, contractors have met the overall disadvantaged business enterprise goal on construction of 15%. With a payroll of \$250 million, Green Line LRT employs workers from more than 60 Minnesota counties.

The Council recognizes the challenges to local businesses on the corridor and in 2012 continued to take steps to mitigate construction impacts. Working with project partners, the Council and other funders are providing \$11.1 million in assistance, including \$6 million in forgivable loans and grants. The Council also funded a \$1.2 million marketing campaign to attract customers to corridor businesses. To date, 143 small businesses have received loans.

#### **Green Line Extension (Southwest Corridor)**

In 2012, the Council established a Southwest LRT project office in St. Louis Park, advancing the goal of continuing to build out a regional transit network and promoting economic development.

The 15-mile Southwest LRT (SWLRT) line between downtown Minneapolis and Eden Prairie is projected to provide jobs for 3,800 workers, with payroll expected to equal about a quarter of the project cost of \$1.25 billion. Southwest LRT will not only create engineering, construction, and operations jobs, but will serve the 270,000 jobs that will be located along the corridor by 2030.

In September 2012, Gov. Mark Dayton awarded \$2 million in funding from the Department of Employment and Economic Development, allowing the project to continue preliminary engineering into 2013. In October 2012, the White House affirmed support for SWLRT through its “We Can’t Wait” initiative, pledging to expedite environmental review processes.

In December, the Council authorized preliminary engineering contracts with Kimley-Horn and AECOM. Kimley-Horn will do design work on the eastern half of the line, and AECOM the western half. Each contract is for \$16.8 million and is expected to accomplish about 30% of the engineering for the line. The Council plans to hire a different engineering firm to provide independent peer review of the preliminary engineering from both companies.

### **Thrive MSP 2040: A Framework for Regional Growth and Prosperity**

Thrive MSP 2040 is the seven-county region's long-range planning effort to provide a vision for development and policy guidance to the year 2040. The goals of Thrive MSP 2040 include:

- Maximizing opportunities for growth and prosperity
- Creating a regional vision for everyone
- Defining and achieving regional goals

The Council began development of Thrive MSP 2040 by engaging local officials, regional partners, and the public. During the first phase of Thrive MSP 2040 outreach, over 1,100 people participated in a variety of outreach forums. Outreach efforts sought to engage the community, including traditionally underrepresented communities, at the beginning stages of the planning process rather than after the policies are developed. In 2012, Thrive-related outreach included:

- 12 geographically based community listening sessions
- 11 small-group discussions with traditionally underrepresented groups
- 25 conversations with advisory and standing committees and groups, community organizations and advocacy groups
- Hundreds of comments on an innovative online idea-gathering tool to foster discussion of the Thrive MSP 2040 plan throughout its development

Work on the plan will continue with additional engagement opportunities for the public and stakeholders in 2013, with final approval in 2014. Once approved, this framework will help guide local development throughout the region.

### **Corridors of Opportunity**

The Corridors of Opportunity initiative, now in its second year and more than halfway through its federal HUD Sustainable Communities grant period, supports development along transitway corridors to guide our region's growth, vitality, and competitiveness. This initiative strives to ensure access to jobs, housing, and essential services along transitways for residents of all incomes and backgrounds.

In 2012, Corridors of Opportunity continued to engage underrepresented communities and raise awareness of the potential benefit of transitway development in these communities. The Corridors of Opportunity Board helped to fund transit-oriented development (TOD) projects along Hiawatha, Central, and Southwest LRT corridors. These investments leverage additional financing and will result in the creation of over 1,800 jobs, 1,000 housing units, including 368 affordable housing units, and over \$210 million in additional investments.

Further, in 2012, the Council embarked on a "TOD Strategic Action Plan" to determine how to build on its past success and add value in the region toward increasing the quality and quantity of TOD in the region.

## **Livable Communities: Brownfield Cleanup, Job Creation, Affordable Housing and Transit-Oriented Development**

The Council annually allocates Livable Communities monies to fund projects that enhance opportunities for affordable housing, brownfield cleanup for redevelopment and job creation, and models of mixed-use development. In 2012, the Council continued a new category of grants, begun in 2011, for transit-oriented development, or “TOD” projects. During the first round of TOD awards, 24 awards totaling \$15.3 million were made to leverage investment in light rail transit, high-frequency bus routes, and bus rapid transit by assisting projects that will provide jobs and housing near those regional assets.

As the year came to a close, the Council expected to award an additional \$23 million in 2012 through the regular and TOD grant categories, furthering job creation. Since the legislature established the Livable Communities Demonstration Account in 1995, the Council has awarded \$245 million via 715 grants. Results include building or rehabilitating over 4,000 affordable housing units, cleaning up more than 2,000 acres of polluted metro area land, creating or retaining more than 37,000 jobs and leveraging billions of dollars in other investment.

## **Nationally Competitive Sewer Rates**

The Metropolitan Council Environmental Services (MCES) division, a wholesaler of wastewater collection and treatment services to 106 municipalities in the seven-county area, charged a wholesale rate of \$130 per household in 2012. In turn, these Twin Cities area municipalities charged, on average, a retail rate of \$235 per household. According to a recent survey done by the National Association of Clean Water Agencies (NACWA), retail rates in this region are the fifth lowest among 24 peer regions.

## ***Mobility: Sustainable Options to Safely Move People, Goods, Services, and Information***

### **Transit Ridership Grows, on Track to Meet Long-Range Goals**

In 2012, regional transit ridership climbed to an estimated 94.4 million rides, marking an overall system increase of 3% when taking into account all regional transit services (Metro Transit, suburban service, contracted service, and ADA service). For Metro Mobility alone, the service for people with disabilities, in January through August 2012, ridership increased nearly 10% over the same period in 2011, with 1.5 million rides projected for all of 2012.

Growing ridership represents increased mobility and access to jobs, schools, services, and community resources. Furthermore, transit improves mobility for all transportation system users by reducing congestion on roads. The 2012 State of the Commute Survey found that 24% of the roughly 1.55 million commuters in the metro area use an alternative to driving alone each day, which helps take cars off the road, and transit plays an important role in providing commuters with this option. For example, on the I-394 MnPASS lane westbound at Penn Avenue, an average total of 4,805 people were moved by transit in the afternoon peak period. This equates to about 1.4 lanes of traffic if those riders drove cars during their afternoon commute instead of riding transit.

Overall, the estimated 94.4 million transit rides will reduce commuter delays in the Twin Cities metro by about 6 million hours and save the region about \$140 million in congestion costs in 2012 compared to 2008. Eighty percent of these trips are for work and school, meaning that in 2012, metro area riders used transit to connect to jobs and get to class 75 million times. Beyond making traveling faster and efficient, transit is an environmentally friendly form of mobility. The estimated 2012 transit ridership means consuming roughly 6 million fewer gallons of fuel, thereby emitting 122 million fewer tons of CO2 emissions.

## **Student Pass Program: Making Transit Accessible to Youth**

In fall 2012, ridership grew thanks to a new partnership with Minneapolis Public Schools that expanded the Student Pass program to more than 3,600 Minneapolis high school students. Students use the passes to get to and from school as well as to academic programs, athletics, jobs, and other activities beyond the school day, all while using existing transit routes. The Student Pass program means that high school students' transportation options are expanded beyond regular school hours and are not limited to traditional school bus service, thereby expanding opportunities for students to find jobs, participate in extracurricular activities, and benefit from a variety of community resources beyond their immediate neighborhoods.

## **Expanding Transit Facilities**

In 2012, Metro Transit completed two major transit facilities and made significant progress on a third. The three facilities provide expanded bus and rail service for hundreds of Twin Cities commuters.

