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Metropolitan Council

1998 Annual Report



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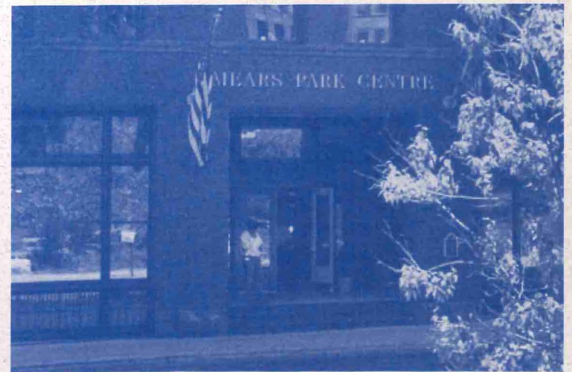
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Metropolitan Council

1998 Annual Report

Working with our partners to achieve regional goals is a top priority of the Metropolitan Council.



January 1999

Metropolitan Council

Mears Park Centre
230 East Fifth Street
St. Paul, Minnesota 55101-1626

Curtis Johnson, chair
James Solem, regional administrator
Richard Johnson, associate regional administrator



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*The mission of the Metropolitan Council
is to provide leadership in the effective planning
of regional growth and redevelopment and in
the delivery of quality regional services.*



*The Council is consciously positioned
as a partner with all the region's governments.*

Letter from the Chair

For the record,
the Metropolitan Council is working well.

In the past year, working together
with others in the region brought these
achievements....

We broke a 20-year impasse over
adding rail, starting on a whole system of
transitways, beginning with the Hiawatha
Corridor light rail. When congestion
gets worse— and it will— we'll need
alternatives attractive enough to
influence where businesses locate
and where people decide to buy houses.

Our *Metro 2040* growth plan adopted
in late 1996 would constrain sprawl
patterns of development, using remaining
open space more wisely. From the political
left we hear it isn't tough enough. From
the right, it smacks of interference with
local government's role in land use.
As always, the Council is in the crossfire,
but this time we are consciously
positioned as partners with all
the region's governments.

This growth policy is one of balance:

- accommodating growth but not indiscriminately chasing it with new infrastructure wherever it goes;
- paying as much attention to restoring neighborhoods in the core of the region as nurturing new things at the edge; and
- working toward a system of choices in transportation.

The *Livable Communities Act of 1995* gave the Twin Cities region the only substantial metro-wide program in the nation to clean up brownfields, provide a pool of resources for more affordable housing for lower-paid workers— and demonstrate ways to combine housing, jobs and retail in more efficient development.

Combined with state and private resources, 735 acres have been or will be restored and redeveloped, ultimately resulting in 9,700 new jobs at an

average wage of \$12.30, with the prospect of greater tax revenues every year. In the first two years of the housing program, more than 10,000 new affordable units have been added.

With new management, good support from the legislature, and changes in transit service and routes, we may be the only large region in America where transit ridership numbers are up. We have more than 6 million bus riders every month, which take 65,000 cars off the road every rush hour.

Today there's a partnership of more than 30 organizations cooperating on the region's water quality. Building from a record of working with industry to keep heavy metals out of the wastestream, a plan's now in place to reduce phosphorous and mercury to minimal levels, so the water going back into the river is as clean as it was before we used it.

Businesses and homeowners pay sewer rates 29 percent below the national average. The deal is constantly getting better, as the Council's environmental operations, in cooperation with the unions, continues to reduce total staffing from 1,160 in 1994 to 750 by 2001. Another \$20 million will be saved over the next two years (*what other government agency is doing that?*). And all the while sustaining one of the best environmental records anywhere.

An urgent agenda lies ahead for the region in the next year...

We inherited a chorus of critics and have treated them as allies. The Council's work is now considered so significant to the region that the pressure grows to elect its members.

Whether appointed or elected, here's what the Council ought to do:

Complete the campaign to make our wastewater treatment operation top tier both for cost efficiency and environmental leadership, with a clear schedule to eliminate phosphorous into the river and mercury into the air.

As old equipment wears out, the region has a clear shot at choosing technologies and practices that eliminate toxins. No date is too soon to do that.

Stay focused on revitalizing our most threatened neighborhoods.

No growth management policy has a chance unless future residents and businesses have good choices to locate anywhere in the region. Stick with the program to drive violence and drugs from urban neighborhoods and bring back jobs, good housing and community confidence.

Stay involved in issues critical to expanding and improving the airport—its capacity, its safety, its competitiveness.

Prepare for inevitable debate over the best next steps to define a politically practical relationship with the counties surrounding the original seven, including those in Wisconsin.

This rapidly maturing issue has attracted much attention from task forces, and it's a hot subject among county commissioners. Soon, the debate will fall to legislators to create an accurate definition of the metropolitan area.

Push even harder for bold steps to build transit infrastructure—

a system of transitways with a mix of technologies and vehicles— and enhanced operating support to go with it. Maintain partnership with MnDOT to accelerate construction of exclusive transitways

as rapidly as corridors can be approved.

Congestion will get worse every year over the next decade. Massive additions of new lanes or highways won't cure it even if we spent all the money highway contractors dream of getting. The only real path to preserving the region's mobility is to create the choice of an alternative system— including a regulatory environment that invites private carriers— from large buses to jitneys to find markets to serve. Development and redevelopment choices will follow market signals. More coming growth will be attracted to corridors where transit thrives.

Complete the study now launched to compare fiscal consequences of low-density, single-use zoning—

with moderately higher density, more mixed-use development and redevelopment— showing the effect on future congestion and local property tax rates. As comprehensive plans form an avalanche of paper this winter, and negotiations over future land uses have to reach conclusions, every possible fact about the consequences of different local practices will be valuable.

Lead in promoting more investment in housing for workers at the lower end of the income scale in communities where jobs have gone— and develop incentives to protect the most affordable housing we already have.

It will take both courage and cash to get more affordable housing in the suburbs, and to preserve the affordable housing we already have in our core cities and oldest suburbs. Too often, service workers are encouraged to relocate in the suburbs only to find that getting to work means buying a car— two if the spouse works elsewhere (and three if there's an active teenager on the scene). You do the math

and discover how quickly transportation costs impoverish workers.

Find a way to get more deeply into the debate over education quality.

Nothing outranks its effects on the future economic competitiveness and social fabric of the Twin Cities region.

The Metropolitan Council is a regional asset we should protect, even as we push to make it better. Only two of these regional things exist in the whole country— Portland and our Twin Cities model. The region has big questions to resolve— not the least of which is the definition of the metro jurisdiction— with pockets of urbanization showing up in the counties surrounding the original seven— and the host of question marks about whether the Council's Regional Blueprint and friendly persuasion will slow or stop the sprawl. Changing our urban form is not merely a matter of money, not only a question of whether we can afford the larger infrastructure or endure the congestion. It's about human connections, the sense of belonging to a place and to each other, that special set of intangibles that people in a series of town meetings, focus groups and phone surveys back in 1996 told us they value.

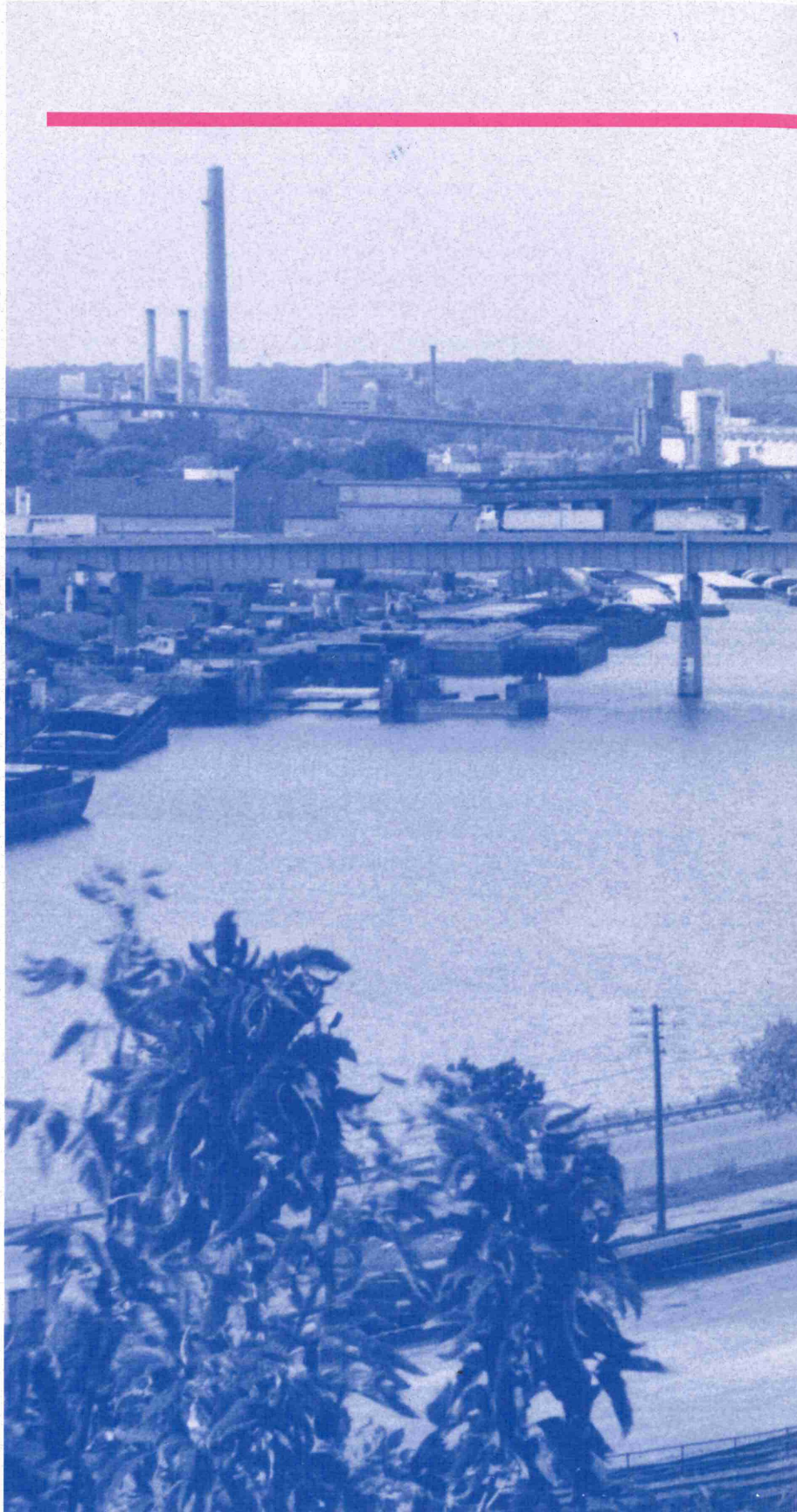
So if you believe that transportation and infrastructure investments, land uses, open space, air services and urban form should add up to a coherent whole, not merely the summed incident of the separate decisions of hundreds of jurisdictions— you need regional governance. We already have the structure. Let's make it work.



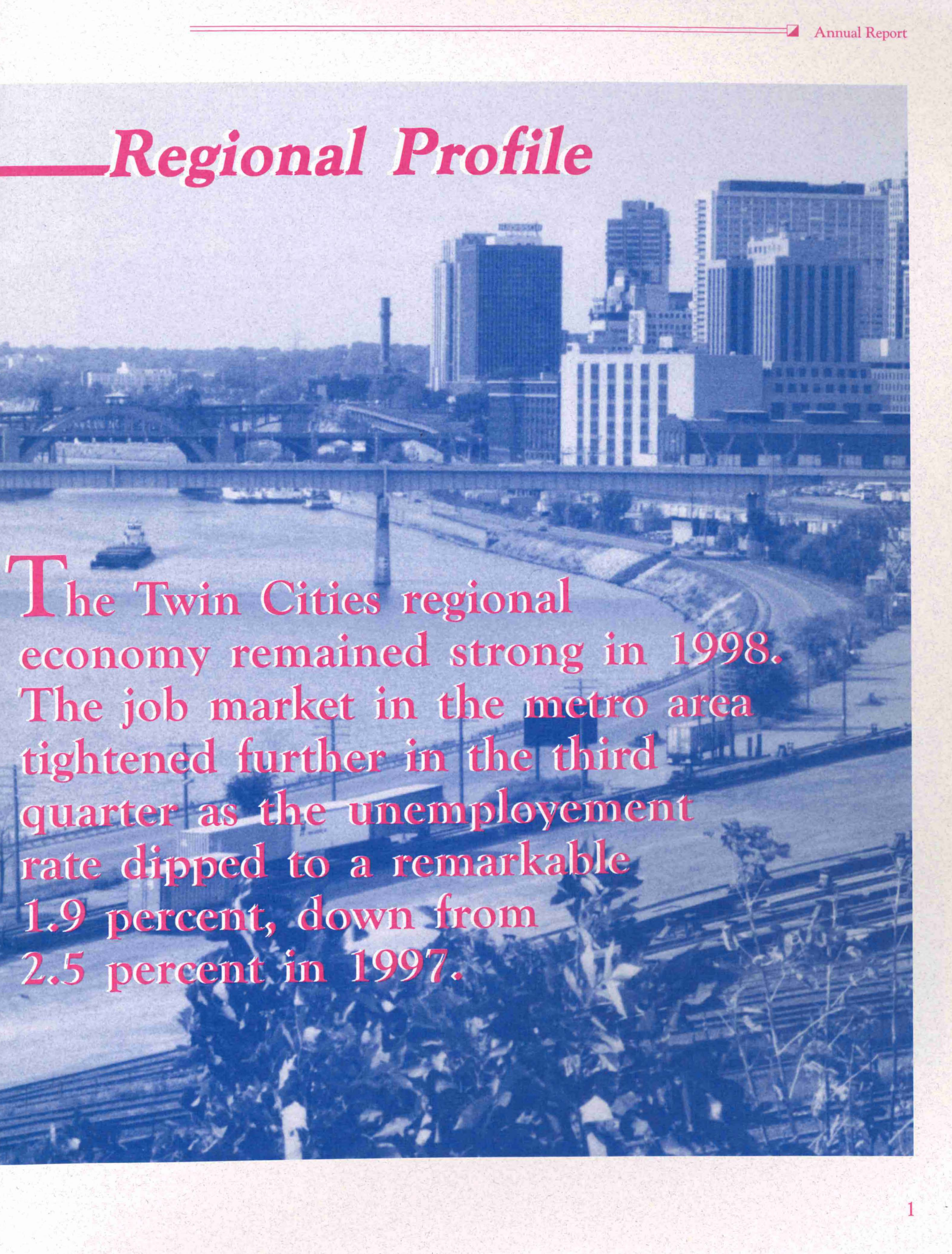
Curt Johnson



*The Council is
one of more than
30 organizations
cooperating to preserve
the quality of the
region's water.*



Regional Profile

An aerial photograph of the Twin Cities region, showing a wide river in the foreground with a bridge crossing it. In the background, a dense urban skyline with several tall skyscrapers is visible under a clear sky. The foreground also shows some greenery and a road.

