



# **Metropolitan Council**

## **1992 Annual Report to the Legislature**

**Jan. 15, 1993**

**Metropolitan Council  
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## ABOUT THIS REPORT

The Metropolitan Council is required by state law to submit to the Minnesota Legislature by Jan. 15 each year an annual report of its activities the previous year. To fulfill the requirements of Minnesota Statute 473.245, this report sets out the Council's recommendations for Metropolitan Area legislation. It explains regional policy plans adopted during the year, summarizes major Council studies and their recommendations, and provides Council budget information for 1992 and 1993. A list of local government plan amendments and applications for federal money submitted to the Council during 1992 is also required and is included in an appendix to this report.

## MESSAGE FROM THE CHAIR

Members of the Legislature,

As we move into a new year, I want to share with you what I see as a changing environment at the Metropolitan Council.

Governor Carlson appointed me chair of the Council in November, replacing my good friend and colleague Mary E. Anderson. I am familiar with the Council, having been a Council member for six years. Most recently, I was director of the state Office of Waste Management.

This year the Council began looking ahead to problems facing the region over the next 25 years. Over the summer the Council developed a vision of what the region should be like in the year 2015. The vision reflects sentiments of many organizations and individuals who helped develop it. Among its 61 goals, four stand out:

- Be a key player in a global economy;
- Grow and develop in harmony with the natural environment;
- Enhance the region's quality of life and make sure everyone can share in it; and
- Live together in a community setting that will become more diverse than what we have today.

Another important goal is the need for effective governance. Agencies and local governments have been asking themselves how they can deliver services more efficiently and effectively. The Council needs to bring a broader perspective--a regional one--to this question.

Sharing and redesigning services to make government more effective is one issue the Council has been researching this year. This effort is in keeping with the governor's desire that the Council move more quickly in helping regional and local governments "reinvent" services. He isn't calling for consolidation of local governments. Instead, we need to look at each service to find better ways of delivering it.

This work is illustrated by our recommendation to create a new radio communications system to be shared by local, regional and state governments for public safety and other purposes. The Council plans to submit a proposal to the legislature early next year. This year the Council also issued a visionary transit plan, a "blueprint" for cooperation among the region's key transportation agencies.

I believe the Council needs to move faster and respond to problems more quickly. Also, because Council decisions have long-term impacts on the region's citizens, I will work to make regional issues and alternative approaches to solutions more widely known and understood.

But let's not assume solutions always have to be more and better services. In fact, the very term "services," which implies expensive solutions, is an approach we should reexamine. We need to look for different approaches. Models in sidestepping services include mutual self-help groups, like Alcoholics Anonymous, which provides needed support to people without a big service apparatus. In health, if people would exercise and take better care of themselves, there could be far less need for expensive "damage control" by the health care industry. In solid waste, the

far less need for expensive "damage control" by the health care industry. In solid waste, the perfect way to deal with garbage is not to create it in the first place. Reducing need for services often requires behavior changes, which in turn requires public education.

Regional problems are really growing pains through which the area's 2.3 million people--and more in the future--become increasingly integrated as one social and economic community. The Council should be understood as a tool to help the region work through these growing pains to function better as an integrated whole.

Our task is clear. Let's work together to bring fresh solutions to old and new region-wide problems today--so we can become a thriving metropolis and a great place to live tomorrow, a region that contributes to the vitality of the entire state and nation.

Sincerely,

A handwritten signature in cursive script that reads "Dottie Rietow".

Dottie Rietow, Chair

## THE COUNCIL AT A GLANCE

The Metropolitan Council was created by the Minnesota Legislature in 1967 in large part to solve problems caused by a fragmented and overburdened sewage treatment system in the seven-county Metropolitan Area. As benefits of region-wide planning, coordination and efficiency were demonstrated, the Council was given additional planning authority under state and federal laws.

The Council developed a comprehensive plan, updated periodically, to guide land use and growth in the seven-county area. It also has authority to plan for the region's four big "systems"--transit and highways, sewers, airports and parks--as well as solid-waste management, affordable housing, services to elderly people, and water supply and quality.

In addition, the Council researches growth and development trends. It helps communities and counties resolve differences; administers a number of regional, state and federal grant and loan programs; and serves as a housing and redevelopment authority for the seven-county area.

The Council has 17 members, 16 appointed by the governor to four-year, part-time terms from districts of roughly equal population within the region. The 17th member is a full-time chair, appointed by the governor to represent the region at large. The Council's work is supported by a full-time professional staff of about 195 people. Hundreds of residents from throughout the region are involved in various ways, including serving on the Council's many citizen advisory committees.

Council members as of December 1992 are:

Dottie Rietow, Chair

District 1--Liz Anderson  
District 2--Dede Wolfson  
District 3--James W. Senden  
District 4--Carol A. Kummer  
District 5--David F. Fisher  
District 6--Barbara Butts  
District 7--Esther Newcome  
District 8--Susan Anderson

District 9--Ken Kunzman  
District 10--Jim Krautkremer  
District 11--Polly P. Bowles  
District 12--Sondra R. Simonson  
District 13--Dirk deVries  
District 14--Bonnie D. Featherstone  
District 15--Margaret Schreiner  
District 16--E. Craig Morris

## **LEGISLATIVE INITIATIVES**

### **Regional Trunked Radio System**

At the request of counties, cities and townships in the Metro Area--and subsequently the legislature--the Council in 1991 began a study of the feasibility of a region-wide trunked radio communications system. Local governments need additional capacity to serve public safety and other communications needs. They are having trouble getting it, however, because of heavy demand and lack of frequency capacity on the channels assigned to local governments. In recognition of the demand, the Federal Communications Commission (FCC) has set aside a new group of channels and is encouraging coordinated planning for shared use of the channels.

In late 1992 a Council task force concluded that the most viable option for the Twin Cities Metro Area is to use the new channels together with computer trunking technology that expands the capacity available. Such a system, similar in magnitude and complexity to the region's landmark 911 system, is technically, politically and economically feasible, and would save the region money in the long-term, the task force said.

The Council adopted the recommendations of the Regional Trunked Radio Task Force and will, in the 1993 session, seek legislation that:

- Establishes a governing body to plan, design and operate a single-region-wide backbone network for providing local government with the most cost-efficient radio communications; and
- Gives the governing body the authority to apply to the FCC for the 800 megahertz channel licenses necessary to operate the system.

### **Water Supply Planning**

In response to the drought of the late 1980s, the legislature required the Council to prepare a short-term and a long-term plan for the Twin Cities Area's water supply. The short-term plan was completed in February 1990. The long-term plan was completed in February 1992, and became the basis for legislation introduced in the 1992 session.

The legislation proposes a coordinated, region-wide planning effort to be carried out by the area's cities, townships, counties, the Council and the state. It includes conservation and contingency planning components, water use-specific reporting requirements by municipal users, regular review of water appropriation permits, prohibitions against large-scale use of groundwater for lake-level augmentation or maintenance, mandatory water metering on all residential homes, and other wise water-use management techniques. (See page 19 for a fuller explanation of the plan's recommendations.) The bill was passed in the Senate but did not pass in the House. The Council will reintroduce this proposal in the 1993 session. It will include requests to:

- Fund the development of a mathematical groundwater model to be used to assess the

capacity of the region's groundwater system, and evaluate the groundwater resources available to the fast-growing area at the developing fringe of the region.

- Fund a pre-engineering analysis that includes the environmental and financial costs of bringing water from alternative sources into the Twin Cities, such as channeling water down the Mississippi River from water stored in the iron pits on the Mesabi Range.

## **Solid Waste**

**Reporting Requirements--**The Council is required by law to collect a number of solid waste management reports from the seven Metro Area counties each year. In turn, the Council is required to make several annual reports to the Legislative Commission on Waste Management (LCWM). Because of the timing and specific content requirements of each of these statutorily mandated reports, only bits and pieces of the entire solid waste management picture are presented at any one time to either the Council or the legislature. The reports do not allow for a comprehensive view of the progress being made in implementing the region's solid waste management system.