The Ramsey Station opened on the Northstar Commuter Rail line, the sixth suburban station on the line. The Ramsey Station will provide hundreds of daily connections for commuters, including veterans accessing the new Northwest Metro VA Outpatient Clinic.

In Little Canada, a new 280-space park-and-ride lot opened to provide new express bus service to downtown Minneapolis and express and local bus service to downtown Saint Paul. An expansion of the 1,000-space park-and-ride and transit center at Maplewood Mall was nearly completed in 2012 and will open in early 2013. This station will provide daily express bus to the downtowns and University of Minnesota.

## **Council Updates the Transportation Planning and Programming Guide**

In 2012, the Council updated the *Transportation Planning and Programming Guide* for the first time since 1996. The guide provides a clear framework for securing and expanding the transportation system throughout the seven-county metropolitan area.

To maintain and improve mobility for the metropolitan area, the transportation planning process involves an interconnected group of transportation officials and transportation agencies, relying on plans made by the federal government, the state, counties, cities and other transportation partners. The *Transportation Planning and Programming Guide* identifies the participants that create and maintain the Twin Cities transportation system, and explains how those participants work together, the primary products and processes that define their work, the sources and allocation of funds to transportation projects, how plans become programmed projects, and the activities that support planning and programming.

## ***Environment: Contributing to a Clean, Healthy Environment with Sustainable Uses of Natural Resources***

### **Council Maintains Perfect Compliance with Clean-Water Discharge Permits**

The Metropolitan Council Environmental Service (MCES) division treats an average of 260 million gallons of wastewater every day from more than two million residents. To put this volume of wastewater into perspective, it would be enough to fill the Metrodome in about a day and a half. The real impact comes in returning this amount of clean water to the environment every day.

In 2012, all seven wastewater treatment plants maintained perfect compliance with their clean-water discharge permits. In addition, five of the plants earned the National Association of Clean Water



Agencies (NACWA) Platinum Award for five years or more of perfect discharge-permit compliance: Hastings (21 years); St. Croix Valley (20 years); Seneca (11 years); Blue Lake (6 years); and Eagles Point (6 years).

Additionally, the Council protects the region's vital environmental resources, such as the Mississippi River, through its river monitoring program. The river monitoring program began in 1927 after the Mississippi River was declared a public health hazard. Today the river monitoring program serves a wide array of needs, including determining whether the Twin Cities metropolitan area waters meet state water quality standards, the effectiveness of MCES treatment plants, and long-term trends in water quality. And the Council's lake monitoring program, which relies heavily on citizen volunteers, tracks the health of 169 lakes in the seven-county metro area.

### **Awards for Energy Efficiency**

Thanks to long-range planning by MCES, energy consumption in the regional wastewater treatment system continues to decrease. Getting the wastewater to the plants and then processing it uses massive amounts energy – approximately \$15 million of energy per year. MCES continues to realize energy savings through a variety of projects, such as decommissioning outdated, inefficient facilities; redesigning lighting; improving HVAC systems; and installing new equipment to offset electricity and natural gas usage.

In 2012, MCES completed two major projects: converting a solids handling process to renewable biogas at the Blue Lake Plant and optimizing steam use at the Metro Plant. Using renewable biogas at the Blue Lake Plant will save approximately \$600,000 annually in natural gas costs. By installing anaerobic digesters, the plant can produce biogas, offsetting natural gas by approximately 960,000 therms annually, equivalent to the natural gas usage of approximately 818 Minnesota homes.

Optimizing steam use at the Metro Plant will yield a \$200,000 savings annually in electricity costs. By installing a noncondensing steam electric turbine and managing steam use, this improvement recovers approximately 3 million kWh annually, approximately 500 Minnesota households' worth of electricity.

With the addition of these 2012 improvements, MCES's energy initiatives will save nearly \$4 million a year compared to 2006 energy use. These operating cost savings mean lower wastewater rates to the cities and industrial users. Because of these cost-saving measures, Xcel Energy recently named MCES its 2012 "Xcel Energy Efficiency Partner."

Metro Transit's Go Greener Initiative and facilities improvements continue to result in significant energy savings. Metro Transit improved the fuel economy of its fleet of nearly 900 buses 11.7% from 2007 to today. Through the first three quarters of 2012 alone, Metro Transit conserved an estimated 600,000 gallons of fuel compared to 2007 operations, saving \$2.1 million dollars. These savings are the result of a number of operational and fleet improvements, including:

- Specifying lighter materials and energy-efficient components in new bus procurements
- Changes in engine design
- Adding 97 hybrid-electric buses to Metro Transit service, including two in 2012 that represent the latest generation in hybrid technology
- Operational changes and policy measures designed to reduce idling

A comprehensive 2008 energy audit conducted with Xcel Energy led Metro Transit to invest in improvements such as automated building controls, high-efficiency lighting, air quality sensors, demand-based ventilation, and high-speed insulated bay doors to conserve energy and reduce utility costs at its six bus facilities. In comparison to the 2008 baseline, utility costs have been cut in half and the agency realized a savings of over \$2 million in 2012.

Gov. Mark Dayton recognized the Council's energy savings initiatives in December 2012 with a Continuous Improvement Award, one of six projects from among 43 nominated for recognition.

### **Regional Parks: More Visits than the Mall of America**

Regional parks continue to be a popular destination in the metro area. In fact, the number of annual visits to regional parks continues to grow, reaching nearly 44 million in 2011—more than the annual number of visits to the Mall of America.

The Council's investment in parks helps protect sensitive areas of the region's environment. In 2012, several projects were financed with nearly \$4.6 million of 2012 state bond appropriations for regional parks and \$2.6 million of matching Metropolitan Council bonds. The state bonds and Council funds were used for construction projects and created approximately 111 construction jobs in 2012.

### ***Government: Efficient and Accountable Government Services***

#### **Council Maintains Sound Fiscal Management**

Due to the Council's strong bond ratings, in 2012, the Council refinanced bonds that will lead to a net savings to future taxpayers and wastewater ratepayers of \$42 million in present value over the life of the bonds. The savings for the October 2012 refinancing of transit capital and wastewater bonds alone is \$15 million in today's dollars.

Both Standard & Poor's and Moody's reaffirmed the Council's Triple-A rating for the bond refinancing. Both rating agencies stated that the highest possible ratings are justified because of the region's strong and diverse economic foundation and the Council's history of strong management practices. The original bond sale proceeds pay for transit capital expenses, such as new bus purchases, and for wastewater construction projects, such as treatment plant upgrades, and interceptor construction and rehabilitation.

## Summaries of Studies and Recommendations

### *Arterial Transitway Corridors Study*

**April 2012**

Metro Transit embarked on the year-long Arterial Transit Corridors Study in April 2011. The purpose of the study was to develop a facility and service plan to enhance efficiency, speed, reliability, customer experience, and transit market competitiveness on 11 high-demand urban transitway corridors, as follows:

- American Boulevard: Eden Prairie and Bloomington
- Nicollet Avenue: Bloomington, Richfield and Minneapolis
- Chicago Avenue: Bloomington, Richfield and Minneapolis
- Hennepin Avenue: Minneapolis
- Broadway Avenue: Robbinsdale and Minneapolis
- Central Avenue: Minneapolis, Columbia Heights, Fridley, Spring Lake Park and Blaine
- Lake Street and Marshall Avenue: St. Louis Park, Minneapolis and St. Paul
- Snelling Avenue, Ford Parkway and 46th Street South: St. Paul and Minneapolis
- West Seventh Street: St. Paul
- East Seventh Street: St. Paul
- Robert Street: St. Paul and West St. Paul
- The routes examined in the study account for half of the region's urban local transit service and carry 86,000 people each weekday. Narrow streets in these highly developed areas make options like light rail or dedicated busways very costly.