The Twin Cities regional economy remained strong in 1998. The job market in the metro area tightened further in the third quarter as the unemployment rate dipped to a remarkable 1.9 percent, down from 2.5 percent in 1997.

Total employment growth in the extended 13-county metro area rose by 2.1 percent from a year ago. This lagged behind the national rate of 2.6 percent. After rising in tandem with the national economy during the first half of the year, job growth slowed in the third quarter. State projections show slower job and income growth in the future.

Markets appeared strong into 1998 though less speculative than a year ago. Among the top 25 metropolitan statistical areas, the Twin Cities ranked 11th in growth of non-residential construction starts by value. The cumulative value of non-residential construction starts through the third quarter rose by 7.6 percent from the last year, as reported by F. W. Dodge. There is significant construction activity from central cities redevelopment, adjoining older suburbs as well as continuing new suburban development. During the first nine months of 1998, non-residential building remained healthy but the value of projects expected to break ground within 60 days grew at a slower rate. Hotel construction has settled

down from its peak 1997 level. Industrial vacancy rate is also down.

Mild weather and increased consumer spending fueled building permits for new housing, up 18 percent from a year ago. Average cost of construction per single family home rose a modest 4 percent from 1997. Housing affordability remains good in the region compared to other large metro areas. The National Association of Home Builders affordability index showed 83 percent of homes sold in the second quarter of 1998 were affordable at the regional median income level. This places Twin Cities region 23rd out of all metro areas nationwide and the most affordable among the 25 largest metro areas. However, there is growing concern about linking affordable housing, job training and available transit service to job locations in the region. There are also concerns about suitable housing for residents in various stages of life—from first year for young renters to starter homes to move up homes for families to empty-nesters to retirees to elderly.

While the region's roadways are relatively mobile when compared with other growing similar-sized regions, congestion is definitely growing on area roadways. The increasing crowded roadway conditions raise questions about air quality and commute times as it relates to mobility and continued competitiveness to support a strong economy.



*83% of homes sold
in the second quarter
of 1998 were affordable.*



Metro 2040

Guiding regional growth, reducing sprawl, and ensuring economic vitality

Growth strategy saves public funds

Working closely with local communities, the Metropolitan Council is implementing *Metro 2040*, an innovative and nationally unique strategy for shaping the future growth of the region and sustaining a vibrant regional economy.

The strategy focuses on how to accommodate the additional 330,000 households, 650,000 people and 440,000 jobs expected in the seven-county area by the year 2020.

The plan calls for:

- Developing the region in a more compact fashion to reduce sprawl
- Preserving prime agricultural areas and identifying open spaces and ways to preserve the natural environment
- Identifying an “urban reserve” area set aside for development only after 2020
- Revitalizing the urban core

- Targeting certain areas along major transportation corridors for job development

Metro 2040 targets more than half of the household growth inside the current urban service area boundary, and the remainder on about 60,000 acres at the urbanizing edge of the region. The plan will save approximately \$1.6 billion that would otherwise be needed for new public infrastructure, like roads and sewers, to serve developing areas.

Metro 2040 offers flexibility for expansion of the urban service area. Considering projected household growth, communities are allotted acres for expansion, but they can designate specific areas for development over time. This allows communities to better respond to market forces while moderating price escalation on land marked for future development.

Council staff worked closely with the region’s 186 communities to update local comprehensive land use plans by the Dec. 31, 1998 deadline. Some communities

experiencing rapid growth and changing demographics were granted deadline extensions of three to six months because of greater local public participation than expected during plan development.

Four Council staff sector representatives provided technical assistance to community staff, serving as liaisons from the Council to communities. Council members and staff, including watershed coordinators and transportation planners, also met with local elected officials and staff to share information and discuss concerns.

Innovative growth impact study launched

The fiscal impacts of the Council's *Metro 2040* growth strategy is the focus of a nationally groundbreaking study launched in 1998. The study will compare the public costs and revenues generated by current low-density, single-use development trends with public costs and revenues generated by moderately higher density, more mixed-use development and redevelopment encouraged by *Metro 2040*.

The Council is funding half of the \$426,000 study, with the rest coming from McKnight Foundation, Builders Association of the Twin Cities and eight participating cities.

The study will analyze the participants' capital and operating costs and revenues under current low-density trends and also under the regional growth plan. Results from the eight cities will be used to estimate the region's overall net cost of suburban growth and core reinvestment and redevelopment. Results also will shed light on incentives and disincentives in state and local fiscal systems.

The study is being led by nationally known consultants and advised by a

regional liaison group composed of more than two dozen organizations. They include the Association of Metropolitan Municipalities, the Metropolitan Interfaith Council on Affordable Housing, the Land Stewardship Project, the University of Minnesota Center for Transportation Studies (CTS) and others. Results are expected in June 1999.

One component of a multi-faceted research project on land planning and transportation is underway at the University of Minnesota, where a CTS research project requested by the legislature neared completion at the end of 1998. The research focused on the dynamics of urban development in the region, and the relationship of transportation investments and land use in particular. The Council and Minnesota Department of Transportation guided research and analysis. Results are expected in 1999.

Urban core strategies progressing

The Urban Economic Summit, a coalition of government, business and industry leaders, continued to develop strategies to revitalize the region's urban core and make it more competitive with the developing fringe of the region.

Some efforts already under way are successful: clean-up of polluted sites, acquisition of developable land, assistance with relocation and demolition costs, and support for new infrastructure in redevelopment projects.

Possible long-term solutions include: creating a reinvestment tool to reduce urban blight; coordinating workforce training with help from business and state government to certain areas and groups; and developing more affordable housing strategies.

Protecting prime farmland

Outside the urban core of the region are several areas of prime agricultural land facing development pressures as the region grows. A Council task force in 1998 recommended a procedure that local governments can use to identify agricultural land to preserve for farming.

Some tools already exist for long-term protection of farmlands. The Council task force, working with the Minnesota Department of Agriculture, will explore additional methods and make recommendations. Their report is expected in early 1999.

Creating livable communities

The Metropolitan Council accomplishes various elements of its growth strategy through the Livable Communities Act. The Act provides state funds to preserve and create affordable housing, catalyze redevelopment and job growth through clean-up of polluted land, and create compact, higher-density neighborhoods that foster a sense of community. The Council is responsible for allocating the funds.

In 1998, 101 communities worked in partnership with the Council to voluntarily set goals to produce affordable rental and ownership housing. If the negotiated goals are reached, the region will have more than 12,000 additional affordable rental units and 64,000 additional affordable units for ownership by the year 2010. Communities that set goals are eligible for Livable Communities funds.

The Council awarded \$1.2 million from the Local Housing Incentives Account in 1998. The funds leveraged an additional \$3.6 million to construct 108 new affordable rental units and preserve 340 existing units in six communities, and construct

24 new affordable ownership units.

From the Tax Base Revitalization Account the Council awarded \$5.6 million in grants to nine projects in six communities to clean up and redevelop 533 acres of polluted land. The funds leveraged an additional \$514 million in private investment. The projects are anticipated to create about 7,350 new jobs at an average hourly wage of \$12.95.

Eight projects with higher-density, mixed uses and a pedestrian and transit-friendly environment were awarded \$4.9 million from the Demonstration Account. The Council funds leveraged an additional \$234 million for the projects.

Producing more affordable housing

In addition to its activities under Livable Communities, the Council worked on several fronts in 1998 to increase the supply and distribution of affordable housing in the region.

The Council is working in partnership with two groups aimed at increasing the supply and distribution of affordable housing in the region. The first is exploring ways to remove barriers and cut costs associated with housing development. The second is developing strategies to preserve existing affordable housing, emphasizing rehabilitation and preservation in the use of housing resources.

The Council is continuing its partnership with the Family Housing Fund, local housing authorities, state and federal housing agencies and others to fulfill the terms of the 1995 Hollman settlement. The goal is to disperse low-income, public housing from some areas in Minneapolis to communities throughout the region.

Restructuring Service Availability Charge to improve equity

Guided by the goals of the regional growth strategy, a Council task force has recommended revamping the Service Availability Charge (SAC), the sewer hook up and expansion fee structure. Among the task force recommendations are offering reduced SAC fees for higher-density housing, exempting SAC fees for mature cities (those showing no increase in wastewater flow) and shifting payment of infrastructure costs related to growth to future users of the system. Currently, not all of the financial burden of growth-related sewer system expansions is borne by future users of the system. The shortfall is borne by current users.

Airports contribute to regional economy

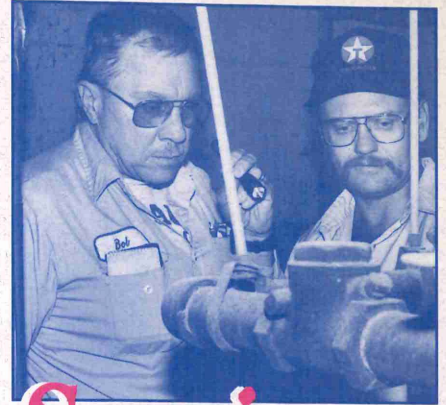
The Metropolitan Council completed a study of the economic impact of the region's seven general aviation airports. These "reliever" airports add \$1.37 billion annually to the Twin Cities economy and generate 3,743 jobs either at the airports or in businesses related to general aviation activity. In comparison, the estimated annual economic impact of Minneapolis-St. Paul International Airport (MSP) is \$6.2 billion.

The seven airports handle 900,000 aircraft operations annually and are home to more than 2,200 aircraft. Some 217,000 visitors to the region landed at the airports last year.

The Council also continued its efforts to help the Metropolitan Airports Commission and communities surrounding MSP resolve issues related to current low-frequency ground noise and the upcoming airport expansion.



“Reliever” airports add \$1.37 billion annually to the Twin Cities economy and generate 3,743 jobs.....



Cost-Competitive Services

Improving public services, reducing costs

Environmental Services builds on record of near-perfect compliance

For several years, Metropolitan Council Environmental Services' (MCES) nine wastewater treatment plants have achieved perfect or near-perfect environmental compliance at customer rates 29 percent below the national average for similarly sized utilities. In 1998, three plants earned Platinum Awards from the Association of Metropolitan Sewerage Agencies for achieving five or more consecutive years of perfect compliance.

Despite its strong record, MCES recognizes the interconnectedness of our watershed and strives to do an even better job of maintaining clean, abundant water by working with others who share its commitment.

Strong industry forces are causing unprecedented changes in how MCES manages its business. Among the most significant are aggressive private sector

challenges to operate public utilities, and rising customer expectations of higher value at lower costs. Also, more resources need to be provided toward preventing and abating surface water runoff (nonpoint source) pollution.

Responses to the need to change are in MCES' strategic business plan, guiding the agency to:

Find the best balance of point- and nonpoint-source pollution reduction and prevention to maximize environmental benefits for the money spent.

Leverage resources among other public, nonprofit and private partnerships.

Be cost and quality competitive by achieving capital and operating budget reduction goals.

Over the next three years, MCES will reduce its annual budget by \$20 million, decreasing customer rates by over 15 percent. MCES will balance business and operation needs and reducing costs,

and will maintain the quality of service the public expects.

As part of strategic planning begun in the early 1990s, MCES will reduce its workforce 35 percent by 2001. Technological improvements, increased automation and work practice changes make this possible. An incentive program encourages employees to leave voluntarily, retire early or be retrained to work elsewhere in the Council.

MCES will further cut costs by negotiating better prices with vendors, using consultants and contractors more strategically, and reducing chemical and utility use. By redesigning part of its treatment process in 1998, MCES saved \$2 million in electrical costs. The Council is exploring further energy savings at MCES and transit facilities.

One way MCES is improving work practices is through business units at the Metro Plant and throughout its Wastewater Services Department. Each unit will deliver its product while meeting quality and cost criteria. The goals are to maintain or improve quality, reduce costs and empower employees to make decisions.