The Council will propose legislation to streamline the seven reports counties are required to submit down to one annual report. Similarly, the Council would then submit one annual report to the LCWM. This effort is consistent with the governor's call for streamlining government and the Council's renewed emphasis on government efficiencies. The legislation will specify the contents and timing of the reports as negotiated by the Council, counties and the LCWM.

**Waste Disposal Ban--**Preliminary findings from a study of the composition of waste being dumped at landfills and resource recovery facilities show that commercial and industrial waste generators are disposing of a significant amount of cardboard, plastic film wrap and food waste. Potential markets exist for these items, and recovery and recycling of these items could be cost-effective.

The Council may seek legislation to ban the disposal of these items by commercial and industrial generators as of July 1, 1994.

## **Regional Parks Funding**

The Metro Area regional parks system, created in 1974, is made up of parks, park reserves and trails encompassing 45,000 acres. Over the years, use of the regional parks has grown from less than 5 million visits annually to more than 14 million in 1991. Regional park acquisition and development was first funded by regional bonds in 1975. The legislature has appropriated state bond funds to acquire and develop regional parks since 1976, in part because regional parks serve the Twin Cities Area the way state parks serve the rest of the state. The legislature has also, since 1985, provided funds for supplemental grants to help operate and maintain the parks.

In order to continue to finance the cost of regional park acquisition and development, and to operate and maintain the regional park system, the Council is asking the legislature to appropriate for the 1994-95 biennium:



- \$8.5 million to support operations and maintenance costs for the biennium, with \$3.5 million for fiscal year 1994 and \$5 million for fiscal year 1995.
- \$2.4 million for the final acquisition costs of Lake Minnetonka Regional Park. The request includes \$900,000 for the initial construction costs related to Cty. Rd. 44, which bisects the park and is scheduled for reconstruction in spring 1993.

**Approval of Special Assessments**--Over the years, park implementing agencies have asked the Council to reimburse them for special assessments that local governments have imposed on regional park land to finance public improvements such as sewers. A recent state appeals court ruling held that local governments may assess park land at its ultimate potential use (for example, as residential property, if that is the zoning and/or use of the land surrounding the park).

The result of the ruling is that parks will be assessed at higher rates that have little, or in some cases, no correlation to the park's actual benefit from the improvement. As park agencies continue to ask for reimbursement from the Council, and as funding for parks becomes more and more scarce, the Council will no longer be able to meet the obligations. Failure to address the problem will adversely affect the entire regional parks system.

As a remedy, the Council will seek legislation in 1993 that provides for Council approval of all special assessments on regional park land, and that the Council consider only the recreation open space use of the property when determining the benefit of assessed improvements to the property. The Council's determination would then be binding on the local government unit making the assessment.

# **COUNCIL ACTIVITIES, MAJOR REPORTS AND THEIR RECOMMENDATIONS**

## **METRO 2015: VISION AND GOALS**

A major thrust of the Council's work in 1992 was to develop a long-range vision and goals for the seven-county Metropolitan Area. This was the first time any agency had developed a long-range vision for the region. The Council chose as its planning horizon the year 2015. Underpinning this effort was a belief that we can help shape the region's future by having a vision of what we want the region to be like, setting goals to fulfill the vision, and then developing strategies to achieve the goals. Without a vision, the region merely reacts to events rather than works to shape them.

The Council drafted the vision and goals after meeting or hearing from a variety of national and local experts on strategic planning, and reading many articles and viewing videotapes. The Council then undertook a major outreach effort to hear how people in the region responded to the vision and goals. Council members and staff made more than 80 presentations to civic groups, local governments and businesses. A series of focus groups representing developers, educators, young people, racial and ethnic minorities and other people were held to get feedback. Finally, the Council hosted a town meeting for broad community input. At the end of this process, the Council adopted a revised set of goals that reflect many of the sentiments expressed by people at the meetings. Following is the vision and highlights of the 61 goals.

### **The Vision**

*To achieve the highest quality living in a community setting with the flexibility to accommodate the changing population and compete in a world economy. To pursue the region's future with a sensitivity and respect for our environment in our development and redevelopment practices.*

### **The Goals**

#### **A Strong Economy**

- The region has an educated workforce with skills important to the regional economy, and with the ability to learn new skills as the economy changes in response to the national and international economies.
- The region has a quality of life that attracts and keeps both businesses and a highly skilled and adaptable workforce.
- Communities in the region are willing to cooperate in seeking business, jobs and revenues based on regional interests rather than on the interests of individual communities.

#### **Effective Governance**

- All segments of the public have opportunities to participate in decisions that affect their lives and the future of their communities. Citizen decision-making takes place at the neighborhood and community level, whenever possible.

- Elected and appointed government officials have earned the confidence of the public.

### **Effective Transportation**

- The transportation system moves people within the region and to the state, nation and world efficiently, cost-effectively and safely. The transportation system is developed in ways that preserve the integrity of the environment, allow for economic growth and development, and support other regional goals.
- Transit is the preferred choice over the single-occupant automobile for many more people. The region has an air transportation system with the capability to meet the reasonable expectations of businesses and people in Minnesota and the Upper Midwest.

### **Leading-Edge Telecommunications**

- The region has "leading-edge" telecommunications services readily available to all businesses and homes. The telecommunications infrastructure gives businesses a competitive advantage in producing and selling products and services to the nation and the world.

### **Quality Education**

- Education is valued and supported. The regional community places a high value on educating its children and youth. It is a top priority to provide financial and other resources so that students can develop the capabilities they need to reach their full potential.
- Education is focused on students, and helping them learn is the highest priority of education. All students are interested in learning and know how to learn--they can use information, solve problems and work in teams. Being "educated" means being equipped with the academic, social and personal skills to earn a living and being prepared to fulfill roles in a rapidly changing society, such as citizen, worker or parent.

### **Individual, Family and Community Well-Being**

- The region has a comprehensive, cost-effective system to deliver high-quality health care and related services. All residents of the region feel safe and secure in their homes, neighborhoods streets, sidewalks, schools and parks.
- The basic needs of all of the area's population for shelter, food, water, clothing and energy are met. The percentage of the region's population living in poverty has decreased. Housing is affordable and available for all income groups throughout the urban service area of the region.

### **Responsibility to the Environment**

- Large tracts of land with high-quality or unique natural resources and scenic values are available for public use. All natural watercourses, including wetlands, channels, floodplains and shorelands are sufficiently protected to allow them to function naturally. The region continues to be "water rich."

- There is swimmable and fishable water quality in the region's three major rivers and some 100 lakes with major potential for recreation or for domestic water supply. Levels of nonpoint-source pollution generated locally are as low as possible under existing technology and within economic constraints.
- The physical development pattern of the region is directed toward encouraging land use patterns that reduce traffic congestion, energy consumption, air pollution and negative effects on the natural environment. The region has an urban service area with a compact, contiguous development pattern. Densities are high enough to make delivering services efficient, yet balanced with open space and the natural environment.

### **Arts, Culture and Recreational Opportunities**

- The region offers a rich range of cultural opportunities in music, art, dance and theater. A park system composed of local, regional and state parks provides for recreation and education, and functions to preserve the natural environment. The regional park system envisioned in 1992 is now completed.
- The region is home to major professional and collegiate sports, the Minnesota Zoo, State Fair, major amusement parks, museums and festivals.

The vision and goals will guide nearly everything the Council does in the future. All decisions regarding land-use management, transportation, sewers, airports and parks will be made in the context of carrying out the goals. As the Council works on poverty, housing, jobs, and older people and their needs, the vision will be the guiding plan. It is, in effect, the glue that holds the region together. It will be particularly crucial as the Council works in 1993 to revise its keystone regional plan, the *Metropolitan Development and Investment Framework*. Developing strategies to begin to implement the Metro 2015 vision and goals is one of seven priorities the Council has identified for its 1993 work program.

## PRIORITY PROGRAMS

Each year, the Council identifies several priority issues and focuses a large portion of its resources on them. The Council's 1992 priorities were revision of the *Metropolitan Development and Investment Framework*, promoting shared government services, transportation, solid waste management, water resources management, housing, the 800 megahertz trunked radio project and parks.