Arterial bus rapid transit/rapid bus provides high-frequency, limited stop service that offers an improved customer experience on busy arterial streets in urban areas. Service is made faster by off-board fare payment, traffic signal delays and stopping at fewer locations. Customers can expect a trip that is 20%-30% faster than today. Customer experience is enhanced with upgraded station design, using information technology and improving vehicle comfort.

Without rapid bus, daily ridership is expected to grow by about 45% by 2030, requiring increased transit capacity and frequency. By implementing rapid bus, Metro Transit estimates that ridership can be doubled along these corridors, using fewer resources.

### **Recommendations**

Five corridors were recommended for near-term implementation or further refinement: Snelling Avenue, Chicago Avenue, West Broadway, West Seventh Street, and East Seventh Street. The remaining six corridors were recommended for future implementation – either because they will be analyzed for transit improvements in greater detail in corridor-specific alternatives analyses, or other transitway improvements must advance further to realize projected rapid bus benefits.

Metro Transit is currently working toward implementation on Snelling Avenue and developing a rapid bus system for the region.

# **Annual Use Estimate of the Metropolitan Regional Parks System for 2011**

**May 2012**

The Twin Cities area's regional park system encompasses more than 54,600 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 51 regional parks and park reserves, 7 special recreation features and 308 miles of 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 43,924,400 in 2011. The estimate is based on a four-year average of visitation data from 2008 through 2011. Estimated visits in 2011 increased 7.5% over the 2010 figure.

The increase can be partially attributed to:

- The addition of The Landing in Shakopee to the regional system.
- The popularity of newly opened trails, including the Dakota Rail Regional Trail in Carver County, and Bunker Hills-Chain of Lakes, Coon Creek, East Anoka County, and Rum River Regional Trails in Anoka County.

Fifty-four 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.

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 2011 were:

<b>Park/Reserve/Trail/Feature</b>	<b>Number of Visits</b>
1. Minneapolis Chain of Lakes Regional Park	5,122,900
2. Como Regional Park, Zoo and Conservatory	4,047,800
3. Mississippi Gorge Regional Park	2,256,400
4. Central Mississippi Riverfront Regional Park	1,626,600
5. Minnehaha Parkway Regional Trail	1,555,500

Estimated annual visits have increased 33 percent since 2004. A total of 95 park and trail units were sampled in 2011 compared to 73 units sampled in 2004.

## **Recommendations**

None.

## ***State of the Commute Survey***

**June 2012**

The purpose of Metro Transit's 2012 State of the Commute survey was to document current patterns in commuting behavior and attitudes about specific transportation commuter services in the seven-county Twin Cities area. This is the first such survey conducted by Metro Transit and will provide a baseline for future studies.

Key findings:

- Nearly one-quarter of commuters use an alternative to driving alone. Of those:
  - 29% take the bus
  - 21% carpool
  - 21% telecommute
  - 13% are self-employed and work at home
  - 11% walk or bicycle
  - 6% take light rail or commuter rail
- On average, commuters travel approximately 16 miles one-way to work. The average travel time is approximately 23 minutes.
- Commuters who use alternative modes are more satisfied with their commute than solo drivers.
- Substantial support exists among commuters for a number of transportation options.
- Ease of commute has remained unchanged for most. However, a greater share report that their commute has "gotten easier" compared to one year ago than those who report it is "more difficult."
- Strong potential exists for converting drive-alone commuters to an alternative.
- Cost and time savings are leading drivers. The survey showed little evidence that environmental issues are key drivers for converting to alternative commuting modes.

### **Recommendations**

None.

## ***Assessment of Economic Impact of Potentially Discontinuing the Operation of the Upper St. Anthony Falls Lock***

**July 2012**

Gov. Mark Dayton asked the Metropolitan Council to coordinate an economic analysis of the regional economic effects of potentially closing the Upper Lock at St. Anthony Falls, which is considered an option to halt the upriver movement of Asian carp, a harmful invasive species. Closure of the lock would curtail barge traffic to the Upper Riverfront in Minneapolis. The study analyzed the changes in the transportation system and elements of the supply chain, identified anticipated business adaptations to these changes, and described the statewide economic effects of these changes.

### **Key Findings**

Closure of the lock would:

- Require changes in the distribution network of a variety of industries, resulting in a shift from barge to truck traffic expected to cost Minnesota's economy \$21.5 million over the 2012-2040 timeframe.
- Result in an increase of 21,316 truck trips, concentrated during the work week, primarily in the 8.5-month period typically associated with barge shipment.

- Result in the permanent loss of 84 jobs in the Minnesota economy.

The \$21.5 million increase in transportation costs are the actual new costs (net present value over the next 28 years) imposed by the elimination of barge service to Minneapolis and the shift to trucks. The majority of these costs would be attributable to vehicle operating costs, additional highway travel time, and the logistics cost of commodity delivery times.

The long-term effect of discontinuing lock operations result in an annual loss of approximately 84 jobs, \$5.3 million in wage income, \$9.3 million in value-added, and \$14.4 million in economic output each year after the outlays for material handling and warehouse construction capacity stimulus is completed.

In the context of the Minnesota economy, which has more than 3 million jobs, \$166 billion in wage income, \$268 billion in value-added and \$494 billion in economic output each year, the impact would not appear to be significant. However, the impact to the specific businesses affected and the individuals who lose their jobs would be significant.

### **Recommendations**

None.

## ***Central Corridor Transit Service Study***

**November 2012**

To prepare for the opening of Green Line (Central Corridor) Light Rail Transit in 2014, Metro Transit embarked on a study of all transit service in the Central Corridor. The goal was to maximize the effectiveness and efficiency of transit service in the study area and integrate the current bus service network with the new Green Line service. Metro Transit conducted extensive public outreach at different points during the study.

### **Recommendations**

The Council adopted the following recommendations:

- The Green Line will be the primary east-west service in the corridor, supplemented by Route 94 express service between downtown Minneapolis and downtown St. Paul during peak periods and midday, and reduced frequency of local service on Route 16.
- Routes that parallel the University Avenue Corridor along Minnehaha and Grand avenues will connect with the Green Line at Raymond Station.
- The frequency of north/south routes that currently intersect the Green Line at Dale Street, and Snelling and Raymond avenues, will be improved, and a new route on Lexington Parkway will be introduced.
- Limited Stop Route 144 on Snelling Avenue will be eliminated.

## ***Changes to Sewer Availability Charge (SAC) Procedures***

**November 2012**

Between July and October 2012, an 18-member working group of local officials co-chaired by Metropolitan Council Member Gary Van Eyll and Metro Cities Executive Director Patricia Nauman met five times to determine what changes, if any, should be made to the credit rules for the Metropolitan Council Environmental Services (MCES) sewer availability charge (SAC). The group unanimously recommended a set of procedural changes to the Council. Following a public comment process in

November, the Council adopted the procedures as recommended with several modifications requested by communities.

Under state law, MCES makes the sewer availability charge to communities. SAC pays tens of millions of dollars each year toward the capital costs or debt service of the region's award-winning wastewater system, which helps keep volume-based treatment fees among the lowest in the nation. SAC pays for capacity built into the wastewater collection and treatment system to accommodate future growth.

SAC was instituted in 1973 to ensure that current users of the system would not have to pay the costs of capacity for future users. Communities generally pass on the charge to developers, often adding their own fees in the process. MCES applies "credits" to communities against SAC for the permanent reduction in the wastewater capacity needs on individual properties. The credits enable a community to use capacity (measured in SAC units) without paying additional SAC.