Designing efficient capital projects

The Council in 1998 approved new state-of-the-art solids processing technology for the Metro Plant. When on-line in 2004, three "fluidized bed" incinerators will reduce air emissions and odors, increase processing capacity, cut energy use, and streamline operations and maintenance. Incinerator ash will continue to be used in construction materials. Public input was key to a decision to process approximately 10 percent of the biosolids for application to farmland as fertilizer and soil conditioner.

In Cottage Grove, public involvement weighed heavily in deciding where to locate a new treatment plant. A new level of private competition was introduced to design, build and operate a new solids handling facility at the Blue Lake Plant.

During a routine inspection along Hiawatha Avenue, MCES last winter discovered a half-mile segment of severely corroded sewer line. Neighborhood input was key in selecting a repair option. Within months MCES replaced the 50-year-old line. Quick discovery and action avoided more costly and environmentally damaging outcomes.

Reducing phosphorus and other pollutants in waterways

In 1998 MCES began implementing a long-range strategy to reduce phosphorus in the region's waterways. The new approach balances phosphorus control from point sources, like wastewater treatment plants, with nonpoint sources, such as rainwater runoff from farm fields.

The strategy builds on earlier progress from the Blue Lake and Seneca plants, which have reduced phosphorus discharges by 60 percent since 1996, from about 3 milligrams per liter (mg/l) to an annual average of under 1 mg/l.

Under a new five-year discharge permit negotiated in 1998, the Metro Plant will reduce phosphorus output by 60 percent to an annual average of 1 mg/l by 2005. Equipment will be retrofitted with technology that biologically removes phosphorus that negatively impacts aquatic life and overall water quality.

The permit will continue to include stringent requirements for control of other pollutants, such as ammonia-nitrogen, mercury, and PCBs, in the

Metro Plant's effluent discharge of 225 million gallons per day—requirements the plant has met the last 10 years.

The facility's new permit was negotiated among several organizations, including the Minnesota Pollution Control Agency, MCES, Minnesota Department of Natural Resources, Minnesota-Wisconsin Boundary Area Commission, Wisconsin Department of Natural Resources, the US Environmental Protection Agency, Audubon Society, and the Minnesota Center for Environmental Advocacy.

What does MCES do?

- Collects and treats 300 million gallons of wastewater per day from 2.2 million residents and 839 industries in 104 communities.
- Provides water supply and water resources planning for three major river watersheds— the Mississippi, the Minnesota and the St. Croix— and coordinates watershed protection for 46 sub-watersheds.
- Funds its activities solely with user fees.
- Leverages results through partnerships with public, private and nonprofit groups committed to a clean environment.
- Provides far-reaching environmental education.
- 1998 annual budget: \$167.2 million.
- Proposed 1999 budget: \$156.8 million.

MCES also partners with communities, watershed districts, farmers and others to research and implement nonpoint source phosphorus reduction techniques, such as cutting fertilizer use, building stormwater retention ponds, and establishing buffer strips on farmland. Four phosphorus studies completed in 1998 will guide MCES' future efforts to invest resources most effectively to achieve point and nonpoint phosphorus reduction and prevention.

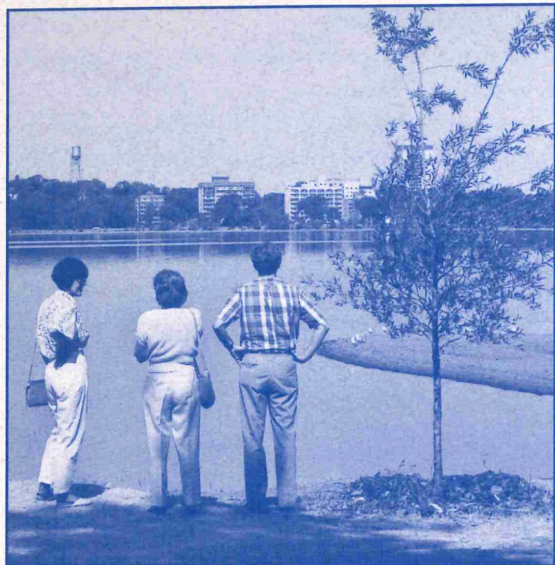
Cutting back mercury pollution

MCES is being proactive in further reducing mercury discharges from its treatment plants and by stringently monitoring industries. For example, new incineration at the Metro Plant will initially reduce mercury emissions 70 percent, with a long-term goal of 90 percent. In addition, MCES and the Minnesota Dental Association are evaluating new technologies that more effectively filter mercury-containing materials at the region's 1,600 dental offices. MCES also works in two other statewide initiatives seeking new strategies to prevent mercury from ever finding its way into the sewer system.

Seeking customer feedback

Accurate information helps MCES meet customer needs. And customers are the best source of that information.

For example, MCES used customer input to improve its billing system. The new process is simpler and communities have more consistent sewer costs throughout the year. MCES also formed two special task forces to study service availability charges and industrial rates.



To help guide future priorities, MCES in 1998 completed a comprehensive customer research survey of the groups affected by its actions—the public, city officials and staff, industrial users and government agencies. Results confirmed that customers believe MCES provides cost-effective, high-quality services. Customers share MCES' priority on preventing non-point source pollution, and share its belief that groundwater quality and aquifer management could benefit from a regional approach.

Employee incentive program launched

The 1998 Legislature passed three laws boosting the Metropolitan Council's efforts to become more innovative, efficient and cost-competitive.

The first law lets the Council share some of the cost savings with employees when they deliver services for less than originally estimated. If employees' cost-saving ideas are implemented successfully, they can share 50 percent of the entire first-year cost savings, up to \$50,000.

The second measure permits limited disclosure when public employees and private vendors submit proposals for managed competition projects until negotiations are complete, thus encouraging more innovation. During one such demonstration project in 1998, Council staff competed successfully against seven private bidders to deliver office copying services.

The third law allows the Council to conduct demonstration projects to sell some of its services, such as vehicle overhaul services, to other governmental units during off-peak cycles. The Council will develop plans to implement the law in 1999.

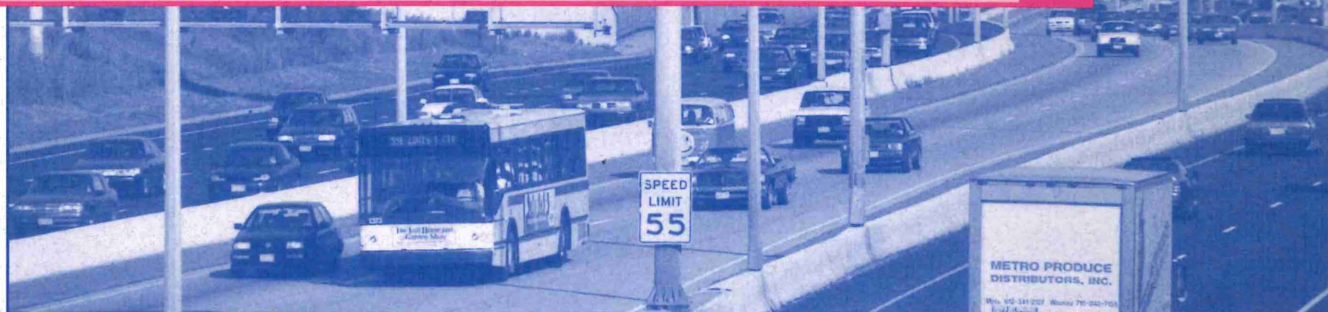
Council creates unified financial system

The Council is improving its efficiency by replacing three separate financial systems inherited with the union of the former Council, Metropolitan Transit Commission and Metropolitan Waste Control Commission. The three systems will be replaced with a single, new financial management system that will merge finance operations and improve analysis capabilities, timeliness and accuracy of information.

The project is unfolding in stages. In 1998, accounts payable and general ledger modules were piloted in Regional Administration, and they will be rolled out to Environmental Services and Metro Transit as of January 4, 1999. Other modules for accounts receivable, billing and asset management will be implemented Council-wide in January 1999. Efforts will continue in 1999 to establish links with external purchasing systems of the Council.

Regional Mobility

Investing in transit to relieve congestion, enhance the environment



Hiawatha light rail planning on fast track

With a \$40 million jump start from the Legislature, planning for the region's first light rail transit line accelerated sharply in 1998. The line will link downtown Minneapolis, Minneapolis-St. Paul International Airport and the Mall of America, and will run alongside Hiawatha Ave.

The Minnesota Department of Transportation (MnDOT) will design, engineer and construct the 12.2-mile line, estimated to cost \$446 million. Metro Transit will own and operate the line once it opens in 2003. The line is projected to carry 24,000 passengers on an average weekday.

Metropolitan Council Chair Curt Johnson leads the 10-member Corridor Management Committee, which advises MnDOT's light rail planning efforts. Council member Carol Kummer chairs the Hiawatha Corridor Community Advisory Committee, responsible for overseeing design of

19 planned transit stations and the surrounding land uses.

Partners with MnDOT and the Council include Hennepin County, Metropolitan Light Rail Transit Joint Powers Board, University of Minnesota, Metropolitan Airports Commission, and the cities of Bloomington and Minneapolis.

A final application to the federal government for funds to complete the line is due in 1999. The region will compete against 180 other rail programs across the nation.

Preliminary planning is also under way for two other light rail corridors, one northwest from downtown Minneapolis, and the other from downtown St. Paul to the airport.

Buses remain backbone of transit

While enthusiasm for light rail is high, the backbone of transit in the Twin Cities

for years to come will be buses. Even in corridors with rail service, buses will play a vital role in connecting passengers to rail stations.

In 1998 the Council approved a five-year capital improvement plan that lays the foundation for doubling the region's current 225,000 daily bus passengers by the year 2020. The growth is imperative because in that same period, only 20 new miles of freeway will be built in the region, compared with 200 miles built in the last 20 years.

By 2004, the plan calls for spending \$660 million to:

- Replace 959 current buses and add 319 new ones to expand service
- Add 25 more park-and-ride lots and 21 more transit hubs /stations
- Build the East Metro garage and one additional transit garage
- Acquire needed computer and communications equipment
- Increase annual ridership from 65.1 million in 1997 to 82.3 million in 2004

Half the funds for buses, facilities and equipment would come from federal sources. The rest would come from regional bonding, state and additional sources.

Working with MnDOT, the City of St. Paul and neighborhood groups, the Council chose a site for the new East Metro Transit Garage from among four finalist sites. Located at Mississippi and Cayuga Streets on St. Paul's East Side, the new site will accommodate a garage for up to 200 buses. The facility is scheduled to open in 2003.

At the same time, the Council is assessing Metro Transit's garage needs as a whole, looking toward 2020. The Council is

exploring joint redevelopment options for the current Snelling Avenue Garage property with St. Paul and the Midway neighborhood.

Ridership climbed in 1997-98

The 1997 Legislature challenged the region's transit providers: for an additional \$9.7 million in state funding, ridership must increase to 131 million rides during the two-year period ending June 30, 1999. Through October 1998, Metro Transit and its contract providers were more than 3.8 million rides ahead of the pace needed to meet the goal.

If the current pace holds, ridership in 1998 will have increased 6.1 percent from a year earlier, the biggest ridership gain in 20 years. The Metropolitan Council and its partners pursued several strategies to increase ridership.

Service expansion— Bus riders on University Avenue are now served by limited-stop buses between St. Paul and Minneapolis. Ridership along the corridor increased by more than 1,000 rides daily through the first three months of service. Other service expansions in 1998 included 24-hour service on eight core connecting routes and new nonstop express service from Woodbury to downtown Minneapolis.

Metropass— This new transit incentive program allows participating employers to offer employees a free or deeply discounted annual bus pass worth up to \$912. Metropass is modeled after a similar program in Denver, where participating companies experienced a 20 to 50 percent increase in bus ridership among employees.

The benefits are widespread: employees get free or low-cost alternatives to driving to work, so they avoid traffic congestion, parking hassles and higher costs.

For employers Metropass is a tax-deductible benefit, it is easy to implement and it decreases the demand for on-site parking. For the region the program is revenue-neutral, at least initially, and gets more people out of cars and on buses. Metropass will be evaluated for success and potential adjustments after a year.

The first employer to sign on for Metropass was American Express Financial Advisors in downtown Minneapolis, with 6,000 employees. About 2,500 were bus riders before Metropass. That number jumped nearly 50 percent after the program started. Other employers to sign on include TKDA and Associates engineering and architectural firm in downtown St. Paul and Bemis Company in Minneapolis.



Metro Transit
has the 16th largest
bus fleet in the nation.

TransitWorks— Employers buy monthly bus passes for employees at a discount and pass the discount on to their workers. A half-price sale for new enrollees in 1998, made possible by a federal grant, targeted nonriders with the goal of increasing by up to 25,000 the number of commuters choosing transit.

Updated fleet— With 900 buses, Metro Transit has the 16th largest bus fleet in the nation. In 1998 Metro Transit replaced 163 buses, adding 20 new low-floor buses with easier access for passengers. The new bus interiors are more durable and less vulnerable to vandalism. Test demonstrations of different size buses may lead to fleet diversification in the future, with smaller vehicles serving some neighborhoods and large, coach-type buses used on suburban express routes.

New transfer policy— Riders on Metro Transit buses pay a single fare and for two and one-half hours have unlimited transfers in any direction. The change has the potential to generate 2.2 million more rides annually at a cost of \$370,000. The policy will be evaluated at the end of the year.