### **Revision of the *Metropolitan Development and Investment Framework***

The *Metropolitan Development and Investment Framework* (MDIF) is the keystone chapter of the *Metropolitan Development Guide*, the Council's plan for orderly and economic development of the Twin Cities Area. The MDIF defines a metropolitan urban services area (the MUSA), where regional services such as highways and sewers will be provided, as a guide for local growth-management decisions. It also contains policies for managing investments used to maintain or expand regional services and facilities.

In 1992 the Council began revising the MDIF, now seven years old, in order to address emerging demographic and economic issues. The region faces major decisions about its highway, transit and airport needs. As a result of the 1990 census, the Council developed new population, household and employment forecasts that are key to regional growth policies. In addition, the census confirmed what was becoming apparent in the late 1980s--that there are growing physical and economic disparities between the older and newer portions of the region that need to be addressed. The concentration of poverty is increasing in the central cities and spreading to the inner-ring suburbs. The number of people in poverty grew but the supply of affordable rental housing shrank. And the vast majority of new jobs created in the 1980s are in the suburbs, especially in the southwest portion of the region.

Economic criteria for investments in regional facilities need to be reexamined in light of the changing, global economic environment. Growth policies must take into account the region's natural environment. And all these issues must be considered in light of the Council's vision and goals for the region in 2015.

Several pieces of the first phase of the revision are already complete: adopting the vision and goals; gathering and analyzing census and other data; developing the new population, household and employment forecasts; and identifying the key issues that need to be considered in the revision. The Council in November held two forums attended by 80 local government officials, Council watchers, business people and developers to discuss a staff background paper on the revision. Five overall themes are seen as key:

**Regional growth management strategy.** Should the Council continue expanding the urban service area as needed to accommodate development, based on low-density market trends? Or should the policies be more directive to create a more compact urban form, as suggested by the Metro 2015 goals? Is there an ultimate limit to the urban service area? Can transportation corridors be used to a greater extent to focus development? Is the difference in the amount of development between various parts of the region a question of "equity" or "balance" that warrants directing growth to one side or another? Have the Council's policies contributed to the disparities in the

amount of development? Can the region's growth strategy help move people closer to their jobs, or vice versa? Are the current geographic policy area definitions still useful? How can the Council use the MDIF to affect social problems? What would relocation of the region's major airport do to development patterns?

**The Environment.** Should the Council take the lead in promoting the benefits of using the environment to shape and give identity to development in the region? Should the Council push for local comprehensive plans that call for development to be designed with environmental resources as an integral feature? What additional authority would the Council need to carry out this change in direction? How will the region's development pattern be affected by the need to address nonpoint-source pollution in the region's rivers and lakes, and to protect wetlands? Should water supply be considered in the region's development policies? How can the Council alter current development patterns to reduce energy consumption and minimize air pollution?

**Economic Development Strategy.** What is the appropriate role of the Council with respect to the private sector? What kind of economic growth should the region be seeking? How can government contribute to a strong, dynamic private sector? How effective have the Council's investment policies been in helping to implement regional plans? Under what conditions are public subsidies of private development projects appropriate? How extensive are current tax subsidies? Are they consistent with Council policies?

**Regional governance.** Can the Council use the MDIF revision to demonstrate its leadership and define its role on regional issues? To what extent should the MDIF deal with restructuring and reorganizing government to make it work better? Are corresponding changes in the tax structure also needed? Does the need for planning and coordination extend beyond the current boundaries of the Metro Area?

**Implementation of the MDIF.** Will the Council need to seek changes in the Land Planning Act to help implement the revised MDIF? Should the legislature designate additional metropolitan systems or redefine existing ones? Are content requirements for local comprehensive plans still adequate? Should periodic updates of the plans be required? Should the process for plan reviews be changed to ensure greater consistency between regional and local plans, and between local plans and zoning? What is the role of the metropolitan significance process in implementing regional policies?

The Council's next step is to determine the growth management strategy it intends to pursue. The Council will evaluate its current policies to see how they have shaped the region's growth and look at alternative policy approaches to growth management in light of the vision and goals. The first phase of the revision will be complete when the Council adopts a preferred policy approach in the spring of 1993.

Following that, the Council will develop issues papers exploring preliminary policies on the environment, infrastructure, the geographic policy areas, economics, governance and implementation. A public meeting will be held to review the preliminary policies. A new MDIF will then be drafted, with a public hearing process expected to culminate in adoption of the final MDIF. This work will continue to be one of the Council's priorities for 1993.

## Promoting Shared Services

One part of the Metro 2015 vision developed by the Council in 1992 is effective and efficient governance in the region. Working with local governments to broaden their thinking to redesign services is one way to bring about cost-efficient government. The Council has initiated a project called "New Ventures in Delivering Government Services." Its goal is to find ways that local governments in the seven-county area might restructure and cooperate to deliver services more successfully and at a lower cost.

The project started in 1991 with interviews with 49 legislators, local government officials, public policy thinkers, businesspeople and others in the region. These people were asked to share their ideas about how the Council could help to improve delivery of public services in the seven-county Metro Area. Several roles were suggested for the Council: an information clearinghouse; a facilitator of service-sharing and convenor of regional forums on the subject; an advocate for changes in government structure; data-gatherer and analyzer; and others. Based on the responses, the Council developed a project work plan.

Early in 1992 the Council, together with the Association of Metropolitan Municipalities, surveyed all the cities in the seven-county area to determine what joint service ventures are already occurring. The Council also surveyed townships, counties and school districts. About half of the more than 300 local governments in the region responded. More than 3,000 service-sharing agreements were found to exist.

A forum attended by 200 local government officials was held in March at which Ted Gaebler, author of "Reinventing Government," was keynote speaker. Ideas about alternative service delivery that have been tried locally and in other parts of the country were shared, and small group discussions held about what might be done in this region. The purpose of the meeting was to get local government officials to think differently about how services can be delivered to people in a more cost-effective manner.

The Council established an Intergovernmental Resource Center (IRC) at the Council offices. The IRC has a computer data base about local government cooperative efforts already in place in the region. It also holds a collection of articles, books and periodicals on variety of topics--such as service sharing, privatization, consolidation and infrastructure--related to the New Ventures project. The IRC is intended to be a resource for local government officials and staff so that they don't have to "reinvent the wheel" if they want ideas on how to share or redesign a service.

Between May and December a Council advisory task force met at least monthly to explore issues related to service redesign and government cooperation. Council staff researched and wrote a report on barriers to cooperative service delivery. As part of the research, staff interviewed dozens of local elected officials, local government staff members and legislators. Among the barriers identified were: legislative mandates on local governments; turf protection; fear of losing local control and community identity; the complexity of the property tax system; the number of agencies required for approval of some projects; and resistance from labor unions. Staff also wrote a report about policy approaches to redesigning public services. The report explored both market-oriented and nonmarket options for delivering services. It can be used by local governments as a source of service redesign and delivery methods.

Several recommendations emerged from the advisory task force and staff working on the project. One is the creation of an area commission on intergovernmental relations (ACIR) that would advise the Council and the legislature on ways to make government more effective and efficient. It was also suggested that the Council become the ACIR, rather than establishing yet another body to do this work. Other recommendations suggest potential Council roles:

- Provide staff to give technical assistance to local governments that want to undertake service sharing, redesign or consolidation.
- Initiate a pilot project on service redesign.
- Work with local governments to set up a way to measure the cost of each local government service and to measure service outcomes.
- Hold a summit meeting of regional thinkers, legislators, local elected officials and others to put a plan into action to get local governments to think and spend differently.
- Streamline activities with other regional agencies, in particular, look into purchasing and other services on a joint basis.
- Advocate for change of the state's local aid formula to create incentives for local governments to operate more efficiently or merge their services.

The Council will consider these and other recommendations in early 1993. This work will continue as one of the Council's seven priority projects in 1993.

## **Transportation**

In 1992 the Council worked on several fronts to develop a balanced transportation system to meet the region's long-term needs. Among the Council's primary projects were the following:

**Regional Transit Facilities Plan** - The Council issued a regional transit plan that, if fully carried out, would substantially change the way Twin Citians travel around the region over the next several decades. The Council initiated the plan in order to establish a unified vision of transit needs in the region, one that replaces the piecemeal approach to transit occurring in recent years. The plan draws together ideas and proposals from all the transportation planning agencies in the region--the Council, the Regional Transit Board (RTB), the Minnesota Department of Transportation (Mn/DOT) and other organizations.