The changes to SAC procedures adopted in December 2012 by the Council both simplify the credit rules and provide a boost to small business and redevelopment efforts:

### ***"A" Minor Arterial System Evaluation Study***

#### **December 2012**

The purpose of the "A" Minor Arterial System Evaluation Study was to determine if the Twin Cities metro area's "A" Minor Arterial system has and continues to successfully supplement the Principal Arterial system, typically the major highways and freeways in the region. In 2012, the study considered whether the original purpose of the "A" Minor Arterial system aligns with regional policy. It also examined the system's funding – federal, state, and local – to identify the role of federal funding, including those funds awarded through the Regional Solicitation Process. The study sought to identify the changes needed to make the "A" Minor Arterial system, its purpose, and regional policies more consistent.

The study was guided by a Project Management Teams and a Technical Steering Committee composed of staff from MnDOT, the Transportation Advisory Board (TAB), the TAB's Technical Advisory Committee (TAC), Metropolitan Council, the region's seven counties, and 5 of the 10 cities on the TAC.

#### **Findings and Recommendations**

1. The "A" Minor Arterial system has and continues to successfully supplement the Principal Arterial system.

**Recommendation:** The Metropolitan Council and TAB should continue to recognize the importance of the "A" Minor Arterial system and its strong connection to regional goals and policy and clarify its purpose in policy.

2. The four types of "A" Minor Arterials have allowed the region to build the system sensitive to established policy and physical context.

**Recommendation:** The Metropolitan Council and TAB should maintain four types of "A" Minor Arterials and update their definitions in policy, including revisiting the definitions of developed and developing areas as part of the Thrive MSP 2040 effort, and update the "A" Minor Arterial definitions as part of the *Transportation Policy Plan* update in 2014.

3. Consistent with federal policy, regional policy, and agency priority, Principal Arterials are MnDOT's investment priority and, as a result, MnDOT is investing significantly less in "A" Minor Arterials than are the seven metro counties. At the same time, the *Transportation Policy Plan* directs several "A" Minor implementation strategies toward MnDOT only.

**Recommendation:** The Metropolitan Council and TAB should complete further analysis of this investment imbalance and develop as part of the next update of the *Transportation Policy Plan* policies and strategies for building, managing, and improving all components of the Regional Highway System.

4. Federal funds are a small but important part of the capital funding used to improve the “A” Minor Arterial system.

**Recommendation:** The Metropolitan Council and TAB should continue directing federal funds through the Regional Solicitation process to the “A” Minor Arterial system.

5. The Regional Solicitation’s use of the four types of “A” Minor Arterials has done a good job of allocating federal funding in proportion to its use.

**Recommendation:** The TAB should continue to use the four types of “A” Minor Arterials to help target federal funding to different parts of the Regional Highway System. Evaluation metrics for allocation of federal funding among the Regional Solicitation categories should include vehicle miles traveled, average daily traffic, bus miles traveled, person throughput, and freight use, using data that can be identified for these metrics.

6. A range of factors point to the need to review the Regional Solicitation – MAP-21 (the new federal funding authorization), regional policy emphasizing lower-cost/high-benefit projects, rising construction costs, fewer staff resources, changing technology, and other considerations.

**Recommendation:** As part of the upcoming Regional Solicitation Evaluation, the TAB and TAC should:

- Continue to evaluate MAP-21 to identify the implications of the legislation on federal funding for the “A” Minor Arterial system and on the Regional Solicitation Process.
- Examine the effect of increasing the number of points awarded to projects for cost effectiveness.
- Balance the desire to increase the maximum grant amount with the desire to award funding to a large number of different projects.
- Seek ways to limit the level of effort required to prepare Regional Solicitation applications.
- Provide for the online submittal of applications.

7. While a study of completed “A” Minor Arterial projects showed a high level of consistency among proposals partially funded by the Regional Solicitation and in-place construction, the survey also identified a small number of projects with significant project elements that did not match their Regional Solicitation application and did not appear to go through the TAB’s formal scope-change process. The study survey also revealed compelling reasons for the changes and confusion about roles and responsibilities for identifying and initiating scope changes.

**Recommendation:** The TAB and TAC should:

- Work closely with MnDOT Metro State Aid and local Federal Highway Administration staff to define “scope changes” and communicate the need for them to project sponsors.
- Review current procedures, roles, and responsibilities for monitoring the project development process with respect to scope changes and develop policy recommendations.
- Include the scope change definition, formal scope change process, and contact information for the TAB Coordinator and MnDOT Metro State Aid Office in the Regional Solicitation materials and communicate them to project sponsors, including sponsors of MnDOT projects on the state system which do not go through the MnDOT Metro State Aid review process.



8. The survey of completed “A” Minor Arterial projects showed the Regional Solicitation is targeting federal funding toward quality improvements to the Regional Highway System.

**Recommendation:** The TAB should consider hosting a showcase of completed projects partially funded through the Regional Solicitation.

9. MAP-21, Thrive MSP 2040, the 2040 *Transportation Policy Plan* and other state and regional studies may significantly affect the “A” Minor Arterial system.

**Recommendation:** The Metropolitan Council and the TAB should forward information from this study to agencies that are or will be completing studies that affect the “A” Minor Arterial system and should monitor the studies to respond to potential effects.

10. The “A” Minor Arterial system actively supports economic activity and the transit, freight, bicycle, and pedestrian systems consistent with regional and local policies. Data is not readily available to demonstrate all of these relationships.

**Recommendation:** The Metropolitan Council and TAB should assemble needed data on “A” Minor Arterial transit, freight, bicycle, sidewalk and trail location data, ADA-compliant bus stop locations, and pedestrian use and investments. Data should also be assembled for how “A” Minor Arterials support the local and regional economy. The Metropolitan Council and TAB should consider the data and clarify multi-modal policy for the Regional Highway System, if necessary.

The analysis performed for this study was possible because the study created a new database combining MnDOT and Metropolitan Council highway information.

**Recommendation:** MnDOT and the Metropolitan Council should make the database available to all agencies and work together to decide how to best maintain the GIA database of highway and administrative and functional classification information developed as part of this study.

11. Considerable effort was required to collect and summarize “A” Minor Arterial funding information at the regional level.

**Recommendation:** The Metropolitan Council and TAB should evaluate if funding data by functional classification, like that produced by this study, is valuable and if so, should work with agencies to develop and implement a system of collecting and summarizing the information to make it more readily available and consistent for analysis.

## ***2011 Study of the Water Quality of 169 Metropolitan Area Lakes***

**December 2012**

The Metropolitan Council has collected water quality data on area lakes since 1980. Data from the Council's efforts are frequently used by the Council, as well as other agencies and private firms, to determine trends in water quality, estimated expected ranges of water quality in unmonitored lakes, examine differences, determine potential impairments, and investigate relationships between land use and water quality.

The 2012 report contains data from a total of 183 lake sites on 169 lakes monitored in 2011. Many lake sites are monitored by citizen volunteers. Data collected include surface water temperature and water transparency, lake and water conditions, and, from the water samples collected, total phosphorus, Kjeldahl nitrogen, and chlorophyll-a.

Most lakes are given a lake grade based on three parameters – phosphorus, chlorophyll-a, and water clarity. The greatest percentage of lakes (37%) received a lake grade of C. The water quality of these sites is considered average compared to other lakes in the metro area. More lakes (34%) were above average (A and B) than lakes below average (D and F (29%).

Similar to previous years, there is no distinct pattern as to where lakes with specific water quality were located. Low-grade lakes tend to be shallow with small surface areas, and in this monitoring group, occur in six of the seven metro counties. High-grade lakes are located in all seven counties, and tend to have deeper maximum and mean depths, and small contributing watersheds relative to the lake's surface area.

### **Recommendations**

None.