Hop On— The first mass media advertising campaign by Metro Transit in four years encouraged commuters to “hop on” Metro Transit buses and avoid freeway traffic congestion and the high cost of parking.

Transit Ambassadors— This benchmark, interactive mandatory training program enhances the customer communications and service skills of Metro Transit employees.

State Fair— Bus ridership to the State Fair reached 515,000 in 1998, surpassing the goal of 500,000 and up from 400,000 riders in 1997.

Council coordinates regional transit marketing

The Council developed a region-wide marketing plan to build public awareness of a regional transit system and increase bus ridership. A first-ever regional media campaign promoted the benefits of riding the bus. The campaign touted the time- and money-saving advantages of bus ridership. Metro Transit, Council contracted bus providers and opt-out suburban services in the region participated in the print and radio advertising campaign. Results showed an increase in Transit Information Center calls from new riders and packets mailed to prospective bus riders.

The campaign also promoted the Guaranteed Ride Home program. Bus riders and car poolers who register with Metro Commuter Services are ensured that in the event of an emergency they can get a free ride home. Every six months, enrollees receive two coupons to use in emergencies either for a free bus ride or up to \$20 reimbursement for cab fare. In 1998 10,700 people were registered, up 12 percent from 1997, the first full year of the program. Just over 4,000 coupons were redeemed—about 18 percent of the coupons issued—confirming that a majority of enrollees view the program as an insurance policy that provides peace of mind.

The regional marketing plan emphasized outreach strategies to employers as a key component of increasing transit use. Transit programs and options are offered by a variety of organizations, both public and private, including Metro Transit, downtown travel management organizations, Metro Commuter Services, Council contract providers, opt-out suburban

services, and others. In 1998 the Council better coordinated transit marketing with its partners to streamline access for employers.

In partnership with GTE telephone company, the Council provides new residents with a brochure explaining options for transit around the region, including park-and-ride lots, car and van pooling, buses and more. The brochure includes two free bus coupons.

Commuter rail study nears completion

The Minnesota Department of Transportation (MnDOT) will have recommendations for the 1999 Legislature about whether to go forward with commuter rail in the Twin Cities area.

Commuter rail transit uses existing freight rail lines as an alternative to highway driving. MnDOT looked at 19 rail corridors, then narrowed its study to six with the greatest benefits and potential ridership. Estimates of ridership, and capital and operating costs will be part of the report to the legislature.

The Council is one of several partners in the commuter rail study. Council staff also participate on the project management team for a study of commuter rail between Minneapolis and St. Cloud. That study is being prepared by a joint powers board of communities along the corridor.

The only way to preserve the region's mobility is to create a viable system of transportation alternatives.



Regional Partnerships

Collaborating to leverage results

Working in partnership with local governments, nonprofit organizations, businesses, industry and others to achieve regional goals is a top priority of the Metropolitan Council.

After all, water doesn't recognize political boundaries. Highways and transit link people and jobs across communities. Poverty and disinvestment in one area affects the economic and social health of the whole region. The resources and challenges of the Twin Cities region are shared by all.

Partnerships enhance and coordinate work already under way, spur new initiatives, and leverage resources to deliver the most results.

Water resource protection: committed to collaboration

Metropolitan Council Environmental Services (MCES) has an outstanding record of treating "point" pollution, which can be

traced to a single source, such as a factory, where it enters the sewer system.

Today, MCES places an equal priority on identifying and preventing "nonpoint" pollution-contaminants in surface runoff from urban and agricultural sources. Because these diffuse sources of pollution often begin at the grassroots level, that's the best place to seek solutions.

For example, city governments can contribute greatly to reducing runoff through activities such as building regulations. MCES works closely with municipalities, watershed management organizations and state agencies, helping them to incorporate practical and consistent runoff-reduction techniques into their plans and regulations.

To strengthen these relationships, MCES has three staff watershed coordinators— one each for the Mississippi, Minnesota and St. Croix rivers. The coordinators provide technical assistance, help develop and implement watershed plans, and review water

resource projects. They also ensure that local government concerns are considered in Council planning.

Because the region's rivers are also affected by activities outside the seven-county metropolitan area, MCES works with the Minnesota River Joint Powers Board, a coalition of 37 counties. The group's goal is to restore the river's vitality by reducing nonpoint pollution before it makes its way into the Minnesota River, then into the Mississippi.

MCES has provided more than \$600,000 over three years to numerous projects to improve the Minnesota River, including feedlot pollution abatement, restoration of flood plain wetlands formerly in agricultural use, and tributary monitoring efforts.

New partnership boosts water quality improvements

In what was literally a "watershed event" for environmental protection in the Twin Cities area, the Metropolitan Council and the Minnesota Center for Environmental Advocacy (MCEA) in 1998 signed an agreement documenting a new cooperative partnership to improve regional water quality by addressing nonpoint-source pollution.

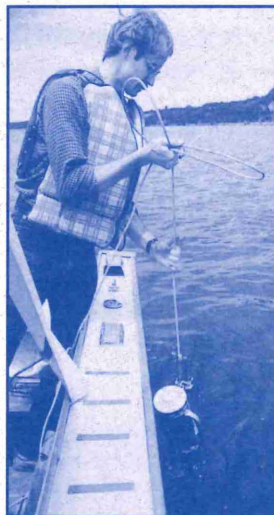
The agreement establishes a \$7.5 million "Metro Environment Partnership" fund designed to support a variety of results-oriented activities and initiatives, including direct assistance to other organizations to implement projects in the areas of environmental education, technical assistance and research. Funding priority will be given to projects that leverage other resources through cooperative approaches to environmental protection, to achieve greater benefit for the least cost.

The agreement is an outcome of discussions occurring within the context of the new five-year operating permit for the Metro Wastewater Treatment Plant, and was hailed by MCEA and the Minnesota Pollution Control Agency.

The Metro Environment Partnership initiative builds upon and expands an existing successful nonpoint-source pollution prevention program administered by MCES for the last five years— the Twin Cities Water Quality Initiative (TCQI). Through the program, MCES awarded \$8.8 million to catalyze local and regional water quality improvement projects.

TCQI reached nearly every segment of the community. The program funded projects to restore wetlands, control erosion, construct ponds to hold stormwater, inspect storm sewers, test alternative septic tank technologies, create educational exhibits, teach consumers about water-friendly household and lawn-care practices, and more.

The projects activated students and business people, land owners and local communities. The partnerships formed through TCQI projects will benefit the region's water resource planning for years to come.



Council successful in getting special river designation

With support from MCES, which helped coordinate the nomination process, the Upper Mississippi is one of 14 river corridors in the country designated as an "American Heritage River." This federal initiative will help communities located along the river to expedite local plans to restore water quality, encourage economic development along riverfronts and preserve their cultural heritage.

"Think Clean Water"

The first ever region-wide media and community campaign on water quality hit the streets and airwaves in fall 1998. The goal of the TCQI-funded campaign was to change Twin Cities residents' attitudes and behavior regarding household, lawn and car care practices in order to improve the quality of the lakes and rivers. The campaign theme, "Think Clean Water," focused on the personal connection we have to water quality in the metropolitan area.

Radio spots and print advertising identified simple steps residents can take to help improve water quality. The campaign was designed by WaterShed Partners, a coalition of over 30 public agencies, community groups and business interests. The campaign will continue in spring 1999.

State funds leverage regional investment in parks

The 1998 Legislature appropriated \$19.4 million for capital improvements to the metropolitan regional parks system, including regional trail connection projects, construction of the Como Park Education Resource Center and development at Harriet Island Regional park. The Metropolitan Council authorized an additional \$6 million in regional bonds.

The Council began a two-year study to determine visitor satisfaction with the parks and assess demand for new or expanded facilities. Another Council project begun in 1998 to create a computerized data base and map of all parks and trails in the region will improve demand analysis for new or expanded park facilities. The geographic data will be shared with other governments to improve coordination of parks planning and financing.

Radio board completes negotiations

The Metropolitan Radio Board negotiated a \$49.2 million contract with Motorola to provide two-way radio communications equipment to four participating entities for operation of a new region-wide public safety radio system. The system is needed to replace outmoded, incompatible and overburdened systems operated separately by local governments.

The "backbone" of the system will be owned and operated by the Minnesota Department of Transportation. Other participants at this stage are the Metropolitan Council, Hennepin County and the City of Minneapolis. The system will be operational in 2001. Local communities will be able to join the system when they are ready.

Sharing geographic data

MetroGIS, a collaboration of local governments and other organizations in the Twin Cities area that use and share regional computerized geographic data, made significant strides in 1998:

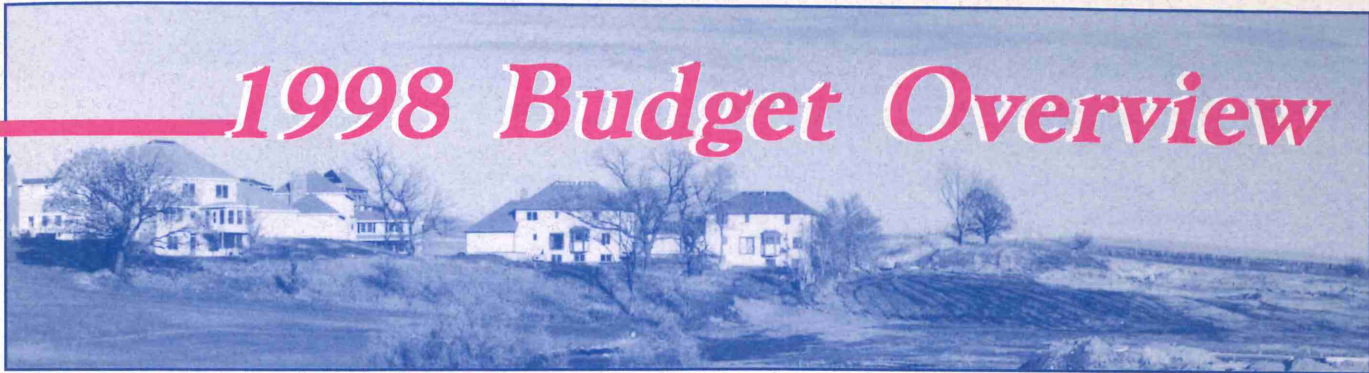
- All seven metro area counties have now signed data- and cost-sharing agreements with the Metropolitan Council that promote the principals of MetroGIS, opening the door to region-wide data sharing.
- MetroGIS received federal grants for two key projects. The first will evaluate the costs and benefits to participants in the collaborative. The second will develop fair and equitable cost-sharing methods and recommend a governing structure for an ongoing, long-term organization.
- A new web site called Data Finder (www.datafinder.org) went on-line. It provides users with key information about available regional geographic data.

The Metropolitan Council is the major funder of MetroGIS through staff support, financing strategic initiatives and data sharing. MetroGIS is overseen by an independent policy board of local elected officials. More information is available at www.metrogis.org.

Why is GIS important?

Using computerized geographic data, organizations have more accurate, up-to-date and reliable information, allowing elected officials to make better decisions. Data-sharing reduces duplication of effort, cuts taxpayers costs and vastly expands access to geographic information. Shared data includes property records, streets and highways, demographics, natural resource features and more.

Our reductions in total staffing will save \$20 million over the next two years while sustaining one of the best environmental records anywhere.



1998 Budget Overview

The Twin Cities region is recognized nationwide as a regionally minded and well-planned urban center as well as for its beautiful and natural environment. Leading the effort in regional planning and competitive operation of regional services is the Metropolitan Council.

The Council is proud of its regional role in working with others to keep the economy healthy. The result is economic growth and continuing low unemployment.

The Council is proud of its employees and partnerships with 186 local communities, other regional agencies, and state and federal government, to serve the public more effectively. By working together with business and the community, the Council continues its commitment to bring about innovation, improved performance and cost efficiency in regional planning and services.