To maintain the region's mobility, the plan proposes strategies on four broad fronts:

- Reorganize and reinvigorate transit service. Twelve new transit hubs are proposed, in addition to nine park-and-ride lots and two bus layover facilities. Transit would better serve suburb-to-suburb and city-to-suburb trips. It would be strengthened in the central cities and fully developed suburbs. Developing suburbs would get more local service.
- Improve the efficiency and safety of the existing highway system. This would enable transit vehicles to travel smoothly in mixed traffic. Examples include meters at freeway entrance ramps and systems that monitor traffic for problems and advise drivers accordingly.
- Give advantages to "high-occupancy vehicles" (HOVs) like buses and carpools. This encourages people to share rides or ride transit. Examples include reserving highway



lanes for exclusive HOV use and building bypass lanes at metered freeway entrances that enable HOVs to go around a line of waiting cars.

- Encourage higher-density, "pedestrian-friendly" development in corridors that are easily accessible by transit and ridesharing. This would create stronger "magnets" for trip destinations, boosting transit ridership, reducing congestion and revitalizing older urban areas.

Major capital improvements called for in the plan include three HOV lanes: on I-94 between downtown St. Paul and the Wisconsin border; on I-94 from downtown Minneapolis north to I-694, and eventually north to Rogers; and on I-494 in between Minnetonka and Minneapolis-St. Paul International Airport. The plan recommends a light rail transit (LRT) line between the Minneapolis and St. Paul downtowns, and an HOV lane and possible LRT line on I-35W south of downtown Minneapolis.

The plan also recommends implementation strategies, addressing issues of timing, funding and governance. This year the Council formed an interagency staff team to monitor implementation of the plan. The Council worked with other transportation agencies, transit interest groups and key legislators to develop priority funding alternatives as options for an adequate, secure funding source for transit and transportation needs. The Council will support legislation that aids implementation of the plan.

**Dual-Track Airport Planning on Track** - The Council's primary focus in airport planning during 1992 continued to be the "dual-track" planning process mandated by the 1989 legislature. One track focuses on siting a possible replacement major airport for the region in Dakota County; the Council and the Metropolitan Airports Commission (MAC) are conducting this planning. The second track involves finding ways to improve the capacity of the current major airport, Minneapolis-St. Paul International (MSP); the MAC is responsible for this effort.

In January 1992 the Council completed its third annual assessment of factors that influence the timing and choices made under the dual-track strategy. The factors include trends and forecasts of aircraft landings and takeoffs, the economy of the region, growth in passenger and freight travel, and changes in the airline industry. Traffic at MSP grew slightly in 1991. Air traffic grew by just .6 percent in aircraft operations and by 1 percent in total passengers. The 1991 levels remain within the range of forecasts prepared in 1989 at the beginning of the dual-track process. The economy was sluggish and air traffic nationwide was down. In addition, the financial condition of most major air carriers worsened.

The report concludes that the dual-track process does not require significant change, and should be completed to reduce the uncertainty that concerns both residents who live near MSP or those near the Dakota County search area that has been selected for a possible new airport. The Council and the MAC believe that it may be possible to shorten the planning process by up to one year. This would result in recommendations to the legislature in 1995.

In 1992 the Council and the MAC developed an outline for the final decision document for the dual-track process. The document will recommend a preferred option to the legislature for meeting the region's long-term airport needs. The outline identifies the questions and key issues to be addressed in the final report. Seven decision factors identified in the outline include

investment assessment; air service; economic impacts; regional and community impacts; environmental impacts; financial issues; and strategic concerns.

**MSP Has Potential for Multiple Reuses** - As part of the dual-track process, the Council was asked to study the potential reuses of MSP should the legislature choose to build a new airport in Dakota County. Aided by a reuse task force, the Council this year completed a report on reuse of MSP. The report says that a top priority of airport reuse should be to attract new jobs and economic activity for the region. Other criteria for selecting reuse options are: taking advantage of the natural beauty and historical significance of the site; redeveloping the site to complement the scale and character of surrounding communities; maximizing transit use and not overburdening the highway system; and incorporating residential development that complements and reinforces nearby residential neighborhoods. The report also recommends that a development and management entity should be established to guide reuse and to implement the reuse criteria.

**Travel Behavior Inventory (TBI)** - The TBI is a series of major transportation surveys taken during 1990 in the Metro Area to document how the region's residents and businesses use the streets, highways and transit services in the region. In 1992 the Council focused on analyzing the data, recalibrating computer models used to estimate and forecast travel throughout the region, and publishing reports and fact sheets on several of the surveys. The remainder of the reports and fact sheets will be published in early 1993, including a summary report on the TBI. The Council in 1993 will also hold a planners forum on travel forecasts for the year 2015.

After several years of work by the Council and the Minnesota Department of Transportation, as well as local governments and numerous citizen groups, draft environmental impact statements were completed in 1992 on reconstruction and upgrading of Interstate Hwys. 35W south of Minneapolis and 494 between Minnetonka and Bloomington. Decisions on a preferred reconstruction alternative were expected on both projects in late 1992 or early 1993; final EISs will be published in 1993. In 1992 the Council also: worked with the traffic management organizations along I-494 and in downtown Minneapolis; analyzed the implications of the new federal transportation act on the Council and developed an allocation process for 1993 federal funds; and developed the comprehensive 1993-95 transportation improvement program.

**1993 Activities** - In 1993 the Council will, among other activities: analyze alternatives for transit in the Central Corridor between the downtowns of Minneapolis and St. Paul; review the final decisions for I-35W and I-494; amend the transportation policy plan to reflect the requirements of recent federal transportation laws; coordinate transportation planning with other agencies in the region; review applications for right-of-way acquisition loans; conduct the fourth annual contingency planning assessment as part of the dual-track airport planning process; conduct community and environmental impact reviews for the potential new airport sites in Dakota County; review the MSP comprehensive plan and the MAC's capital improvement program; and adopt a revised Aviation Guide Chapter. Both the dual-track airport planning process and implementing the requirements of the recent federal transportation act are among the Council's seven top priorities in the 1993 work program.

## Solid Waste

The Twin Cities Area is recognized nationally as a leader in its programs for managing solid waste. It has developed sound alternatives to land disposal of the millions of tons of trash generated here each year. Over the last several years the focus in solid waste management has begun to swing from energy recovery to recycling and now to reducing waste at its source.

The Council oversees the management of the Metro Area's solid waste. In this role, it studies ways to best manage waste and develops policies for a regional management system. It also conducts environmental reviews of proposed facilities, administers an extensive grant program to encourage recycling and other alternatives to landfilling waste, and works with other agencies to develop coordinated approaches to dealing with solid waste.

The Council has worked in recent years to encourage the counties--who each operate the solid waste management system within their borders--to work together more in order to achieve efficiencies that both save money and protect the environment. In 1992 the Council gave a \$100,000 grant to the counties to create a solid waste management authority to develop an integrated regional system of solid waste management. The regional body will be able to issue bonds to build facilities and create programs across county borders (for example, in household hazardous waste collection and disposal). An integrated system will help ensure that each type of waste is managed at a facility most appropriate for that type, rather than simply at the nearest facility. The counties' current coordinating board is expected to sunset once the new regional body is in place. The Council will support legislation to assist the counties to establish the regional body and give it the needed authority to operate effectively.

**Region Makes Progress Toward Abating Landfills** - The seven-county Metropolitan Area used 21 percent less landfill space in 1991 than in 1990, the Council reported to the legislature this year. The *1991 Abatement Progress Report for the Twin Cities Metropolitan Area* reported that an estimated 2.7 million tons of mixed municipal solid waste was managed in the region in 1991. Of that, 43 percent was recycled, 31 percent was processed into energy, and 26 percent was land disposed. The recycling figure includes yard-waste composting, but even if that is removed, the counties met the Council's recycling goal of 25 percent. Further gains will need to be made, however, in order to meet the state's mandated recycling goal of 45 percent (not including yard waste) by 1995. Collecting a greater variety of materials, getting more people to recycle and expanding markets for recyclable materials will be necessary to achieve the goal. The report makes the following recommendations:

- Metropolitan counties, state agencies and the Council should develop a comprehensive strategy that quantifies, on a periodic basis, the region's total solid waste stream so that waste management policies and programs can be refined and new ones developed.
- Weight-based trash collection fees should be established to promote waste reduction.
- An environmental protection fee should be added to tipping fees at all land disposal facilities in the state. Funds accumulated from the fee should pay for environmental protection costs, including the removal of toxic materials from the waste stream, and should encourage generators to participate in future waste reduction efforts.