# Policy Plans, Other Comprehensive Plans and Amendments Adopted in 2012 and Related Review Comments of Metropolitan Agencies

## ***2030 Regional Parks Policy Plan Amendment***

In 2012, the Metropolitan Council – at the recommendation of the Metropolitan Parks and Open Space Commission – adopted an amendment to the *2030 Regional Parks Policy Plan*. The amendment added two regional trail search corridors to the parks system, requested by the Three Rivers Park District: the Minnetrista Regional Trail Search Corridor and the Intercity Regional Trail. Both trails met the criteria outlined in the plan for regional trails.

The amendment also included a minor clarification of financing language in the plan and a few other housekeeping changes that were not considered substantial revisions and did not require an amendment. However, they were included for the sake of transparency in public process.

The Metropolitan Parks and Open Space Commission recommended approval of the policy plan amendment, with one abstention.

No other regional policy plan amendments or updates were adopted by the Council in 2012.

## **2012 Budget Information**

The Metropolitan Council submitted its 2012 Unified Operating Budget to the Minnesota Legislature in January 2012. That budget contains detailed budget information and a general description of the Council's 2012 work program. Following is a gross summary of the 2012 adopted operating budget.

### **2012 Budget Expenditures**

Transportation	\$395,123,360	51%
Debt Service	\$148,698,643	19%
Environmental Services	\$119,669,357	15%
Pass-through Funds	\$95,262,229	12%
Planning and Administration	\$21,553,061	3%
<b>Total</b>	<b>\$780,306,650</b>	<b>100%</b>

### **2012 Budget Revenue**

State Funds	\$265,022,865	34%
Wastewater Fees	\$209,494,000	27%
Transit Fares	\$101,933,759	13%
Federal Funds	\$100,779,788	13%
Property Taxes	\$75,854,275	10%
Other	\$25,096,459	3%
<b>Total</b>	<b>\$778,181,146</b>	<b>100%</b>

*Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2012, the Council used reserves to account for the difference in revenues and expenditures.*

## 2013 Budget and Program Information

The Metropolitan Council's 2013 unified operating budget, to be submitted to the Minnesota Legislature in January 2013, contains detailed budget information and a general description of the Council's proposed program of work in 2013. Following is a summary.

### ***Operating Budget Categories***

The 2013 Unified Operating Budget is \$828.4 million, an increase of 6.2% from the prior year's 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. Operating expenditures in 2013 are expected to be \$573 million, an increase of 7% from the prior year's adopted budget. The increased expenditures are driven primarily by an \$18.5 million increase in payroll, \$2.3 million increase in consulting cost, \$4.6 million increase in materials and supplies, \$7.9 million increase in transit programs, and \$5.1 million increase in other operations expenses. These increases, along with \$1 million in operating capitals, accounted for the \$37.4 million increase.
- **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. Pass-through grant and loan expenditures for 2013 are expected to be \$109.2 million, an increase of 14.6% from the prior year's adopted budget.
- **Debt service** consists of expenditures required to pay both the principal and the interest on bonds, notes, certificates, and loans. Debt service expenditures in 2013 are \$145.9 million, down 1.9% from the prior year's adopted budget.

### ***2013 Program Priorities***

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

The 2013 **Transportation Division** budget focuses on maintaining the existing transit system and continuing reasonable growth of the regional transit system as funds become available. The Metropolitan Council operates or provides funding to four types of transit programs:

- Metro Transit serves 90% of fixed-route 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 service: The Council contracts regular-route and dial-a-ride services, and a commuter vanpool program..
- Suburban Transit Providers are 13 cities that provide their own transit service. The Council provides capital funding for these programs and passes through operating funds to the suburban providers from the state.

***Transitway Expansion.*** The Council and its partners are planning and investing in a 21<sup>st</sup> century network of transitways that connect people to jobs, housing, recreation and vital services like health care. In 2013, the Council anticipates:

- Completing construction of Green Line (Central Corridor) light rail transit. The line 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. Construction of the 11-mile is 85% complete as of the end of 2012, and is scheduled to begin revenue operations in 2014.

- Continuing preliminary engineering of the Green Line extension (Southwest LRT). The 15-mile line will connect Eden Prairie in the southwest metro with downtown Minneapolis at Target Field Station. As currently proposed, the line will have 17 new stations.
- In early 2013, the Council will consider amending its *2030 Transportation Policy Plan* to incorporate the locally preferred alternative for LRT in the Bottineau Corridor.
- In spring 2013, celebrating the opening of the region's first bus rapid transit line, the Red Line BRT from Apple Valley in Dakota County to the Mall of America in Bloomington.
- Continuing studies of arterial rapid bus service on several corridors in the metro area.

**Metropolitan Council Environmental Services (MCES)** collects and treats approximately 250 million gallons of wastewater each day from 106 communities. It achieves near-perfect compliance with federal and state clean water standards and consistently maintains customer rates well below the national average. 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% funded by user fees.

The Environmental Services division annual budget focuses on meeting the strategic goals of the Council and the division. The top MCES priorities for the 2013 budget are:

- Meeting regulatory requirements
- Retaining competitive rates and charges
- Meeting customer expectations for quality and level of service
- Fully funding the current cost of all programs

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. Community Development focuses its resources, tools and incentives on implementation of the *Regional Development Framework*, the Council's regional growth plan.

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 – at an affordable cost – for more than 6,600 households of low-income seniors, disabled individuals, families and single. The Metro HRA also operates 150 federal scattered-site public housing units through its Family Affordable Housing Program.

In 2013, Community Development will work towards completion of a new regional development framework, *Thrive MSP 2040*. Goals for the new framework include:

- Maximize regional growth and prosperity in the coming decades
- Create a vision for everyone – residents, business owners, local officials and community leaders
- Define and achieve regional goals that may be too big for one community, but possible to accomplish as a region.

The division will also complete activities that support the three-year “Corridors of Opportunity” initiative, launched in 2011. Business leaders, foundations, nonprofits, neighborhood residents, local governments and the Council are collaborating to spur private investment and create long-term jobs, affordable housing and sustainable communities, using the region's emerging transitway system as a development focus. The department will also continue to award Livable Communities grants to projects

that enhance opportunities for affordable housing, brownfield cleanup for redevelopment and job creation, and models of mixed-use, transit-oriented development.

## **2013 Legislative Program**

The Metropolitan Council's legislative proposals for the 2013 session are still under development as of Jan. 15, 2013. The Council is working with the Governor's office and the state departments on proposals regarding appropriations, bonding, policy issues and statutory housekeeping matters.

## **Plans, Projects and Applications Submitted to the Metropolitan Council, January 1 through December 31, 2012**

### **Lists on the following pages:**

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

### **Note:**

The individual entries on the lists consist of:

1. The number identifying the project or application
2. The name of the applicant
3. Project description
4. If applicable, the action by the Metropolitan Council on the application, whether favorable, unfavorable, or other

## ***Federal Grant and Loan Requests***

### **U.S. Department of Housing and Urban Development**

#### ***Water Program***

20997-1

Minnesota Pollution Control Agency

Planned Amendments to Rules Governing Water Quality 7050, 7052, 7053

Favorable

### **U.S. Dept. of Transportation**

#### ***Airport Program***

21028-1

Metropolitan Airports Commission

MSP 2020 Improvements

Favorable

21030-1

Metropolitan Airports Commission

Correspondence Regarding Preliminary Plans, 2013-2019

#### ***Transit Program***

21042-1

Hennepin County Regional Railroad Authority

Southwest Transitway Draft EIS

## ***Independent and Metro Agency Plans and Programs***

### **Water Management Plans**

20115-2

New Brighton

Water Management Plan Amendment

Favorable

20934-1

South St. Paul

Draft Stormwater Management Plan Update

Favorable

20937-1

Columbus

Local Surface Water Management Plan, 2010

20962-1

Arden Hills

Surface Water Management Plan Draft, 2012

Favorable

20976-1

Forest Lake

Forest Lake Surface Water Management Draft

Favorable



20981-1  
Crystal  
Surface Water Management Plan, 2010

20998-1  
Centerville  
Surface Water Management Plan  
Favorable

21006-1  
Scandia  
Local Water Planning Report  
Favorable

21031-1  
Roseville  
Surface Water Management Plan, 2012 Draft  
Favorable

21035-1  
Marine on St. Croix  
Surface Water Management Plan, 2012  
Unfavorable