Regional Services

The Metropolitan Council serves the public in five principal areas:

1) *Planning for the future*—guiding development and managing growth with communities; working with local government partners to develop and maintain regional parks and open space for the public to enjoy (more than 17 million visits in 1997)

- 2) *Coordinating and providing regional transit services and better travel demand management***—working closely with transit providers, other travel organizations and employers; serving as the largest provider of transit service, with 226,000 riders on an average weekday and 769 buses on the street during peak hours; and providing slightly more than one million rides annually for people with disabilities through Metro Mobility
- 3) *Managing water resources to ensure water quality and adequate supply***—treating 300 million gallons of wastewater daily; partnering with local governments to ensure sound watershed management policies; funding innovative efforts to improve water quality; providing far-reaching environmental education
- 4) *Providing affordable housing***—serving 134 communities and 4,796 households through Section 8 housing and family help programs
- 5) *Keeping the cost of financing regional projects and services as low as possible***—maintaining a triple-A credit rating, reflecting sound fiscal management and prudent financial investments; developing strategies for the most effective and efficient capital improvements; delivering cost-competitive services

Metropolitan Council 1998 Amended Summary Budget Council Operations

Operating Budget—Regional Administration & Community Development

	General Fund	HRA	Total
External Revenue			
Property Tax	7,720,500	-	7,720,500
State Revenues	1,973,820	224,300	2,198,120
Federal Revenues	170,000	2,825,320	2,995,320
Local	246,000	-	246,000
Sewer Service Charges	-	-	-
Industrial Strength Charges	-	-	-
Passenger Fares	-	-	-
Contract & Special Event Revenue	-	-	-
Interest	200,000	184,721	384,721
Other	11,000	68,200	79,200
Total Revenue	10,321,320	3,302,541	13,623,861
Expenditures			
Salaries & Benefits	15,264,646	1,374,014	16,638,659
Contracted Services	11,397,163	246,200	11,643,363
Materials & Supplies	-	-	-
Chemicals	-	-	-
Utilities	-	-	-
Rent	1,647,700	110,110	1,757,810
Insurance	818,348	-	818,348
Other Direct Expenses	3,577,981	1,273,864	4,851,845
Transit Assistance	-	-	-
Capital Expenditures	-	-	-
Subtotal Expenditures	32,705,838	3,004,188	35,710,025
Excess (Deficit) of Revenue vs Expense	(22,384,518)	298,353	(22,086,164)
Cost Allocation	21,257,524	(820,233)	20,437,291
Other Financing Sources/(Uses)	1,126,994	521,880	1,648,873
Balance/Deficit	-	-	0

Environmental Services Division	Transportation Division	Capital Outlay	Council Total	1999
-	57,284,372	-	65,004,872	68,806,000
461,000	63,435,000	-	66,094,120	69,456,122
-	7,286,735	-	10,282,055	11,539,806
-	130,000	-	376,000	183,000
92,518,000	-	-	92,518,000	82,359,000
8,470,000	-	-	8,470,000	8,324,000
-	53,185,879	-	53,185,879	54,645,100
-	4,845,000	-	4,845,000	5,382,000
618,000	850,000	-	1,852,721	3,430,000
935,000	2,170,200	600,400	3,784,800	5,823,520
103,002,000	189,187,186	600,400	306,413,447	309,948,548
55,632,705	119,538,253	-	191,809,617	201,222,682
6,150,079	5,413,029	-	23,206,471	16,544,812
4,497,759	15,515,000	-	20,012,759	18,902,000
3,817,506	-	-	3,817,506	3,523,000
11,550,251	2,613,000	-	14,163,251	13,417,000
-	195,700	-	1,953,510	2,016,725
1,393,500	2,112,000	-	4,323,848	5,188,022
9,198,006	2,693,641	-	16,743,492	9,261,965
-	33,841,987	-	33,841,987	39,279,940
2,632,369	-	9,417,742	12,050,111	3,063,000
94,872,175	181,922,610	9,417,742	321,922,552	312,419,146
8,129,825	7,264,576	(8,817,342)	(15,509,105)	(2,470,598)
(13,393,344)	(11,043,618)	3,999,671	-	-
5,263,519	1,297,738	4,817,671	13,027,801	3,760,140
-	(2,481,304)	-	(2,481,304)	1,289,542



Curtis (Curt) Johnson



Roger Scherer



Bill Schreiber



Mary H. Smith



Julius C. (Jules) Smith



Neil Peterson



Martha M. Head



Barbara Butts Williams



Carol A. Kummer



James (Jim) Wychor



Richard (Rick) Packer



Esther Newcome



Charles (Chuck) Arnason



Diane Z. (DeDe) Wolfson



Stephen B. Wellington, Jr.



Kevin Howe



Terrence (Terry) Flower

1998 Metropolitan Council members and their districts:

Curt Johnson—Chair, at large;

Roger Scherer, 1— northwestern Hennepin County;

Bill Schreiber, 2— Robbinsdale, Crystal, New Hope, Brooklyn Center, Brooklyn Park;

Mary Hill Smith, 3— Edina, Hopkins, eastern Lake Minnetonka communities;

Julius C. Smith, 4— Lakeville, Eden Prairie, Carver County, most of Scott County;

Neil Peterson, 5— Shakopee, Savage, Bloomington, Richfield;

Martha M. Head, 6— Golden Valley, St. Louis Park, southwestern Minneapolis;

Barbara Butts Williams, 7— downtown and north Minneapolis, portion of south Minneapolis;

Carol A. Kummer, 8— eastern half of Minneapolis;

Jim Wychor, 9— Anoka County except Coon Rapids;

Richard Packer, 10— Coon Rapids, Fridley, Hilltop, Columbia Heights, St. Anthony, New Brighton, Mounds View;

Esther Newcome, 11— several communities in northern Ramsey County;

Charles Arnason, 12— almost all of Washington County, portions of North St. Paul, Maplewood;

Diane Z. Wolfson, 13— southern half of St. Paul;

Stephen B. Wellington, 14— northern half of St. Paul, Lauderdale, Falcon Heights;

Kevin Howe, 15— Mendota, Mendota Heights, Eagan, Lilydale, Burnsville, Apple Valley;

Terrence Flower, 16— south Washington County, large portion of Dakota County.

Connecting with the Council

Effective government relies on active and involved citizens. The Metropolitan Council encourages involvement through public meetings, hearings and workshops, and through a variety of task forces and forums. Opportunities for interactive communications also include exploring the Council web site, recording opinions and ideas on the Public Comment Line and calling or emailing the Data Center.

Getting up-to-date regional information and news about Council activities is easy. The Council provides many access points:

Regional Data Center—

Offers regional information and publications via walk-in, phone (651) 602-1140, mail and internet (data.center@metc.state.mn.us). The Center offers more than 200 reports, publications, maps and facts, and custom research services. May order publications through the web site.

Council Directions—

A bi-monthly newsletter packed with information about regional issues and Council activities. Available on request. Call (651) 602-1447 to get on the mailing list.

Metro Information Line—

Offers prerecorded information and news available 24 hours. Updated weekly, the line includes information on new Council publications, recent Council actions, Council job openings, upcoming Council meetings, and subsidized housing. The number is (651) 602-1888.

Public Comment Line—

Call (651) 602-1500. The line offers 24-hour access for people who want to call with opinions on regional issues, comments for public hearings or requests for additional information.

www.metrocouncil.org—

With a new user-friendly navigation system, the Metropolitan Council's web site is easier to use with information on regional issues and application forms readily available. By the end of 1998 the site attracted an estimated 1,200 users or 39,000 hits daily.

Key features of the site include:

- Current bus routes, schedules, fares and other transit information, including the Guaranteed Ride Home program, the location of park and ride lots, and where to buy discounted passes.
- A tool to calculate your annual driving costs
- Easy-to-use registration for Metro Commuter Services
- A wealth of information about the Twin Cities area, including population and household forecasts
- A searchable directory of regional parks and recreation
- The full text of the Council's Metro 2040 Regional Growth Strategy, Water Resources Management Plan and Local Planning Handbook
- Information about Council publications, reports and maps
- Planning and grant application forms and procedures
- Job openings and application forms
- Key staff contacts and direct links for further information
- Accessibility for people with visual impairments

The Metropolitan Council coordinates regional planning and guides development in the seven-county area. The Council operates regional services including wastewater collection and treatment, transit and Metro HRA—an affordable housing service that provides assistance to low-income families in the region. Created by the Legislature in 1967, the Council establishes policies and provides planning and technical assistance to communities in the Twin Cities region for airports, regional parks, highways and transit, sewers, air and water quality, land use and affordable housing.

Thanks to the many community organizations and Metropolitan Council staff who contributed information and time for this report.

General Offices:

Regional Administration and Planning
(651) 602-1000

Chair/Regional Administrator's Office
(651) 602-1554; by Fax (651) 602-1358

Environmental Services

(651) 602-1005

Metro Transit

(612) 349-7400

Customer Information

Metro Mobility Service Center

(651) 602-1111

Transit services for people with disabilities

Transit Information Centers

(612) 373-3333

Bus route and schedule information; trip planning services

Housing & Redevelopment Authority- **Metro HRA**

(651) 602-1428

Affordable housing for people with low incomes

Regional Data Center

(651) 602-1140

Reports, publications, maps and custom research services

by email: data.center@metc.state.mn.us

Metro Commuter Services

(651) 602-1602

Van and car pool registration; employer outreach; transit promotion

by web: www.metrocommuterservices.org

Metro Information Line

(651) 602-1888

24-hour regional public information

Public Comment Line

(651) 602-1500

24-hour public comment line on regional issues

Council Web Site

www.metrocouncil.org

For direct link to transit information: www.metrotransit.org

For information on **MetroGIS**,

www.metrogis.org

Graphic design by *Cliff*

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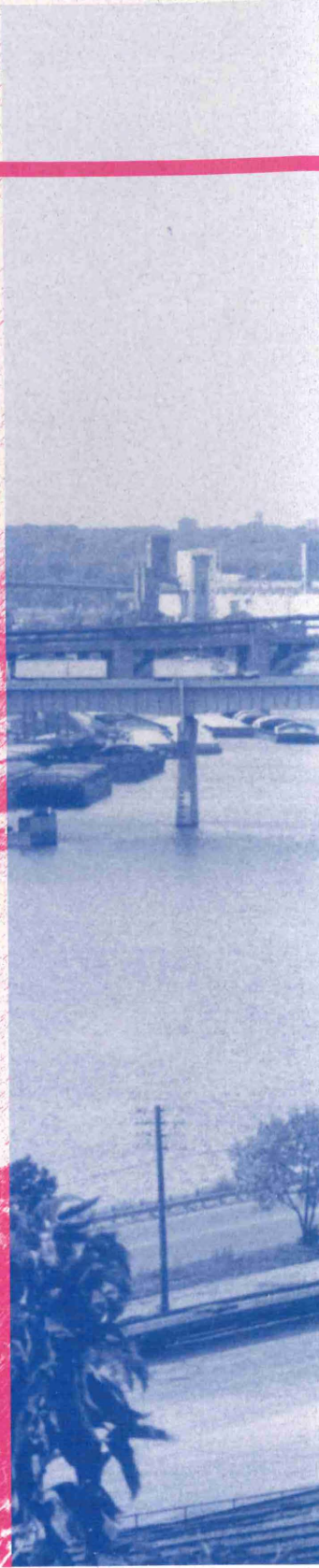
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Working for the Region, Planning for the Future

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1998 Annual Report Appendix

January 15, 1998

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230 East Fifth Street
St. Paul, Minnesota 55101
651 602-1140
651 291-0904 TTY

Referral Appendix for Metropolitan Council Annual Report

Referrals Received January 1, 1998 Through December 31, 1998

I. Federal Grant and Loan Request

A. U.S. Dept. of Housing and Urban Development

Multiple (221d4), Public Elderly & Handicapped Housing Program (202)

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16781-1	ROGERS 221D4, WEDGEWOOD APARTMENTS	Favorable
16864-1	MINNEAPOLIS 221D4, EAST VILLAGE NORTH	Favorable
16865-1	MINNEAPOLIS 221D4, EAST VILLAGE NORTH	Favorable
16388-1	APPLE VALLEY 221(D)4 - PALOMINO APTS.	Favorable
16791-1	FRASER COMMUNITY SERVICES SECT. 811 - 17 UNIT HOUSING FOR DISABLED ADULTS	Favorable
16792-1	AHEPA NATIONAL HOUSING CORP. SECT. 202, ELDERLY HOUSING	Favorable
16799-1	BLAINE 202, BLAINE SENIOR HOUSING	Favorable
16809-1	ST. PAUL 223(F) - HAMPDEN SQUARE APTS.	Favorable
16811-1	EDEN PRAIRIE 221D3, REALIFE VALLEY VIEW COOPERATIVE	Favorable
16838-1	APPLE VALLEY 221(D)4 PALOMINO EAST APTS.	Favorable

I. Federal Grant and Loan Requests
B. U.S. Dept. of Transportation
Highway Programs

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16852-1	TAB 1999 UPWP	In Process

II. State Grant and Loan Requests

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16711-1	MINN. DEPARTMENT OF TRANSPORTATION PROJECT MEMORANDUM - I-35W	Favorable
16708-1	DAKOTA COUNTY BRIDGE OVER DRY RUN - ROAD 60	Favorable
16725-1	WASHINGTON COUNTY NEW BRIDGE 82J04	Favorable
16726-1	HENNEPIN COUNTY REPLACE BRIDGE 27074 (ST. ANTHONY PARKWAY)	Favorable
16727-1	SCOTT COUNTY NEW BRIDGE 70535 - CHSAH 1/5	Favorable
16813-1	DAKOTA COUNTY REPLACE BRIDGE L-3213 OVER NORTH BRANCH CHUB CREEK	Favorable

III. Local Government Plans & Projects
A. Water Management Plans

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15902-2	CRYSTAL WATER MANAGEMENT PLAN	In Process
16036-9	MINNETRISTA FINAL SURFACE WATER MANAGEMENT PLAN	Staff Information
16131-9	SHAKOPEE DRAFT STORMWATER MANAGEMENT PLAN	Favorable
16294-5	HUGO REVISED STORM WATER MANAGEMENT PLAN	Favorable
16323-5	OSSEO OSSEO STORMWATER MANAGEMENT PLAN	Staff Information
16502-2	FT. SNELLING STATE PARK MANAGEMENT PLAN & CRITICAL AREA	Favorable
16729-1	MAC LONG TERM PLAN UPDATE FOR ANOKA COUNTY – BLAINE AIRPORT	In Process
16777-1	NORTH ST. PAUL DRAFT WATER MANAGEMENT PLAN	Favorable
16805-1	PRIOR LAKE-SPRING LAKE WATERSHED DIST. DRAFT WATER RESOURCES MANAGEMENT PLAN	Staff Information
16840-1	LOWER MINNESOTA RIVER WATERSHED DIST. DRAFT WATER MANAGEMENT PLAN	Unfavorable
16857-2	LANDFALL WATER MANAGEMENT PLAN	Favorable
16952-1	PLYMOUTH WATER RESOURCES MGT. PLAN	In Process