- A tax or fee should be assessed on materials determined by the Minnesota Pollution Control Agency to harm the environment. Monies accumulated should be placed in a dedicated fund to reduce the toxicity of the waste stream.
- Cities and counties should work to expand the number of materials recycled and should work toward same-day recycling and garbage collection. Commingled collection of recyclables should continue to be promoted.

**1991 Facilities Cost and Finance Report for the Twin Cities Area** - The cost of solid waste management in the Metro Area in 1991 is estimated at \$389 million, compared to \$332 million in 1990 and \$147 million in 1986. Collecting municipal solid waste and recyclables continues to be the most expensive element of the system, accounting for about 52 percent of the total costs. The other two major elements, waste processing and land disposal, account for 24 and 15 percent, respectively, of total system costs. Metro Area households paid an estimated average \$204 for collection services in 1991, or \$162 a ton. Metro Area businesses paid on average roughly \$2,983 for waste collection services in 1991, or \$106 a ton.

**Metropolitan Landfill Abatement Account: Fiscal Year 1992 Expenditures and Activities Report** - Operators of mixed municipal solid waste landfills in the region pay a \$2-per-cubic-yard surcharge on waste accepted and disposed of at the landfills. The Council receives \$1.50 of this surcharge to fund activities designed to reduce the region's need for landfills. In fiscal year 1992 the Council awarded \$1.96 million in grants to counties, cities and towns, businesses, public institutions and nonprofit agencies for projects ranging from developing a State Fair exhibit on waste reduction, reuse and recycling, to holding a conference on developing markets for recyclable materials. A major portion of these funds, nearly \$1.6 million, went to the seven counties to support waste reduction, recycling and composting programs. Other revenues from the surcharge, nearly \$1 million, were used for a regional public education program on waste reduction and for research on waste composition.

In 1992 for the Council also: developed resources and provided technical assistance to businesses to help them reduce the amount of waste they produce in their operations, and design products that are less toxic and have reduced packaging; completed reviews of four county solid waste master plans and seven county landfill certification reports; reviewed environmental impact assessments on two proposed composting facilities; worked with the Minnesota Pollution Control Agency on a statewide waste composition study; and worked with the counties to coordinate market development plans for recyclable materials.

**1993 Activities** - In 1993 the Council will: analyze data from the waste composition study and recommend programs to better manage waste in the region; transfer the public education and commercial/industrial waste reduction programs to the counties for implementation; continue to support development of the regional solid waste management authority; sponsor a conference for the business community on the availability and quality of recycled products; distribute more than \$3 million in funds to develop and support increased recycling in the region; and continue to monitor the region's progress in meeting its goals for recycling and landfill use reduction.

## **Water Resources Management**

The region's abundant lakes and rivers are among its finest assets. The Council in 1992 continued working to help conserve and protect the Twin Cities Area's water resources. The Council completed a long-term water supply plan for the region and developed interim strategies to reduce pollution in the Minnesota River and in all Metro Area water bodies.

**Long-term water supply plan** - Although the seven-county area has received plenty of rainfall in the last two years, it was only a few years ago that the region experienced a severe drought. This water shortage led the legislature to ask the Council to prepare a long-term water supply plan to protect and conserve the Twin Cities Area's vulnerable water supply. That plan was completed and submitted to the legislature in 1992.

The plan calls for a coordinated, region-wide effort to safeguard the seven-county Metro Area's water supply, considered vital to the region's economy. It asks the legislature to mandate a planning effort to be carried out by the region's cities, townships and counties, along with the Council. The plan would require communities to address water supply issues in comprehensive plans submitted to the Council for review.

The plan recommends that each community be required to provide:

- A description of its water supply system, including its source of water, wells, supply lines, treatment plants and major commercial and industrial users.
- A water conservation program, including emergency preparedness, conservation techniques, pricing methods to reduce demand, reduction of nonessential water uses, and a public education program.
- Suggestions for joint efforts with neighboring communities to share water sources and treatment, including sharing water supplies and pursuing alternative sources.
- A plan to protect surface water and groundwater from pollution, and proposed solutions to actual or anticipated water supply problems.

The plan also calls for:

- The Department of Natural Resources to ensure that communities, businesses and industries are using water resources wisely. Water users also would be required to prepare water supply contingency plans--actions to be taken in the event of contamination or shortage.
- The state to establish an authority to identify and manage the potential for accidental spills in the Mississippi River, install a system to detect contamination, and implement emergency cleanup efforts.
- The Council to continue its efforts, including developing data on water use and availability, models of groundwater and surface water and their projected use, information on conservation, and evaluation of alternative supplies and opportunities for water sharing.
- Formation of an organization of groups and agencies dealing with and affected by the Mississippi River as a focal point for action.
- A one-time legislative appropriation of \$1 million for the Council to initiate the study and develop tools needed to address the region's water supply system.

In the 1992 legislative session, the Senate passed a bill incorporating the plan's recommendations but without some of the funding needed to implement the plan. The House did not pass the bill. The Council plans to have the bill introduced again in the 1993 session.

**Reducing nonpoint-source pollution in the region's waters** - The Council continued its work to meet a federal mandate to reduce nonpoint-source pollution (urban and rural stormwater runoff) by 40 percent in the Minnesota River by 1996. An interim strategy to reduce nonpoint pollution to the river was issued by the Council in 1992. The strategy is the minimum that the Council will accept as part of any local government comprehensive plan. It requires local governments in the Minnesota River basin to:

- Adopt, by Sept. 30, 1992, design standards for new stormwater ponds that will reduce the contaminant loadings from surface water runoff.
- Include in their stormwater plans, by Sept. 30, 1992, the Minnesota Pollution Control Agency's urban "best management practices" for all new land development or redevelopment.
- Adopt Minnesota Department of Natural Resources shoreland regulations.

The Council may require local governments to restrict land-use activities that would generate surface water runoff if they have not adopted the above measures. The Council will also monitor the effectiveness of the strategy. If sufficient progress is not made by 1994, the Council and the AMM will work to devise a solution to meet the 40 percent reduction goal.

A similar interim strategy to deal with nonpoint pollution in water bodies region-wide was also issued in 1992. The strategy spells out requirements, identical to those above except for a January 1993 deadline, for all local governments in the seven-county area. The Council will continue to prepare a water resources plan that includes management objectives and target pollution loads for watersheds in the Metro Area. It will also work with the Association of Metropolitan Municipalities to advise its members of the importance of following through with this work.

**Other water quality work** - The Council in 1992 also: negotiated federal water quality permits for Blue Lake and Seneca sewage treatment plants; prepared a nonpoint-source pollution report assessing problems in the Metro Area for inclusion in a statewide MPCA report; participated in negotiations for removing Rahr Malting Company from the regional sewage treatment system and obtaining a sewage discharge permit; and reviewed several development proposals for their impacts on water quality.

**1993 Activities** - The Council in 1993 will: develop a water-use data base; begin preparation of a new sewer policy and system plan; review plant and river studies related to the phosphorus/algae issue in Lake Pepin, and negotiate modifications to the discharge permit for the Metro wastewater treatment plant; review comprehensive plans, discharge permits and environmental impact documents; organize and carry out a volunteer-supported lake water-quality survey; and prepare a report to the MPCA on the impact of urban runoff on groundwater quality. Both water supply planning and nonpoint-source pollution control are among the Council's seven top priorities in the 1993 work program.

## Housing

Revising regional housing policies was the major focus of the Council's work in housing during 1992. Since 1984, when the *Housing Guide Chapter* was last updated, major demographic, economic and public policy changes have taken place both in the region and nationally. These changes have affected people's ability to find adequate and affordable housing, and have affected local governments, neighborhoods and some sectors of the housing industry.