21050-1  
Stillwater Township  
Local Water Management Plan Draft, 2012  
Favorable

### **Watershed District Plans**

19848-6  
Bassett Creek Watershed Management Commission  
Amendment to Table 12-2, Capital Improvement Program

19849-5  
Shingle Creek and West Mississippi Watershed  
Third Generation Plan Draft

19851-2  
Brown's Creek Watershed District  
Amendment to Third Generation Plan  
Favorable

19966-4  
Minnehaha Creek Watershed District  
Watershed Amendment for Richfield  
Favorable

20165-3  
Ramsey-Washington Metro Watershed District  
Watershed District Rule Amendment

20166-3  
Capitol Region  
Watershed District Rule Amendments

20321-5  
Scott County Watershed Management Organization  
Amendments to Comprehensive Water Resources Management Plan  
Favorable

20832-3  
Comfort Lake Watershed District  
Forest Lake Proposed Management Plan Amendment  
Favorable

20847-3  
Mississippi Watershed Management Organization  
2013 General Plan Amendment

20914-2  
Black Dog Watershed Management Organization  
Watershed Management Plan Final Review

20924-2  
Rice Creek Watershed District  
Amendment to CWPMPs and RMP Rules  
Favorable

21000-1  
Elm Creek Watershed Management Commission  
Second Generation Watershed Plan Amendment  
Favorable

## ***Local Government Plans and Projects***

### **Comprehensive Plan Amendments**

20227-14  
Coon Rapids  
Land Use Change from Office to Community Commercial, 1.52 Acres  
Favorable

20227-15  
Coon Rapids  
Carla De Addition, 4 Acres  
Favorable

20227-16  
Coon Rapids  
First National Bank of Elk River, 1.3 Acres  
Favorable

20227-17  
Coon Rapids  
Shamrock Development, 5 Acres  
Favorable

20265-4  
Chanhassen  
Minor Collector Amendment, Chapter 7, Transportation Functional Classification

20280-2  
Marine on St. Croix  
2012 Addenda to 2008 Comprehensive Plan Update  
Favorable

20281-3  
Oakdale  
System Statement 2011 Amendment  
Favorable

20281-4  
Oakdale  
2033 Hadley .99 Acre, Commercial to Industrial  
Favorable

20308-2  
Bayport  
2011 System Statement  
Favorable

20325-4  
Carver City  
Update Parks Plan

20325-5  
Carver City  
Partial Replat of Glen at Sprint Creek, 8.945 Acres  
Favorable

20326-4  
Andover  
Land Use Change, 2.96 Acres from Commercial to Urban Residential  
Favorable

20385-2  
Farmington  
2030 Comprehensive Plan, 2011 Amendment  
Favorable

20387-2  
Fridley  
East River Road Corridor Study  
Favorable

20401-6  
Eden Prairie  
Mitchell Crossing Apartments 2012, 3.10 Acres  
Favorable

20401-7  
Eden Prairie  
Metropolitan Airports Commission Development Parcels  
Favorable

20402-4  
Scott County  
System Statement Regarding Approx. 2,900 Acres to Park/Open Space  
Favorable

20416-4  
Maple Grove  
Cedar Crest, 62 Acres  
Favorable

20416-5  
Maple Grove  
Bather Property, 30.4 Acres  
Favorable

20416-6  
Maple Grove  
Donegal, 14.5 Acres, Change Mixed Use to Medium Density  
Favorable

20417-3  
Shoreview  
2011 System Statement Amendment  
Favorable

20423-3  
Waconia  
Park/Open Space Amendment  
Favorable

20423-4  
Waconia  
Minor Map Change  
Favorable

20424-3  
Shakopee  
Reguide Land Use from Business Park to Commercial, 11 Acres

20427-3  
Bloomington  
South Loop District Plan, Minor Text and Map Amendment, 2,487 Acres

20431-2  
Stillwater Township  
2011 System Statement Transportation  
Favorable

20431-3  
Stillwater Township  
Southeast Corner Hwy. 36 and Manning Avenue North, Designate Agricultural Future Land Use  
Favorable

20434-3  
Shakopee  
Reguide Land Use from Business Park to Commercial, 11 Acres

20436-3  
Watertown  
System Statement Regional Park Policy, 2030  
Favorable

20438-2  
Mound  
Downtown Lynwood/Commerce Blvds., 1.10 Acres  
Favorable

20444-8  
Anoka  
St. Stephen's Church Land Use Change  
Favorable

20444-9  
Anoka  
Land Use Map Amendment, Planning Area to Shopping Commercial, 47.68 Acres  
Favorable

20444-10  
Anoka  
Parks and Recreation to General Commercial, Health Partners, 4.55 Acres  
Favorable

20444-11  
Anoka  
Green of Anoka Text Change  
Favorable

20445-6  
Lakeville  
Sauber MUSA Amendment  
Favorable

20447-2  
Baytown Township  
2011 System Statement  
Favorable

20455-2  
Dakota County  
2030 Transportation Plan Amendment  
Favorable

20455-3  
Dakota County  
Elko New Market Blakeley Bluffs Regional Trail  
Favorable

20460-2  
Meisville  
Land Use Change, 0.95 Acre  
Favorable

20463-2  
Brooklyn Park  
Osseo Area Learning Center, 4.29 Acres  
Favorable

20467-2  
Oak Park Heights  
Oak Park Heights Senior Living, 17.6 Acres  
Favorable

20472-7  
Richfield  
Candlewood Outlot  
Favorable

20473-3  
Savage  
Savage Indoor Sports Facility, 9 Acres  
Favorable

20490-2  
Ham Lake  
System Statement, 2011  
Favorable

20519-2  
Lakeland  
2011 System Statement Amendment, 2030 Revision to Park Policy  
Favorable

20529-4  
Wayzata  
Grand Avenue and Manitoba Avenue, Land Use Change, 1.52 Acres  
Favorable

20535-6  
St. Paul  
St. Anthony Park/Como 2030 Plan, 118 Acres  
Favorable

20535-7  
St. Paul  
North End, South Como District 6 Plan  
Favorable

20535-8  
St. Paul  
Near East Side Roadmap, 178 Acres

20543-2  
Minnetonka  
Sunset Hill Apartments, 2 Acres  
Favorable

20548-3  
White Bear Township  
Change Low Density to Industrial and Industrial to Low Density

20554-4  
West St. Paul  
Land Use Map Amendment, 60 Acres  
Favorable

20582-3  
Mahtomedi  
Piccadilly Square Density Increase, 3.31 Acres

20584-4  
Rosemount  
Greystone Subdivision, 25.57 Acres  
Favorable

20584-5  
Rosemount  
Public and Institutional Land Use Category, 101 Acres  
Favorable

20585-2  
Golden Valley  
General Land Use Plan Map Amendment, 9.75 Acres  
Favorable

20585-3  
Golden Valley  
9130-9220 Olsen Memorial Highway, Commercial to Residential Density, 2.45 Acres  
Favorable