IV. Independent & Metropolitan Agency Plans & Programs
A. Independent Agency Watershed Management Plans and Ground Water Plans

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14506-3	BROWN'S CREEK WATERSHED DISTRICT AMEND., TO SCHOOL SECTION/GOGGINS LAKE & KISMET BASIN OUTLET	Favorable
15120-3	MINNEHAHA CREEK WATERSHED DISTRICT AMEND., SOUTHWEST LAKE CALHOUN & EXCELSIOR LAGOONS	Favorable
15120-4	MINNEHAHA CREEK WATERSHED DISTRICT AMEND., TO WATER RESOURCE MANAGEMENT PLAN FOR LAKE NOKOMIS	In Process
15120-5	MINNEHAHA CREEK WATERSHED DISTRICT AMEND., TO WATER RESOURCE MANAGEMENT PLAN FOR 60TH & FIRST	Favorable
16673-4	BLAINE WATER RESOURCES MANAGEMENT PLAN	
16696-2	CHAMPLIN SURFACE WATER MANAGEMENT PLAN	Unfavorable
16447-3	SCOTT COUNTY FINAL GROUND WATER PLAN	Favorable

IV. Local Government Plans and Projects
B. Land and School District Plans and Plan Amendments and Water Supply Plans

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14735-7	OAK PARK HEIGHTS UPDATED WATER SUPPLY PLAN	In Process
14872-9	ST. BONIFACIUS WOODS OF ST. BONI 3RD ADDITION	Favorable

15092-5	LORETTO LAND USE - 15 ACRES, RESIDENTIAL DEV.	Favorable
15093-7	MEDINA CP AMEND., MUSA EXTENSION 33 ACRE PARCEL- HWY. 55 & MOHAWK DRIVE	Favorable
15550-2	MAY TWP. INFORMAL REVIEW PLAN UPDATE	In Process
15553-2	DAKOTA COUNTY LAND USE POLICY CHAPTER INFORMAL REVIEW	Staff Information
15690-4	ORONO WATER SUPPLY PLAN	Favorable
15700-8	ST. ANTHONY PLAN UPDATE	Favorable
15815-5	ST. PAUL CP AMEND., LARGE METAL SHREDDER	Favorable
15815-6	ST. PAUL INFORMAL REVIEW LAND USE PLAN DRAFT	In Process
15992-8	HASTINGS CP AMEND., LINN CO. - URBAN RESIDENTIAL TO COMMERCIAL	Favorable
15992-9	HASTINGS RECLASSIFY PROPERTY FROM U-III TO O, SOUTH FRONTAGE ROAD	Favorable
15995-8	PRIOR LAKE CP AMEND., ADD 260 ACRES TO MUSA	Favorable
16022-2	ST. MARY'S POINT INFORMAL REVIEW	Staff Information
16036-7	MINNETRISTA PLAN UPDATE	In Process
16086-2	AFTON INFORMAL REVIEW	Staff Information

16131-8	SHAKOPEE INFORMAL REVIEW TRANSPORTATION PLAN	Staff Information
16161-5	SHOREVIEW CP AMEND., SENIOR HOUSING PARTNERS, MAPS	Favorable
16241-8	APPLE VALLEY LOW DENSITY TO SINGLE FAMILY - FIVE ACRES- FONDRICK PROPERTY	In Process
16248-6	FARMINGTON CP AMEND., TH 3 & CR 72 31 ACRE MUSA	Favorable
16248-7	FARMINGTON CP AMEND., ADELMANN / ST. MICHAEL'S CHURCH PROPERTY	In Process
16265-2	SHOREWOOD AMENDMENT TO WATER SUPPLY PLAN	Unfavorable
16294-6	HUGO PLAN ADDENDUM - MAP	Favorable
16304-9	LAKEVILLE CP AMEND., ORCHARD MEADOWS TOWNHOMES	Favorable
16321-3	WASHINGTON COUNTY CP AMEND., STANLEY POND	Favorable
16334-2	NEW MARKET / ELKO INFORMAL REVIEW	In Process
16339-4	NEW GERMANY WATER SUPPLY PLAN	Favorable
16352-5	ST. LOUIS PARK CP AMEND., 11.4 ACRES FROM INDUSTRIAL TO OFFICE	Favorable
16352-6	ST. LOUIS PARK CP AMEND., 3633 & 3663 PARK CENTER BLVD.	Favorable
16352-7	ST. LOUIS PARK CP AMEND., MOVE SEGMENTS OF A PEDESTRIAN/BICYCLE TRAIL	Favorable

16395-5	WOODBURY DRAFT INFORMAL REVIEW TO ANALYZE THE TRANSPORTATION SYSTEM	In Process
16395-6	WOODBURY CP AMEND., BUSINESS PARK STUDY	Favorable
16395-7	WOODBURY CP AMEND., NORTHWEST AREA USE/ TRANSPORTATION PLAN	In Process
16397-3	MINNEAPOLIS PLAN UPDATE / INFORMAL REVIEW	Staff Information
16417-2	CIRCLE PINES 10 DAY INFORMAL REVIEW PLAN	Staff Information
16466-5	CENTERVILLE 10 ACRE MUSA STAGING SWAP	Favorable
16474-2	OAKDALE CP AMEND., SITE TWO, AIO PROPERTY	Favorable
16474-3	OAKDALE CP AMEND., SITE THREE, DECOSTER PROPERTY	Favorable
16492-5	EDEN PRAIRIE CP AMEND., CROSTOWN BUSINESS CENTER	Favorable
16492-6	EDEN PRAIRIE CP AMEND., GERRING CAR WASH	Favorable
16492-7	EDEN PRAIRIE LAND USE CHANGE-LOW DENSITY RESIDENTIAL TO OFFICE - HTG OFFICE BLDG.	Favorable
16492-8	EDEN PRAIRIE CP AMEND., CHARLSON, BROWN, STANDL	Favorable
16492-9	EDEN PRAIRIE CP AMEND., REALIFE VALLEY VIEW COOPERATIVE	In Process
16494-8	INVER GROVE HEIGHTS CP AMEND., INDEPENDENT REALTY	Favorable

16494-9	INVER GROVE HEIGHTS LAND USE CHANGE FROM PUBLIC TO LIMITED BUSINESS	Favorable
16495-2	ANDOVER CP AMEND., BUNKER LAKE BLVD.	Favorable
16495-3	ANDOVER CP AMEND., SE CORNER OF 138TH NW & CROSSTOWN DRIVE	Favorable
16495-4	ANDOVER CP AMEND., CHESTERTON COMMONS NORTH	Favorable
16500-3	CHANHASSEN INFORMAL REVIEW	Staff Information
16500-4	CHANHASSEN PLAN UPDATE	In Process
16519-5	MAPLE GROVE COMMONBOND COMMUNITIES/ RICE LAKE TOWNHOMES	Favorable
16519-6	MAPLE GROVE CP AMEND., SANITARY SEWER PLAN	Favorable
16561-4	BELLE PLAINE CP AMEND., MUSA EXPANSION 4 ACRE PARCEL – ORCHARD STREET TOWNHOMES	Favorable
16596-1	CASTLE ROCK TWP. PLAN UPDATE	Favorable
16596-2	CASTLE ROCK TWP. CP AMEND., TH 50/SEC. 5 COMMERCIAL DISTRICT EXPANSION	Favorable
16610-3	BROOKLYN CENTER AMEND., TO WATER SUPPLY PLAN	Favorable
16610-4	BROOKLYN CENTER PLAN UPDATE	In Process

16615-2	EAGAN CP AMEND., EAGAN WOODS OFFICE PARK 2ND ADDITION	Favorable
16615-3	EAGAN CP AMEND., OAKVIEW CENTER	Favorable
16615-4	EAGAN CP AMEND., EAGANDALE CORPORATE CENTER	Favorable
16619-3	PLYMOUTH CP AMEND., SIDEWALK/TRAIL SYSTEM PLAN	Favorable
16619-4	PLYMOUTH CP AMEND., LIVING AREA 3 TO LIVING AREA 4 – ELIM CARE, INC.	Favorable
16619-5	PLYMOUTH CP AMEND., PIKE LAKE WOODS	Favorable
16638-2	STILLWATER REVISED CONSERVATION & EMERGENCY MANAGEMENT PLAN	Favorable
16638-3	STILLWATER 10 DAY INFORMAL REVIEW	Staff Information
16643-2	BLOOMINGTON CP AMEND., REALIFE COOPERATIVE OF BLOOMINGTON	Favorable
16643-3	BLOOMINGTON CP AMEND., CERIDIAN CORPORATION CORPORATE HEADQUARTERS	In Process
16655-4	MAYER PLAN UPDATE	Plan Update
16673-2	BLAINE MUSA EXPANSION FOR 10 ACRES	Favorable
16673-3	BLAINE CP AMEND., PLEASURE CREEK	In Process
16675-2	LINO LAKES CP AMEND., TRANSPORTATION PLAN	Staff Information

16675-3	LINO LAKES CP AMEND., CIVIC COMPLEX MUSA EXCHANGE	Favorable
16675-4	LINO LAKES CP AMEND., LILAC STREET MUSA	Unfavorable
16696-1	CHAMPLIN INFORMAL REVIEW	Favorable
16697-1	LAKELAND SHORES INFORMAL REVIEW	Staff Information
16698-1	LAKE ST. CROIX BEACH INFORMAL REVIEW	Staff Information
16703-1	HAMBURG INFORMAL REVIEW	Staff Information
16712-1	PRIOR LAKE LAND USE MAP R-L/MD DESIGNATION TO C-CC	Favorable
16713-1	PRIOR LAKE LAND USE MAP FOR PROPERTY LOCATED AT 5240 160TH ST.	Favorable
16713-2	PRIOR LAKE CP AMEND., BUSINESS OFFICE PARK TO COMMUNITY RETAIL	Favorable
16723-1	ARDEN HILLS WATER SUPPLY PLAN	Staff Information
16724-1	ST. LOUIS PARK LAND USE CHANGE, 2.8 ACRES - NADER NOORYSHOKRY	Favorable
16730-1	NORTH OAKS 1998 COMPREHENSIVE PLAN INFORMAL REVIEW	Staff Information
16730-2	NORTH OAKS 1998 PLAN	Favorable
16743-1	GOLDEN VALLEY CP AMEND., MEDLEY HILLS CONDOMINIUM	Favorable

16743-2	GOLDEN VALLEY CP AMEND., TRANSPORTATION ELEMENT NEW STREET DESIGNATED COLLECTOR	Favorable
16743-3	GOLDEN VALLEY CP AMEND., WHITEHOUSE SITE, PLUS SCHAPER AREA	Favorable
16745-1	LONG LAKE PLAN UPDATE	In Process
16748-1	OAK GROVE REZONE 6 LOTS - WILL ROGERS ADDITION	Favorable
16749-1	JORDAN CP AMEND., PEARSON PROPERTY & YAHNKE PROPERTY	Favorable
16750-1	INVER GROVE HEIGHTS CP AMEND., LOFTON LABEL	Favorable
16750-2	INVER GROVE HEIGHTS INFORMAL REVIEW	Staff Information
16750-3	INVER GROVE HEIGHTS PLAN UPDATE	In Process
16750-4	INVER GROVE HEIGHTS SUPPLEMENTAL INFORMATION SENT FOR RURAL AREA	In Process
16752-1	LINWOOD TWP. PLAN REVISION	In Process
16754-1	RAVENNA TWP. PLAN REVISION	Favorable
16761-1	LAKEVILLE CP AMEND., REFINEMENT OF MUSA LINE 4 PARCELS	Favorable
16779-1	VICTORIA DRAT CP 1998-2020 INFORMAL REVIEW	Staff Information
16779-2	VICTORIA PLAN UPDATE	In Process

16784-1	GRANT 10 DAY INFORMAL REVIEW	Staff Information
16784-2	GRANT COMPREHENSIVE PLAN	In Process
16786-1	SHAKOPEE MDEWAKANTON SIOUX COMMUNITY DRAFT INFORMAL REVIEW OF LAND USE	Staff Information
16787-1	NEW SCANDIA TWP. REVISED PLAN & CIP	Favorable
16794-1	OAK PARK HEIGHTS CP AMEND., KERN CENTER, MUSA 113.4 ACRES	In Process
16797-1	WILLERNIE 10 DAY INFORMAL REVIEW	Staff Information
16797-2	WILLERNIE INFORMAL REVIEW	In Process
16800-1	ORONO CP AMEND., #7 MAXWELL BAY AREA MUSA	Favorable
16801-1	COON RAPIDS 10 DAY INFORMAL REVIEW LAND USE PLAN	Staff Information
16804-1	COLUMBUS TWP. 10 DAY INFORMAL REVIEW DRAFT PLAN REVISION	Staff Information
16804-2	COLUMBUS TWP. PLAN UPDATE	Favorable
16806-1	RAMSEY MUSA EXPANSION - FOOD RESTAURANT	In Process
16806-2	RAMSEY INFORMAL REVIEW OF THE 1998 PLAN	In Process
16807-1	SHAKOPEE EASTERN SHAKOPEE MUSA EXPANSION	Staff Information
16807-2	SHAKOPEE INFORMAL REVIEW - EASTERN SHAKOPEE EXPANSION	Staff Information