In 1992 the Council undertook an extensive outreach effort to identify the key issues that need to be addressed as new housing policies are developed. Meetings were held with representatives from: the four major racial/ethnic minority groups in the region; elderly people; homeless people; people with physical and developmental disabilities; people with mental illness; people with low incomes; local governments; nonprofit organizations; developers, builders and financiers; and neighborhood activists. Regional housing issues and the Council's role in addressing them were discussed. Some of the common themes that emerged at the meetings are summarized below.

- Improve accessibility to housing and services. Provide information on housing availability and programs in a more centralized and less fragmented way. Having bilingual and culturally sensitive staff to assist applicants. Have more flexible agency hours and decentralized office locations.
- Simplify the system. The large number of programs, agencies and groups involved in housing often make it difficult, if not overwhelming, for users and providers of programs and services to know where to go and how to find out what is available.
- Housing choice. Provide a variety of affordable housing types throughout the region, closely tied to transportation so that people can get to jobs, school, medical care, shopping and other needs.
- Affordability. Increase the supply of affordable housing to fill the ever-widening gap between what's needed and what's available.
- Flexibility. Build flexibility into housing funding and programs to acknowledge cultural differences, special needs and community differences.
- Integrated planning. Integrate housing planning with planning for transportation and other regional systems. Assess the impact of regional system plans on the housing market and neighborhoods.
- Tax reform. Reform federal and state tax policy, particularly as it affects rental housing.

The Council's role was seen by many groups as that of regional leader and coordinator. Specific tasks that were pinpointed include identifying regional housing issues and proposing strategies to address problems; championing issues; providing housing and demographic data to local governments and housing providers; and coordinating housing plans for the region. The Council already plays many of these roles.

In August a group of Council members began working with housing staff to review issues papers and formulate new policies. The Council as a whole reaffirmed its commitment to housing planning. The Council said it would: 1) take a strong leadership role in housing planning and policy development to help guide the region's housing markets, and maximize housing choice to the region's citizens; and 2) emphasize in its work the linkage between housing, land use, physical infrastructure planning and socioeconomic issues. In addition, the Council reaffirmed its role in

data research and analysis, coordination of local housing plans, education and lobbying regarding housing issues, and proposing regional solutions to problems.

Late in the year the housing work group reviewed staff issues papers on housing and metropolitan system linkages; affordable housing and housing choice; designing the housing "system"; and neighborhood revitalization. A new draft housing guide chapter was expected to be approved for public comment in March 1993.

The Council in 1992 also published a report on neighborhood vitality that identifies what makes neighborhoods strong and provides evaluation tools for neighborhood organizations to use. The Council continued to review local government comprehensive plans and proposed subdivisions for federal mortgage insurance approval, and gathered and analyzed data on housing affordability.

### **800 Megahertz Trunked Radio Project**

At the request of counties, cities and townships in the Metro Area, the Council in 1991 undertook a study of the technical, economic and political feasibility of a region-wide trunked radio communications system to serve public safety and other communications needs of local governments. These entities were having increasing trouble getting access to existing radio channels for essential services like fire, police and ambulance dispatching. The Federal Communications Commission (FCC) has set aside a new group of channels, and in recognition of the demand is encouraging coordinated planning for shared use of the channels.

The Council's study was overseen by a task force of local government and public safety representatives. The task force concluded in 1992 that the most viable option for jurisdictions planning to expand or upgrade their radio communications systems is to use the group of channels at 800 MHz made available by the FCC, together with computer trunking technology that expands significantly the available capacity. A consultant report determined that an integrated region-wide trunked system is technically feasible. Preliminary estimates by the consultant indicated that, if each individual jurisdiction developed a freestanding system in the 800 MHz band, the cost would be approximately two-thirds more than the cost of a integrated region-wide system. Further study is underway to look at incorporating existing components--towers, transmission sites, microwave and other links--to further reduce the cost of an integrated region-wide system. Coordination with the metropolitan 911 system is also being studied. Two options for financing the regional capital costs of the system have been suggested: a region-wide property tax levy or a telephone tax on Metro Area phone lines.

The feasibility study also concludes that an integrated region-wide system is politically feasible. The task force recommended establishing a governing body representing local governments with powers ranging from planning to ownership and operation. Its first and most immediate task would be to plan for spectrum-efficient use of the 800 MHz channels available to Metro Area jurisdictions, and to apply to the FCC for the channels so that they are reserved for region-wide use, and not allocated by the FCC to individual local governments. A plan needs to be developed and application made to the FCC by mid-1994.

The next step will be to determine which option for shared use of the channels is the most cost-



effective approach and to take the necessary steps to implement that option. A consultant study currently underway should provide most of the information necessary to make that decision.

The Council adopted the recommendations of the task force and will seek legislation to establish the governing body called for in the recommendations so that further study and planning can proceed.

## **Parks**

The Council in 1992 laid the groundwork for a regional trail system by developing trail design standards, trail corridor criteria and a trail demand analysis. The Council expects to have a draft trail plan ready for public review in mid-1993.

The Council authorized grants from \$2.35 million in state bond proceeds to regional park implementing agencies for acquisition and development in several regional parks. Major projects funded included picnic area parking improvements at Como Park, beach and picnic area improvements at Snail Lake Regional Park, trails and shoreline protection at Minneapolis Chain of Lakes Regional Park and trails at Coon Rapids Dam Regional Park. The Council also began selection of regional trail projects and park accessibility improvements to be funded with \$2.2 million allocated by the Legislative Commission on Minnesota Resources. The projects will be carried out in 1993-94.

The Council distributed \$2.4 million appropriated by the legislature for supplementary operation and maintenance grants to the regional park implementing agencies. The fiscal year 1992 appropriation represents just under seven percent of the nearly \$35 million total cost of operating and maintaining the parks in 1992. The amount received by each of the 10 agencies made up from 5.2 to 11.1 percent of their respective operating budgets.

The Metropolitan Parks and Open Space Commission and the Council in 1992 discussed a variety of options for establishing a stable source of parks funding. The objective is to meet the regional parks system acquisition and development goals set in 1974 for the year 2000. The commission recognized that without a substantial state commitment, the goals will not be met. At year's end the commission was considering a proposal that the Council use its \$40 million parks bonding authority over the next several years to create a stable foundation of parks funding. If approved by the commission, the Council would consider the proposal early in 1993.

## OTHER ACTIVITIES

In addition to the priority work described above, the Council in 1992 engaged in a variety of activities to carry out its regional mission. Following is a snapshot of some of this work.

### Human Investment Framework

One of the Council's roles has been to analyze the region's long-term investments in physical facilities to determine the most effective way to spend public dollars. But looking at infrastructure isn't enough. A major portion of public investment is made in people--whether it is through education, health care, job training, or many other areas of spending. The Council has taken on the task of examining how we in the region invest in our people, identifying the values that underlie these investment decisions, and proposing regional policies for how these investments should be made in the future. In an era of increasing needs and limited resources, it is essential to determine how best to allocate resources for the greatest return.

The first step in this project was a comprehensive data-gathering effort to determine current investment patterns. The Council in 1992 published two major reports describing where the region invests public and private charitable funds, and how much we invest.

**Inventory of Human Investment in the Twin Cities Area** - The term "human investment" is used to describe two types of investment: investments that increase people's productivity, and investments that enhance people's quality of life, and thus, the quality of life for society as a whole. As a basis for data collection, the Council developed 11 broad categories or "systems" of investment: physical and mental health; basic needs (food and clothing); income and economic opportunity; housing; transportation; education; support for individuals and families; safety and security; personal growth; environmental quality; and organized action. The inventory report describes the 11 systems of services and their components, the varying roles played by the public and private sectors, current trends and issues that affect the systems, and the interrelationships among the systems. The report includes data on the number and type of services in each category offered in each of the seven counties in the Metro Area.