20587-3  
South St. Paul  
Leonard Investments, .74 Acre  
Favorable

20589-2  
Shorewood  
Shorewood Trail Plan  
Favorable

20591-6  
Apple Valley  
Fischer Point Addition, 25.5 Acres  
Favorable

20591-7  
Apple Valley  
Proposed Text Amendment to Land-Use Chapter  
Favorable

20592-2  
Cologne  
Land Use Change, 2.24 Acres  
Favorable

20598-2  
Crystal  
Cavanaugh School Redevelopment, 4.4 Acres  
Favorable

20599-3  
Lake Elmo  
I-94 Corridor Land Use Changes, 2,168.8 Acres

20606-5  
Eagan  
Fire Administration Building, 1.7 Acres  
Favorable

20606-6  
Eagan  
Central Park Commons II, 6.2 Acres  
Favorable

20606-7  
Eagan  
Parkview - Hunter/Emerson, 80 Acres, Private Recreation to Low Density  
Favorable

20614-3  
Inver Grove Heights  
Argenta Hills Fifth Addition, 7.4 Acres  
Favorable

20616-2  
Brooklyn Center  
Northwest Athletic Club Redevelopment, 8.6 Acres  
Favorable

20616-3  
Brooklyn Center  
Maranatha Care Center, 7.06 Acres  
Favorable



20619-4  
St. Louis Park  
St. Louis Park Plan by Neighborhood  
Favorable

20621-3  
Independence  
Vinland National Center Amendment  
Favorable

20628-3  
Maplewood  
Zoned Residential/Planned Commercially, 1.18 Acres  
Favorable

20637-2  
Orono  
20 Orono Orchard Road, MUSA Amendment, 2.04 Acres  
Favorable

20644-2  
Chaska  
MnDOT Municipal Services Expansion, 24 Acres  
Favorable

20652-4  
Ramsey  
2011 Major Amendments, 60 Acres

20652-5  
Ramsey  
Hope Fellowship, 30 Acres  
Favorable

20652-6  
Ramsey  
Change in Town Center Master Plan /Adopted Traffic Memo

20811-2  
Vadnais Heights  
Amendment 2011 System Statement  
Favorable

29652-5  
Ramsey  
Land Use Change from MDR to Commercial, 30 Acres

### ***Miscellaneous Referrals***

#### **Critical Area Plans and Projects**

21019-1  
Dayton  
Mississippi River Corridor Ordinance  
Favorable

## **Housing Bond Plans and Programs Housing Bond Programs**

20870-2

Minneapolis

City Place Lofts, 730 Hennepin Avenue, Minneapolis

Favorable

20870-3

Minneapolis

City Place Lofts, 730 Hennepin Avenue, Minneapolis

20942-1

Scott County Community Development Agency

General Development Bonds, Series 2012

Favorable

20946-1

Minneapolis

West Broadway Curve Housing Revenue Bond

Favorable

20947-1

Minneapolis

Spirit on Lake Housing Bond Revenue

20956-1

St. Paul

Schmidt Brewery Project Housing Bonds

Favorable

20963-1

Wayzata

Wayzata Bay Senior Housing

Favorable

20973-1

Minneapolis

Pillsbury Historic Redevelopment Bond, 413 Main Street Southeast

Favorable

20984-1

Scott County

Kestrel Apartments, Multifamily Housing Program

Favorable

20987-1

Minneapolis

Longfellow Station Project, 3815 Hiawatha Avenue South

20989-1

Dakota County

2012 Single-Family Housing Financial Program

Favorable

21004-1  
White Bear Township  
Rehab Golden Pond Lane, 60-Unit Multifamily  
Favorable

21007-1  
White Bear Lake  
Cerenity Care Center  
Favorable

21012-1  
St. Paul  
Senior Housing Bonds Episcopal Homes Project  
Favorable

21014-1  
White Bear Township  
Cerenity Care Center Project  
Favorable

21043-1  
Minneapolis  
Common Street at 1823 Penn Avenue North and 2201-2221 Golden Valley Rd.

Favorable

21044-1  
Hennepin County  
Pillsbury "A" Mill Project, 301 Main Street, Minneapolis

21047-1  
Minneapolis  
Augustanta Chapel View Homes  
Favorable

### **State Disposal System Permits**

20933-1  
Minnesota Pollution Control Agency  
Turtle Run South Wastewater Treatment Facility  
Favorable

20958-1  
Minnesota Pollution Control Agency  
Ponds Wastewater Treatment Facility  
Favorable

20959-1  
Minnesota Pollution Control Agency  
Cedar Creek Community School Wastewater Treatment Facility  
Favorable

20960-1  
Minnesota Pollution Control Agency  
Sunset Lake Estates Wastewater Treatment Facility

20966-1

Minnesota Pollution Control Agency  
Rosemount Industrial Waste Facility  
Favorable

21001-1

Minnesota Pollution Control Agency  
St. Paul Army SDS - Savage, Stillwater, Minneapolis involving three rivers  
Favorable

21002-1

Minnesota Pollution Control Agency  
SKB Transfer Station Blaine  
Favorable

21003-1

Minnesota Pollution Control Agency  
SKB Environmental Campus, Blaine  
Favorable

21010-1

Minnesota Pollution Control Agency  
Shoreham Yard, Cedar Service Site Proposed Infiltration Basin  
Favorable

21021-1

Minnesota Pollution Control Agency  
Malcolm Avenue Recycling Transfer Stations  
Favorable

21054-1

Minnesota Pollution Control Agency  
Tiigavo on Big Marine Lake Wastewater Treatment Facility

21060-1

Minnesota Pollution Control Agency  
Flamingo Terrace Mobile Home Park Wastewater Treatment Facility

### **U.S. Army Corps of Engineers Permits**

20936-1

U.S. Army Corps of Engineers  
Wetland Compensatory Mitigation Bank Proposal Hampton Hills Investment  
Favorable

20965-1

U.S. Army Corps of Engineers  
Gerdau Long Steel North America Sediment Removal  
Favorable

20968-1

U.S. Army Corps of Engineers  
St. Paul District's Proposal to Reissue GP-001-Mn  
Favorable

20969-1  
U.S. Army Corps of Engineers  
Houle Welland Restoration Bank, Anoka County, Rice Creek Watershed  
Favorable

20970-1  
U.S. Army Corps of Engineers  
Carver County Poppler Harms Wetland Bank, 56 Acres  
Favorable

20972-1  
U.S. Army Corps of Engineers  
Clean Water Act Mixed-Use Development  
Unfavorable

20985-1  
U.S. Army Corps of Engineers  
St. Paul District Proposal, Regional Permit  
Favorable

21013-1  
U.S. Army Corps of Engineers  
Minnehaha Creek Watershed District, Restore and Straighten  
Favorable

21022-1  
U.S. Army Corps of Engineers  
Minnehaha Creek Watershed District Steiger Lake  
Favorable

21026-1  
U.S. Army Corps of Engineers  
Permit to Construct Features Associated with Proposed Bridge over St. Croix  
Favorable

21033-1  
U.S. Army Corps of Engineers  
Oakwood Land Development Inc.  
Favorable

21059-1  
U.S. Army Corps of Engineers  
Lino Lakes Woolan's Park, Wetland Bank Proposal

### **National Pollution Discharge Elimination Permits**

20935-1  
Minnesota Pollution Control Agency  
CF Industries Pine Bend Warehouse  
Favorable

20940-1  
Minnesota Pollution Control Agency  
Fridley Locke Park Filtration Plant - Wastewater Treatment Facility  
Favorable

20951-1  
Minnesota Pollution Control Agency  
Cargill Permit MN0054445  
Favorable

20952-1  
Minnesota Pollution Control Agency  
Cargill Permit MN0062201  
Favorable