16815-1	HOPKINS CP AMEND., SUPER VALU	Favorable
16816-1	TONKA BAY INFORMAL REVIEW	In Process
16817-1	SHOREVIEW CP AMEND., WESTON WOODS	Favorable
16818-1	SHOREVIEW CP AMEND., HILTON GARDEN INN	Favorable
16818-2	SHOREVIEW CP AMEND., BRIDGE COURT	Favorable
16818-3	SHOREVIEW CP AMEND., DAVERN, INC.	Favorable
16819-1	SHOREVIEW CP AMEND., WISPARK CORP.	In Process
16826-1	OAK GROVE CP AMEND., REZONE AGRICULTURAL TO SINGLE FAMILY	Favorable
16827-1	EDEN PRAIRIE CP AMEND., WYNSTONE 29 UNIT SUBDIVISION	Favorable
16827-2	EDEN PRAIRIE CP AMEND., HOME DEPOT & OFFICE SHOWROOM BUILDING	Favorable
16827-3	EDEN PRAIRIE CP AMEND., BEST BUY PROPOSED DEVELOPMENT	Favorable
16828-1	SPRING PARK ADDENDUM TO SPRING PARK	In Process
16829-1	OAKDALE CP AMEND., ARMSTRONG/CARDINAL	Favorable
16836-1	GREENWOOD INFORMAL REVIEW	Staff Information
16837-1	HAMPTON PLAN UPDATE	In Process

16842-1	EAGAN DRAFT AUAR - GRAND OAK BUSINESS PARK	Favorable
16845-1	LITTLE CANADA INFORMAL REVIEW OF PARTIAL PLAN	In Process
16848-1	ANDOVER INFORMAL PLAN	In Process
16857-1	LANDFALL INFORMAL REVIEW	Staff Information
16873-1	GREY CLOUD TWP. INFORMAL COMPREHENSIVE PLAN REVIEW	Staff Information
16874-1	WAYZATA INFORMAL COMPREHENSIVE PLAN REVIEW	Staff Information
16876-1	ANOKA COUNTY 2015 TRANSPORTATION PLAN	Withdrawn
16879-1	OAK GROVE CP AMEND., LAND USE CHANGE FROM AGRICULTURAL TO RESIDENTIAL	In Process
16883-1	LAKELAND INFORMAL REVIEW	Staff Information
16889-1	MINNETONKA INFORMAL REVIEW	No Comment
16889-2	MINNETONKA COMPREHENSIVE PLAN & CIP FOR 1999-2003	In Process
16904-1	WASHINGTON COUNTY EAW, TANNER'S BROOK GOLF CLUB	In Process
16906-1	BROOKLYN PARK PERFORMING ARTS CENTER	Favorable
16907-1	BURNSVILLE INFORMAL REVIEW	In Process
16907-2	BURNSVILLE PLAN UPDATE	In Process

16917-1	DENMARK TWP. INFORMAL REVIEW	Staff Information
16918-1	TONKA BAY WATER SUPPLY PLAN	In Process
16919-1	HENNEPIN COUNTY DRAFT TRANSPORTATION SYSTEM PLAN	In Process
16921-1	LAKE ELMO CP AMEND., NORTHEAST ANNEXATION AREA	In Process
16922-1	ROSEMOUNT INFORMAL REVIEW	In Process
16931-1	SUNFISH LAKE PLAN UPDATE	In Process
16932-1	WOODLAND INFORMAL REVIEW	In Process
16940-1	MENDOTA INFORMAL REVIEW	In Process
16941-1	NEW HOPE PLAN UPDATE	In Process
16944-1	HILLTOP PLAN Update	In Process
16946-1	WACONIA PLAN UPDATE	In Process
16947-1	FARMINGTON CP AMEND., CAMERON WOODS PROPERTY	In Process
16949-1	NORTH ST. PAUL INFORMAL REVIEW	In Process
16953-1	ARDEN HILLS PLAN UPDATE	In Process
16954-1	ROSEVILLE PLAN UPDATE	In Process

16955-1	COLOGNE CP AMEND., ADJUSTED TRANSITIONAL DESIGNATIONS ADJACENT TO CITY	In Process
16956-1	FOREST LAKE TWP. PLAN UPDATE	In Process

Minnesota Municipal Board Annexation

16768-1	JORDAN ANNEXATION - ST. LAWRENCE TWP.	Withdrawn
16768-2	JORDAN ANNEXATION JORDAN/ST. LAWRENCE TWP.	Withdrawn

V. Miscellaneous Referrals

A. Special Transportation Projects & Railroad Abandonment's

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14541-7	MINN. DEPARTMENT OF TRANSPORTATION CONTROLLED ACCESS-35W/HWY. 62	In Process
16731-1	SOO LINE RAILROAD COMPANY ABANDONMENT OF HIAWATHA/CEDAR AVE WYE	Favorable
16736-1	SOO LINE RAILROAD COMPANY MINNESOTA RAILROAD LINE ABANDONMENT	Staff Information
16764-1	MAPLE GROVE CONTROLLED ACCESS I-94/WEAVER LAKE ROAD INTERCHANGE	Favorable
16835-1	SOO LINE RAILROAD CO. MPLS. TERMINAL TRACKAGE	Favorable
16844-1	SOO LINE RAILROAD CO, EXEMPTION-ABANDONMENT OF ST. PAUL TERMINAL S. OF EAST JACKSON ST.	Favorable
16928-1	WOODBURY CONTROLLED ACCESS I-494 STUDY REPORT	In Process

16751-1	MAPLE GROVE TH 610/I-94 INTERCHANGE ACCESS MODIFICATION	In Process
16778-1	SOO LINE RAILROAD CO. / CANADIAN PACIFIC PROPOSED LINE ABANDONMENT - SOUTH OF E. JACKSON ST. AND EAST 7TH ST.	Favorable
16808-1	SOO LINE RAILROAD COMPANY TERMINAL TRACKAGE ABANDONMENT	Favorable

V. Miscellaneous Referrals

B. State and Federal Assessments, Scopings and Statements

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16742-1	SHAKOPEE MDEWAKANTON SIOUX COMM. DRAFT EA, TRUST ACQUISITIONS OF CERTAIN LANDS	Staff Information
16758-1	DAKOTA COUNTY CSAH 23 (CEDAR AVE.) BETWEEN THE SOUTHERLY LAKEVILLE & CSAH 9	Favorable
16824-1	MINNEAPOLIS EA, SUMNER FIELD PROJECT	Favorable
16878-1	MINNEAPOLIS FEDERAL EA, PROPERTY DEMOLITION DUPLEX – 3320/3322 4TH	Favorable
16897-1	HENNEPIN COUNTY EA, CSAH 1 FROM TH 212 TO HENNEPIN TOWN ROAD	Staff Information
16943-1	RAMSEY/MNDOT FEDERAL EA, TH 47	In Process
16744-1	MINN. POLLUTION CONTROL AGENCY EAW, WATER SUPPLY & WASTEWATER TREATMENT FACILITIES	Favorable
16041-9	MAC FEIS - MPLS.-ST. PAUL DUAL TRACK AIRPORT PLANNING PROCESS	Staff Information

16425-2	MINN. DEPARTMENT OF TRANSPORTATION FEIS - RECONSTRUCT 100 BETWEEN GLENWOOD AVE. N.	In Process
16540-3	MINNEAPOLIS REVISION OF AUAR 800-900 NICOLLET MALL	Staff Information
16612-1	WOODBURY EAW, WOODWIND HEALTH CAMPUS	Favorable
16687-1	MINN. POLLUTION CONTROL AGENCY MINN. BREWING CO. ETHANOL FACILITY MODIFICATION	Favorable
16688-1	LINO LAKES EAW - THE VILLAGE	Favorable
16689-1	MEDINA EAW - BUSS FAMILY WETLAND RESTORATION	Favorable
16690-1	MINN. DEPARTMENT OF TRANSPORTATION EAW - TH 13 RECONSTRUCTION (TH 101 TO CR42)	Favorable
16693-1	SHAKOPEE SEAGATE TECHNOLOGY FACILITY	Favorable
16709-1	FARMINGTON EAW - CHARLESWOOD PUD	Withdrawn
16709-2	FARMINGTON EAW - CHARLESWOOD	Favorable
16710-1	FARMINGTON PRAIRIE CREEK EAST RESIDENTIAL DEVELOPMENT	Favorable
16714-1	BLAINE EAW - PLEASURES CREEK SOUTH PROJECT	Favorable
16716-1	HUGO BALD EAGLE INDUSTRIAL PARK	Unfavorable
16719-1	MAC DRAFT EA - CONSTRUCTION OF RUNWAY 121 HOLDING/DEICING PAD	Unfavorable

16720-1	APPLE VALLEY EAW - SAND & GRAVEL MINING & PROCESSING, WILLIAMS PIPELINE	Favorable
16728-1	SCOTT COUNTY DOON BURY KNOLLS - PHASE II	Staff Information
16732-1	SHAKOPEE EAW - PHEASANT RUN RESIDENTIAL DEVELOPMENT	Staff Information
16737-1	MINNEAPOLIS 530 N. THIRD STREET	Favorable
16738-1	HOPKINS SUPERVALU DISTRIBUTION CENTER	Favorable
16746-1	BLOOMINGTON EAW - CERIDAN CORPORATE HEADQUARTERS	In Process
16747-1	BLOOMINGTON EAW - DECATHLON CLUB & HOTEL PROJECT	Staff Information
16747-2	BLOOMINGTON EAW - DECATHALON CLUB & HOTEL PROJECT	Staff Information
16753-1	SHOREVIEW EAW - WIS PARK, SHOREVIEW DEVELOPMENT	Staff Information
16755-1	APPLE VALLEY EAW - APPLE VALLEY SENIOR HIGH STADIUM	Favorable
16757-1	SHAKOPEE EAW - SUPER VALU DISTRIBUTION CENTER	Favorable
16759-1	MINNEAPOLIS SCOPING EAW & DRAFT SCOPING DECISION DOCUMENT, DAYTON HUDSON CORP.	Staff Information
16759-2	MINNEAPOLIS DRAFT EIS - 1000 NICOLLET PHASE II PROJECT	Favorable
16760-1	MINNEAPOLIS EAW - BLOCK E DEVELOPMENT	Favorable
16765-1	BLOOMINGTON EAW - THE PINNACLE	Favorable

16767-1	ANOKA COUNTY EAW - CSAH 12 RECONSTRUCTION PROJECT – CSAH 51 TO TH 65	Favorable
16772-1	ANOKA COUNTY EAW - CR 116 EXTENSION	Favorable
16774-1	MINN. POLLUTION CONTROL AGENCY EAW - RAYFO INC. NEW MANUFACTURING FACILITY	Favorable
16788-1	MINNEAPOLIS EAW - 444 MARQUETTE	Favorable
16789-1	MINNEAPOLIS EAW - WASHBURN CROSBY UTILITY BLDG. & STONE ARCH LOFTS	Withdrawn
16810-1	SCOTT COUNTY EAW, WALNUT RIDGE RESIDENTIAL SUBDIVISION	Favorable
16820-1	RICE CREEK WATERSHED DISTRICT CENTERVILLE LAKES SEDIMENT PHOSPHOROUS INACTIVATION PROJECT	Favorable
16823-1	SCOTT COUNTY EAW - CEDAR WOOD ESTATES	Favorable
16839-1	BLOOMINGTON EAW - SMITH POND IMPROVEMENT PROJECT	In Process
16841-1	WAYZATA EAW - WAYZATA ACADEMY	Staff Information
16842-2	EAGAN FINAL AUAR - GRAND OAKS BUSINESS PARK	Staff Information
16847-1	NORTH OAKS EAW - EAST OAKS	Favorable
16855-1	MAPLE GROVE EA, DUNKIRK LANE/CSAH 30/I-94 INTERCHANGE	Favorable
16860-1	ANOKA COUNTY EAW, CSAH 17 FROM CSAH 32 TO CSAH 23	Favorable

16868-1	HENNEPIN COUNTY EAW - CSAH 14 FROM CSAH 109 TO CSAH 30	Favorable
16869-1	MINN. POLLUTION CONTROL AGENCY EAW - AVECOR CARDIOVASCULAR, INC.	Favorable
16880-1	WASHINGTON COUNTY EAW, WYSTONE GOLF COURSE	Favorable
16885-1	CARVER COUNTY EAW, KARP BROADCAST TOWER	Staff Information
16887-1	MINNEAPOLIS EAW, 50TH SOUTH SIXTH STREET PROJECT	Favorable
16896-1	MINN. POLLUTION CONTROL AGENCY OTSEGO SANITARY SEWER COLLECTION SYSTEM	Favorable
16898-1	DAKOTA COUNTY EAW - CR 46 RECONSTRUCTION PROJECT	Favorable
16900-1	WASHINGTON COUNTY FOREST LAKE JUNIOR HIGH	Favorable
16902-1	HENNEPIN COUNTY CSAH 30	Favorable
16905-1	CARVER COUNTY EAW - NEW CSAH 10/ENGLER BLVD.	Favorable
16906-2	BROOKLYN PARK REVISED BROOKLYN PARK PERFORMING ARTS CENTER	Staff Information
16909-1	SCOTT COUNTY PRELIMINARY OF DRAFT EAW - EAGLE RIDGE ESTATES	Staff Information
16910-1	ANOKA COUNTY EAW - CSAH 16 (BUNKER LAKE BLVD.	Favorable
16913-1	EDEN PRAIRIE EAW, RESIDENTIAL DEVELOPMENT, DELL ROAD & CR 1	Favorable