**Summary of Human Investment in the Twin Cities Area** - The region in 1990 invested nearly \$13 billion of public tax dollars and private charitable funds for services included in the 11 systems described in the human investment inventory. The largest investments were made in education, income and economic opportunity (social security, income maintenance and job training), and health care. Of the total spent on the 11 systems overall, 35 percent was federal funds; 23 percent, state; 14 percent, local property taxes; 12 percent, fees and service charges; 9 percent, private charitable funds; 5 percent, bond sales; and 2 percent, miscellaneous. The source of funds varied considerably by system. Totaling the public and private charitable investments and dividing by the number of households in the seven-county area, the region invested an estimated \$14,800 per household for services in 1990. This compares to an estimated \$26,400 per household in out-of-pocket expenditures for similar services--such as food, rent or mortgage payments, car payments, and private school tuition--included in the 11 systems.

A third and related report published in 1992 is called **The Twin Cities Metro Area in Perspective:**

**A Report on 43 Regional Indicators.** This report provides data on how well the region is faring on a broad range of issues affecting regional life. Indicators were selected within each of the 11 systems of human investment. Trends are tracked over time and comparisons are made with the state as a whole, other large cities and the nation. The Twin Cities Area is doing well in a number of areas: overall infant mortality, average life expectancy, home ownership, high school and college graduation rates, volunteerism, solid waste management, and others. However, the report shows that whole population groups--particularly racial and ethnic minorities--are being left behind socially, economically and politically. Poverty for these groups increased dramatically in the 1980s. Infant mortality rose, and life expectancy dropped for many of these groups. Increasing crime and highway congestion affect people of every color. Overall, the report provides a mixed view of regional life.

The data published in 1992 will form the basis of a new chapter of the *Metropolitan Development Guide*, to be known as the *Human Investment Framework*. The framework will discuss societal changes in the last 25 years that call for a close examination of human investment; describe how and where we currently invest in people; and propose principles and spell out strategies for more effective investments. The framework will serve as a companion to the Council's plan for the overall physical growth of the region, the *Metropolitan Development and Investment Framework*. A draft framework will be published in early 1993 for public comment.

**Inventory of Twin Cities Metro Area Public School Facilities** - At the request of the legislature, the Council developed an inventory of the 491 school buildings currently used by the 48 school districts in the seven-county Metro Area. The inventory includes data on the age, condition, accessibility and replacement cost of the buildings; the number of students currently enrolled and forecasted for 1995 for each district; and the revenues and expenditures for each school district.

**1993 Activities** - In 1993 the Council also expects to: complete an inventory on the condition and use of all public buildings in the Twin Cities Area (excluding school buildings) as requested by the legislature; develop guidelines for Council review of school district facility construction plans, as called for in 1992 legislation; report on employment of people in the 11 systems of services as defined for the *Human Investment Framework*; and complete a life cycle study. This study will look at individuals' needs over the course of the life cycle, combined with the Council's demographic forecasts, to anticipate future pressures on various public services in the Metro Area. The study will take into consideration the changing ethnic and racial composition of the region's population, and the effects of economic and social change.

### **Metropolitan Housing and Redevelopment Authority (Metro HRA)**

The Council's Metro HRA distributed \$19.7 million in rent assistance payments to provide affordable housing to 4,427 households in 140 communities. The HRA achieved 99.9 percent of its planned use of certificates and vouchers in 1992. In addition, the HRA continued to carry out the mandates of federal "portability" legislation that allows Section 8 recipients to take their certificates outside the Metro HRA's service area. Approximately 900 clients have taken advantage of the provision.

In 1992 the Metro HRA provided Section 8 project-based assistance to the East Metro Women's

Council's 20-unit transitional housing project for single-parent families. The linkage of Section 8 rent assistance and social services is intended to assist the participating families toward self sufficiency. The HRA helped Anoka, Hennepin and Ramsey Counties administer a state housing subsidy program for people with mental illness. A total of 120 low-income persons were assisted through the program.

The HRA also launched the Housing Connection, a 24-hour live operator information service that provides up-to-date affordable housing vacancy information, and Section 8 and public housing application information, to callers. The service responds to approximately 1,900 calls per month.

## **Programs for Older People**

**Federal Grant Allocation** - As the designated Area Agency on Aging, the Council allocated and distributed \$5 million in state and federal funds to sustain a wide variety of supportive services for older people in the region in 1993 and 1994. The funds will be used for congregate dining, home-delivered meals, transportation, outreach, legal aid, respite care and other services.

**The Generations Project** - This project is an attempt to redesign the current system of programs for older people in the region in order to simplify and streamline the system. Developed over a 20-year period, the system is very fragmented and often too complex for older people and their families to use. With increasingly limited resources, the region must make sure that programs are organized as efficiently and effectively as possible. In 1992 the Council: held a half-day conference on systems integration attended by 200 people; surveyed over 1,000 agencies to determine the current services provided and the dollars spent; held focus groups with older person in the central cities to discuss the system from the users' point of view (suburban older adults were interviewed last year); and held four roundtables with older adults from racial and ethnic minority groups to get their input on the project. The end result, in 1994, will be a regional policy plan for a redesigned aging system. The Council will work with counties, cities, school districts, private funders and other groups to implement the policies. The policies will also direct how the federal Title III American Act funds administered by the Council should be used.

## **Metropolitan Significance Review**

The Council in 1992 initiated one metropolitan significance review. The city of Lake Elmo asked the Council to review a proposed residential development, in neighboring Oakdale, that had potential impacts on traffic and surface-water runoff. Once initiated, the review was suspended for 30 days so that the two cities and the developer could negotiate an agreement on the development. The review was terminated when the developer withdrew the project.

## **Metropolitan Council Data Center**

The Metropolitan Council Data Center serves as the disseminator of Council research, and information from other sources, needed by people in both the public and private sectors. In 1992 the Data Center provided over 20,000 publications, responded to more than 10,000 data requests

and served over 20,000 customers with information. During the year, the Data Center and Research Divisions put census data into usable formats, analyzed the data and distributed it to businesses, local governments, nonprofits and the general public. New map products developed include a satellite-image map of the region and large-scale maps showing distribution of population, population change, distribution of people in racial and ethnic minority groups, and location of jobs.

**1992 REVISED BUDGET**  
**REVENUE AND EXPENDITURES BY DEPARTMENT**  
**AS OF SEPTEMBER 30, 1992**

	Human Services				Research/ Long- Range Planning	Community Services	Adminis- tration	Chair's Office	Non- depart- mental	All Other than HRA	Total
	Metro HRA	Aging	Other Human Services	Metro Systems							
<b>REVENUES</b>											
Federal	2,624,896	636,362		1,791,405	60,000					2,487,767	5,112,663
State	7,425			1,576,824						1,576,824	1,584,249
Regional Agencies				747,419	356,698		41,642	18,719	71,000	1,235,478	1,235,478
Interest Income	36,000	4,657							50,000	54,657	90,657
Other Miscellaneous	8,400	5,608		1,000,031	15,000	36,000			33,000	1,089,639	1,098,039
Use of Reserves	123,929									0	123,929
Total External Revenue	2,800,650	646,627	0	5,115,679	431,698	36,000	41,642	18,719	154,000	6,444,365	9,245,015
Internal Rev.- User Charges									347,743	347,743	347,743
Property Tax Levy	0	203,078	1,523,160	2,234,128	1,935,379	727,373	1,539,051	0	0	8,162,170	8,162,170
Total Revenues and Other	2,800,650	849,705	1,523,160	7,349,807	2,367,077	763,373	1,580,693	18,719	501,743	14,954,278	17,754,928
<b>Controllable Costs</b>											
Salaries and Benefits	1,050,465	478,000	850,267	2,466,900	1,248,500	788,600	1,393,850	974,139	614,900	8,815,156	9,865,621
HRA Administrative Fees	813,295	928								928	814,223
Consultant	7,500	10,135	5,000	2,787,422	108,495	15,250	116,000	27,500	22,500	3,092,302	3,099,802
Travel	14,375	21,850	5,906	29,910	6,100	4,100	2,560	11,000		81,426	95,801
Printing Services	29,720	45,565	38,210	102,930	19,600	99,646	35,990	12,980	2,000	356,921	386,641
Other Controllable Costs	138,490	0	45,295	177,758	69,529	155,574	208,120	291,253	351,503	1,299,032	1,437,522
Subtotal Controllable Costs	2,053,845	556,478	944,678	5,564,920	1,452,224	1,063,170	1,756,520	1,316,872	990,903	13,645,765	15,699,610
<b>Allocated Costs</b>											
Rent & Utilities	101,000	24,715	80,039	185,551	95,487	149,529	169,523	129,623	62,943	897,410	998,410
User Charges(Depreciation)	45,407	17,284	17,859	150,257	58,141	58,942	224,840	45,183	0	572,506	617,913
Computer Services	23,109	10,359	10,966	83,346	36,658	36,162	118,122	18,734	0	314,347	337,456
Subtotal Allocated Costs	169,516	52,358	108,864	419,154	190,286	244,633	512,485	193,540	62,943	1,784,263	1,953,779
Total Direct Expenditures	2,223,361	608,836	1,053,542	5,984,074	1,642,510	1,307,803	2,269,005	1,510,412	1,053,846	15,430,028	17,653,389
Cost Center Indirect Expense						(748,222)	(2,159,405)	(609,195)	(459,700)	(3,976,522)	(3,976,522)
Indirect Expense Allocation to Line Programs	577,289	240,869	469,618	1,365,733	724,567	203,792	60,293	310,438	23,921	3,399,233	3,976,522
Total Department Expense	2,800,650	849,705	1,523,160	7,349,807	2,367,077	763,373	169,893	1,211,655	618,067	14,852,739	17,653,389
Net Surplus(Deficit)	0	0	0	0	0	0	1,410,799	(1,192,936)	(116,324)	101,539	101,539