20961-1  
Minnesota Pollution Control Agency  
Taft Lake Flocculation Treatment Facility  
Favorable

20967-1  
Minnesota Pollution Control Agency  
Owens Corning Plant, 49th Avenue North  
Favorable

20977-1  
Minnesota Pollution Control Agency  
Savage River Port Dredge  
Favorable

20978-1  
Minnesota Pollution Control Agency  
SMSC Water Reclamation Facility, Shakopee Mdewakanton Sioux  
Favorable

20979-1  
Minnesota Pollution Control Agency  
Flint Hills Resources Pine Bend Dredging  
Favorable

20980-1  
Minnesota Pollution Control Agency  
University of Minnesota Library Access Center  
Favorable

20986-1  
Minnesota Pollution Control Agency  
Permit For Small Municipal Separate Storm Sewer Systems  
Favorable

20988-1  
Minnesota Pollution Control Agency  
Magellan Terminal  
Favorable

20991-1  
Minnesota Pollution Control Agency  
St. Paul Port Authority, Dredge 637 Barge Channel Road  
Favorable

20995-1  
Minnesota Pollution Control Agency  
Army Corps of Engineers, St. Paul District  
Favorable

21005-1  
Minnesota Pollution Control Agency  
Xcel Energy Pipeline Serving State and Metro Area  
Favorable

21009-1  
Minnesota Pollution Control Agency  
Delta Air Lines Inc.  
Favorable

21011-1  
Minnesota Pollution Control Agency  
United and Children's Hospital  
Favorable

21017-1  
Minnesota Pollution Control Agency  
Rahr Malting Co.  
Favorable

21020-1  
Minnesota Pollution Control Agency  
Xcel Combine Cycle (High Bridge) Plant  
Favorable

21032-1  
Minnesota Pollution Control Agency  
Xcel Riverside Generating Plant  
Favorable

21034-1  
Minnesota Pollution Control Agency  
Centerpoint Energy Natural Gas Pipeline  
Favorable

21046-1  
Minnesota Pollution Control Agency  
Aggregate Industries - Larson Quarry

21049-1  
Cologne  
Wastewater Treatment Facility

21057-1  
Minnesota Pollution Control Agency  
Life Core Biomedical

21063-1  
Minnesota Pollution Control Agency  
FSI International

21064-1  
Minnesota Pollution Control Agency  
Recovery Tech Solutions

21066-1  
Minnesota Pollution Control Agency  
BP Pipelines, Minnesota Pipeline Corridor - Dakota Washington Ramsey Counties

**State 401 Certification**

20996-1  
Minnesota Pollution Control Agency  
Permit 401 Water Quality Certification  
Favorable

**Well Permits**

21023-1  
Spring Park  
Wellhead Part II  
Favorable

21024-1  
Shoreview  
Wellhead Part II  
Favorable

21036-1  
Edina  
Part II Update  
Favorable

21037-1  
Bloomington  
Notice of Intent  
Favorable

21038-1  
Shorewood  
Part I Wellhead  
Favorable

21039-1  
South St. Paul  
Wellhead Part II  
Favorable

21045-1  
Rosemount  
Wellhead Part II

21052-1  
Excelsior  
Wellhead Part I



21055-1  
Mahtomedi  
Wellhead I

21058-1  
Eagan  
Wellhead Part I

### **Special Transportation Projects - Controlled Access Highway**

20857-2  
Minnesota Department of Transportation  
Controlled Access for TH 36 and Hilton Trail

20910-2  
Minnesota Department of Transportation  
Approval for TH 169 and CSAH 30

21015-1  
Minnesota Department of Transportation  
TH 36 from West Oakgreen/Greeley to 150th Avenue in Wisconsin  
Favorable

21016-1  
Minnesota Department of Transportation  
Interchange at TH 36 English Street in Maplewood  
Favorable

21018-1  
Minnesota Department of Transportation  
Interchange at TH 169 and County Rd. 69 in Shakopee  
Favorable

21053-1  
Minnesota Department of Transportation  
Reconstruction of Interchange at TH 494 and East 34th Avenue South

### **State Environmental Assessment Worksheets**

20943-1  
Eagan  
Central Park Commons EAW  
Favorable

20949-1  
Washington County  
Woodbury Drive (CSAH 19) Improvement Project  
Favorable

20950-1  
Scott County  
Merriam Junction Sands Scoping EAW  
Favorable

20964-1  
Minnesota Department of Transportation  
U.S. 169/CR 69 Interchange Project  
Favorable

20971-1  
Champlin  
Elm Creek Dam Embankment and Spillway Rehab Project, 7.9 Acres

20975-1  
Minnesota Pollution Control Agency  
North Star Lake Sediment Remediation (Gerdau Ameristeel)

20982-1  
Minnesota Pollution Control Agency  
3M Hazardous Waste Incinerator Facility  
Favorable

20990-1  
St. Louis Park  
Minnehaha Creek Reach 20, Remeander Mandatory EAW  
Favorable

20992-1  
St. Paul  
Lilydale Regional Park Master Plan Amendment  
Favorable

20993-1  
Minnesota Department of Natural Resources  
Carlos Avery Brooder Shed Project  
Favorable

20994-1  
Scott County  
Reconstruct CSAH 17 in Shakopee and CSAH 78  
Favorable

21008-1  
Plymouth  
Peony Lane/Lawndale Lane Extension  
Favorable

21027-1  
Minnesota Department of Transportation I-94/Brockton Interchange  
Favorable

21029-1  
Minnesota Pollution Control Agency  
EAW for Shamrock Transfer Station, Blaine  
Favorable

21040-1  
Minnesota Sports Facilities Authority  
Draft Scoping Decision Document and EAW, People's Stadium  
Favorable

21041-1  
Hennepin County  
CSAH 61 Reconstruction Project  
Favorable

21051-1  
Eagan  
Dakota Path First Addition  
Favorable

21056-1  
South Washington Watershed Management Organization  
Central Draw Storage Facility Overflow Project

21062-1  
Fridley  
EAW Scoping Document Proposed AUAR FMC Site Development

### **Federal Environmental Assessments or Statements**

18640-5  
Hugo  
Everton Avenue Neighborhood Study  
Favorable

18640-6  
Hugo  
Final AUAR Everton Avenue Neighborhood Study Area

18655-4  
Bloomington  
South Loop District AUAR Update  
Favorable

18845-6  
New Brighton  
AUAR Update New Brighton Exchange  
Favorable

19645-2  
Brooklyn Park  
Update AUAR of Target North Campus  
Favorable

19859-3  
Rosemount  
AUAR Update CSAH 42/Akron Avenue  
Favorable

20938-1  
Metropolitan Council  
Draft "The Interchange," Minneapolis, near Hiawatha Light Rail Station, Target Field

20945-1  
Minnesota Department of Transportation  
TH 36/English Street Interchange  
Favorable

21025-1  
Minnesota Public Utilities Commission  
Black Dog Savage 115KV Transmission Line  
Favorable

21061-1  
Minnesota Department of Transportation  
U.S. Highway 10 Interchange with Anoka CSAH 63

21065-1  
Minnesota Department of Transportation  
TH 100 Reconstruction

### **State Environmental Impact Statements**

20475-2  
Scandia  
Draft EIS for Zavoral Mine and Reclamation Project  
No action by design

20475-3  
Scandia  
Zavoral Mine and Reclamation Project  
Favorable

### **State Grant and Loan Requests**

20983-1  
Minnesota Public Utilities Commission  
Certificate of Need for 115KV S.W. Transmission Line, Chaska  
Favorable

21048-1  
Minnesota Public Utilities Commission  
Certificate of Need for 115KV Transmission Line, Elko New Market