16929-1	EAGAN EAW, OAKBROOKE RESIDENTIAL SUBDIVISION	In Process
16930-1	MINNESOTA DEPART. OF NATURAL RESOURCES EAW - HOWARD AND MUD LAKE RECLAMATION PROJECT	In Process
16934-1	MINN. POLLUTION CONTROL AGENCY EAW-US FILTER RECOVERY SERVICES	In Process
16935-1	MINN. POLLUTION CONTROL AGENCY EAW - JORDAN WASTEWATER TREATMENT FACILITY	In Process
16937-1	RICHFIELD EAW - RICHFIELD URBAN VILLAGE	In Process
16942-1	EDEN PRAIRIE AUAR - ADC TELECOMMUNICATIONS	In Process
16948-1	MAC 1999 CIP & EA	In Process
16950-1	MINN. POLLUTION CONTROL AGENCY EAW, KOCH REFINERY	In Process
16647-2	MINN. POLLUTION CONTROL AGENCY FINAL SEIS - LAIDLAW ENVIRONMENTAL SERVICES	Favorable
16759-3	MINNEAPOLIS FEIS - 1000 NICOLLET PHASE II	In Process
16933-1	SHOREVIEW DEIS - WISPARK	In Process
16936-1	ST. PAUL/MNDOT DEIS - PHALEN BLVD.	In Process
16945-1	WASHINGTON COUNTY EA, CSAH 19	In Process
16951-1	ANOKA COUNTY EA, CSAH 78	In Process

V. Miscellaneous Referrals
C. Critical Area

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15553-4	DAKOTA COUNTY CRITICAL AREA REVIEW	In Process
16503-2	NININGER TWP. REVISED CRITICAL AREA	In Process
16536-2	LILYDALE CRITICAL AREA ORDINANCE AMENDMENT	Favorable
16873-2	GREY CLOUD TWP. CRITICAL AREA REVIEW	In Process
16890-1	BROOKLYN PARK DRAFT INFORMAL REVIEW CRITICAL AREA	In Process
16891-1	RAMSEY DRAFT INFORMAL REVIEW CRITICAL AREA	In Process
16893-1	MINNEAPOLIS DRAFT INFORMAL CRITICAL AREA REVIEW	In Process
16894-1	HASTINGS DRAFT INFORMAL REVIEW PARK & TRAIL CRITICAL AREA	In Process
16916-1	DENMARK TWP. INFORMAL CRITICAL AREA REVIEW	Staff Information
16923-1	ROSEMOUNT CRITICAL AREA REVIEW	In Process
16793-1	MINNEAPOLIS COMMUNITY DEV. AGENCY INFORMAL REVIEW DEVELOPMENT OBJECTION FOR PORTIONS OF MILWAUKEE DEPOT	Staff Information
16940-2	MENDOTA CRITICAL AREA	

V. Miscellaneous Referrals

D. Well Permits

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16739-1	WHITE BEAR LAKE AMEND PERMIT WELL	In Process
16795-1	CENTERVILLE WELLS	Favorable
16796-1	ANDOVER WELLS	In Process
16798-1	RAMSEY ADD 2 WELLS	In Process
16908-1	NORTH ST. PAUL WELLHEAD PROTECTION PLAN	Favorable

V. Miscellaneous Referrals

E. National Pollution Discharge Elimination Permit

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16695-1	UNIVERSITY OF MINNESOTA MINN. LIBRARY ACCESS CENTER (WEST BANK CAMPUS)	Favorable
16699-1	MCLAUGHLIN GORMLEY KING FACILITY IN CHASKA	Favorable
16700-1	WILLIAMS PIPE LINE CO. WPL ROSEMOUNT STATION	Favorable
16701-1	AMERICAN NATIONAL CAN CO. FACILITY IN MINNEAPOLIS	Favorable
16707-1	SIENNA CORPORATION PLACE FILL - GOLF COURSE	Unfavorable
16718-1	CARVER WASTEWATER TREATMENT FACILITY	Favorable

16735-1	HONEYWELL, INC. SOLID STATE ELECTRONIC CENTER	Favorable
16740-1	VALLEY GREEN BUSINESS PARK PARTNERSHIP FILL 4.45 ACRES OF WETLAND AT 18 LOCATIONS	Favorable
16762-1	RELIASTAR FINANCIAL CORP. WASTEWATER TREATMENT FACILITY	Favorable
16769-1	OSMONICS, INC. WASTEWATER TREATMENT FACILITY	Favorable
16802-1	ROSEMOUNT INC. WASTEWATER TREATMENT FACILITY	Favorable
16803-1	FRM ASSOCIATES LLC WASTEWATER TREATMENT FACILITY	Favorable
16814-1	GENERAL MILLS OPERATIONS INC. NPDES - JFB TECHNICAL CENTER	Favorable
16831-1	LAMETTI & SONS, INC. RICE LAKE HABITAT REHABILITATION AND ENCHANCEMENT PROJECT	Favorable
16850-1	VERSA COMPANIES VERSA INN & MACHINE FACILITY	Favorable
16851-1	ECOLAB INC. ECOLAB FACILITY	Favorable
16856-1	3M COMPANY ST. PAUL BENZ BLDG.	Favorable
16863-1	BUCKBEE - MEARS ST. PAUL WASTEWATER TREATMENT FACILITY	Favorable
16871-1	HONEYWELL HONEYWELL HOME & BLDG. CONTROL DIVISION	Favorable
16877-1	MINNETONKA MINNETONKA RIDGEDALE WATER BOOSTER STATION	No Comment

16881-1	GREENFIELD WASTEWATER TREATMENT FACILITY	Favorable
16895-1	NORTHERN TELECOM, INC. NORTHERN TELECOM FACILITY	No Comment
16920-1	BLOOMINGTON SMITH PARK IMPROVEMENT PROJECT	Favorable
16925-1	PORT AUTHORITY OF ST. PAUL CITGO BULK TERMINAL	In Process

V. Miscellaneous Referrals

F. National Pollutant Discharge Elimination

1. State Disposal System Permit

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16790-1	HAROLD TEASDALE & ASSOCIATES JACKSON MEADOWS WASTEWATER TREATMENT FACILITY	Favorable

V. Miscellaneous Referrals

G. Special Permits

1. Corps of Army Engineers

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16692-1	LAKE ST. CROIX BEACH PLACE SAND BLANKET OVER EXISTING BEACH AREA IN ST. CROIX RIVER	Favorable
16715-1	BOHN, KARL DEVELOP 9 ACRES EAGEL CREEK INDUSTRIAL PARKS FOR GARNET DISTRIBUTION	Favorable
16717-1	HARVERY, ROBERT D. PLACE DOCK IN ST. CROIX RIVER	Favorable
16733-1	CHASKA CONSTRUCT WATER TREATMENT POND	Favorable

16766-1	MINNEHAHA CREEK WATERSHED DISTRICT FILL WETLAND TO CONSTRUCT POND ADJACENT TO LAKE CALHOUN	Favorable
16770-1	HULINGS, MARY CONSTRUCT A WOODEN BOAT DOCK IN THE ST. CROIX RIVER	Favorable
16773-1	ZELLER, BRIAN PERMIT TO RETAIN DOCK IN THE ST. CROIX RIVER	Favorable
16775-1	KAISER, KEN RETAIN A DOCK IN THE ST. CROIX RIVER	Favorable
16821-1	MINNEAPOLIS PLACE FILL - IMPROVE STORMWATER SYSTEM	Favorable
16822-1	GM DEVELOPMENT FILL MATERIAL - BEHM'S FARMS	Favorable
16832-1	ELIM CARE, INC. PLACE FILL, CORNERSTONE COMMONS	Favorable
16833-1	US CORPS OF ARMY ENGINEERS 404 NATIONWIDE PERMITS	Favorable
16834-1	US CORPS OF ARMY ENGINEERS 404 NATIONWIDE PERMITS	Favorable
16846-1	HOMESTEAD VILLAGE FILL MATERIAL - CONSTRUCT EXTENDED - STAY HOTEL	Favorable
16849-1	BLOOMINGTON PERMIT TO EXCAVATE, GRADE & FILL IN WETLAND, SMITH POND	Favorable
16858-1	ROY, PHIL PLACE DOCK IN THE ST. CROIX RIVER	Favorable
16886-1	AIPLE, ELYNE PLACE RIPRAP STEEL SHEETING & CONCRETE CAP	Favorable
16899-1	QUAST NETWORK ST. CROIX RIVER	Favorable

16912-1 AMOCO OIL CO.
AMOCO TANK FARM Favorable

16927-1 WAGNER CORPORATION
FILL MATERIAL - CUB FOODS STORE In Process

V. Miscellaneous Referrals

H. Regional Park Master Plans

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16783-1	ANOKA COUNTY PARKS & RECREATION BUNKER HILLS REGIONAL PARK MASTER PLAN	Favorable
16843-1	DAKOTA COUNTY PARKS & OPEN SPACE POLICY PLAN INFORMAL REVIEW	Staff Information
16843-2	DAKOTA COUNTY ENVIRONMENT & NATURAL RESOUC MANAGEMENT PLAN INFORMAL REVIEW	Staff Information
16870-1	HENNEPIN COUNTY MASTER PLAN FOR EAST CORRIDOR OF THE SOUTHWEST REGIONAL LRT TRAIL	Favorable
16884-1	RAMSEY COUNTY RICE CREEK N. REGIONAL TRAIL MASTER PLAN	In Process
16926-1	CARVER COUNTY/MN DEPT. OF TRANSP. STUDY REPORT ON REALIGNING CARVER COUNTY ROAD 30, LAKE WACONIA PARK	In Process

V. Miscellaneous Referrals

I. Housing Bond Plans & Programs

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16691-1	MINNEAPOLIS HOUSING BOND PROGRAM - JONES- HARRISON PROJECT	Favorable
16694-1	OAKDALE HOUSING BOND PROGRAM - ECHO RIDGE PROJECT	Favorable
16704-1	CHASKA ECONOMIC DEVELOPMENT AUTHORITY HOUSING BOND PROGRAM - JONATHAN ACRES APTS.	Favorable
16705-1	MAPLEWOOD HOUSING BOND PROGRAM - PARK EDGE APTS.	Favorable
16706-1	COLUMBIA HEIGHTS HOUSING BOND PROGRAM HEALTH CARE DEVELOPMENT	Favorable
16722-1	DAKOTA COUNTY HOUSING BOND PROGRAM - SINGLE FAMILY	Favorable
16734-1	SHOREVIEW HOUSING BOND PROGRAM - SUMMER HOUSE OF SHOREVIEW PROJECT	Favorable
16741-1	MINNETONKA HOUSING BOND PROGRAM - ARCHER HEIGHTS	Favorable
16763-1	ST. PAUL HOUSING BOND PROGRAM-SUPERIOR STREET COTTAGES	Favorable
16771-1	ROSEVILLE HOUSING BOND PROGRAM - COLLEGE PROPERTIES	Favorable
16776-1	BROOKLYN PARK HOUSING BOND PROGRAM - HUNTINGTON PHASE PROJECT	Favorable

16780-1	MAPLEWOOD HOUSING BOND PROGRAM - MAPLE KNOLL APARTMENTS	Favorable
16782-1	MAPLE PLAIN AMEND HOUSING BOND PROGRAM – HAVEN HOMES, ROYCE PLACE	Favorable
16785-1	MINNEAPOLIS / ST. PAUL HOUSING BOND PROGRAM	Favorable
16812-1	BROOKLYN CENTER HOUSING BOND PROGRAM -SHINGLE CREEK TOWER PROJECT	Favorable
16853-1	DAKOTA COUNTY HOUSING BOND PROGRAM - MULTIFAMILY 66 UNITS ELDERLY	Favorable
16854-1	DAKOTA COUNTY HOUSING BOND PROGRAM - MULTIFAMILY, MARICE PLACE PROJECT	Favorable
16859-1	MINNEAPOLIS HOUSING BOND PROGRAM - EAST VILLAGE HOUSING CORP. & AUGUSTANA VILLAGE	Favorable
16861-1	DAKOTA COUNTY HOUSING BOND PROGRAM - WALKER METHODIST SENIOR SERVICES	Favorable
16867-1	MINNEAPOLIS HOUSING BOND PROGRAM - BOSSEN TERRACE PROJECT	Favorable
16872-1	MINNEAPOLIS WALKER METHODIST SENIOR SERVICES	Favorable
16875-1	DAKOTA COUNTY HOUSING BOND PROGRAM	Favorable
16882-1	ANOKA HOUSING BOND PROGRAM, WALKER METHODIST SENIOR SERVICES	Favorable

16888-1	MAPLEWOOD HOUSING BOND PROGRAM	Favorable
16892-1	EDINA HOUSING BOND PROGRAM, WALKER METHODIST SENIOR SERVICES	Favorable
16903-1	ANOKA COUNTY HOUSING BOND PROGRAM - 50 UNIT MULTIFAMILY	Favorable
16914-1	BLOOMINGTON AMENDED HOUSING BOND PROGRAM – HAMPSHIRE APTS.	Favorable
16915-1	BURNSVILLE AMENDED HOUSING BOND PROGRAM – SOUTHWIND VILLAGE APTS.	Favorable
16924-1	OAK PARK HEIGHTS HOUSING BOND PROGRAM - 58TH ST. AND NORTH AVENUE	Favorable