**1992 EARNED REVENUE AND  
ACTUAL EXPENDITURES BY DEPARTMENT  
AS OF SEPTEMBER 30, 1992**

	Human Services				Research/ Long- Range Planning	Community Services	Adminis- tration	Chair's Office	Non- depart- mental	All Other than HRA	Total
	Metro HRA	Aging	Other Human Services	Metro Systems							
<b>REVENUES</b>											
Federal	2,027,728	423,363		996,631	82,539					1,502,533	\$3,530,261
State	8,625			794,606						794,606	\$803,231
Regional Agencies				559,262	302,115		29,432	31,190	74,168	996,167	\$996,167
Interest Income	17,354	3,832							29,556	33,388	\$50,742
Other Miscellaneous	2,400	3,165	510	244,388	12,959	22,641			11,135	294,798	\$297,198
Use of Reserves	(258,659)									0	(\$258,659)
<b>Total External Revenue</b>	<b>1,797,448</b>	<b>430,360</b>	<b>510</b>	<b>2,594,887</b>	<b>397,613</b>	<b>22,641</b>	<b>29,432</b>	<b>31,190</b>	<b>114,859</b>	<b>3,621,492</b>	<b>5,418,940</b>
<b>Internal Rev.- User Charges</b>									265,441	265,441	265,441
<b>Property Tax Levy</b>	<b>0</b>							<b>0</b>	<b>6,113,022</b>	<b>6,113,022</b>	<b>6,113,022</b>
<b>Total Revenues and Other</b>	<b>1,797,448</b>	<b>430,360</b>	<b>510</b>	<b>2,594,887</b>	<b>397,613</b>	<b>22,641</b>	<b>29,432</b>	<b>31,190</b>	<b>6,493,322</b>	<b>9,999,955</b>	<b>11,797,403</b>
<b>Controllable Costs</b>											
Salaries and Benefits	708,146	317,309	535,872	1,690,601	896,348	543,165	962,751	687,119	360,630	5,993,795	\$6,701,941
HRA Administrative Fees	455,393									0	\$455,393
Consultant	4,800	928		772,892	44,298	15,250	36,301	13,199	2,000	884,868	\$889,668
Travel	6,643	5,292	2,110	18,428	3,411	684	931	1,162	112	32,130	\$38,773
Printing Services	19,842	10,255	6,039	35,844	11,075	47,123	29,084	8,513	2,905	150,838	\$170,680
Other Controllable Costs	90,162	27,232	8,527	66,323	25,113	65,418	140,630	190,439	105,776	629,458	\$719,620
<b>Subtotal Controllable Costs</b>	<b>1,284,986</b>	<b>361,016</b>	<b>552,548</b>	<b>2,584,088</b>	<b>980,245</b>	<b>671,640</b>	<b>1,169,697</b>	<b>900,432</b>	<b>471,423</b>	<b>7,691,089</b>	<b>8,976,075</b>
<b>Allocated Costs</b>											
Rent & Utilities	70,960	19,267	51,040	123,566	66,051	101,080	118,513	87,403	75,905	642,825	\$713,785
User Charges(Depreciation)	36,104	14,334	14,676	129,890	34,995	45,604	153,823	34,493	2,177	429,992	\$466,096
Computer Services	25,680	8,045	8,894	32,449	19,951	24,411	64,356	14,006	1,490	173,602	\$199,282
<b>Subtotal Allocated Costs</b>	<b>132,744</b>	<b>41,646</b>	<b>74,610</b>	<b>285,905</b>	<b>120,997</b>	<b>171,095</b>	<b>336,692</b>	<b>135,902</b>	<b>79,572</b>	<b>1,246,419</b>	<b>1,379,163</b>
<b>Total Direct Expenditures</b>	<b>1,417,730</b>	<b>402,662</b>	<b>627,158</b>	<b>2,869,993</b>	<b>1,101,242</b>	<b>842,735</b>	<b>1,506,389</b>	<b>1,036,334</b>	<b>550,995</b>	<b>8,937,508</b>	<b>10,355,238</b>
<b>Cost Center Indirect Expense</b>						(458,601)	(1,474,127)	(392,574)	(302,003)	(2,627,305)	(2,627,305)
<b>Indirect Expense Allocation to Line Programs</b>	<b>379,718</b>	<b>172,084</b>	<b>296,966</b>	<b>911,686</b>	<b>488,581</b>	<b>134,740</b>	<b>18,841</b>	<b>224,264</b>	<b>424</b>	<b>2,247,587</b>	<b>2,627,305</b>
<b>Total Department Expense</b>	<b>1,797,448</b>	<b>574,746</b>	<b>924,124</b>	<b>3,781,679</b>	<b>1,589,823</b>	<b>518,874</b>	<b>51,103</b>	<b>868,024</b>	<b>249,416</b>	<b>8,557,790</b>	<b>10,355,238</b>
<b>Net Surplus(Deficit)</b>	<b>0</b>	<b>(144,386)</b>	<b>(923,614)</b>	<b>(1,186,792)</b>	<b>(1,192,210)</b>	<b>(496,233)</b>	<b>(21,671)</b>	<b>(836,834)</b>	<b>6,243,906</b>	<b>1,442,165</b>	<b>1,442,165</b>

# 1993 REVENUE AND EXPENDITURES BY DEPARTMENT COUNCIL OPERATIONS

	Human Services			Metro Systems	Research/ Long- Range Planning	Community Services	Adminis- tration	Chair's Office	Non- depart- mental	Total
	Metro HRA	Aging	Other Human Services							
Permanent Staff	26.5	11.0	15.5	47.6	22.0	16.8	33.000	17.875	0.00	190.275
Temporary Staff			0.0	1.0	2.0	0.0	0.00		0.00	3.00
REVENUES										
Federal	2,701,664	621,486		1,300,000	60,000					4,683,150
State	22,900			832,703						855,603
Regional Agencies				540,759	359,774		35,623	25,844	137,559	1,099,559
Subtotal	2,724,564	621,486	0	2,673,462	419,774	0	35,623	25,844	137,559	6,638,312
Other Revenues										
Interest Income	24,676	10,152						0	35,552	70,380
Other Miscellaneous	6,600			739,000		36,000		0	18,015	799,615
Use of Reserves	128,621									128,621
Subtotal Other	159,897	10,152	0	739,000	0	36,000	0	0	53,567	998,616
Internal Rev.- User Charges									216,456	216,456
Property Tax Levy	0	220,198	1,332,641	2,104,985	1,940,939	988,248	149,374	1,174,956	469,428	8,380,769
Total Revenues & Other	2,884,461	851,836	1,332,641	5,517,447	2,360,713	1,024,248	184,997	1,200,800	877,010	16,234,153
EXPENDITURES										
Salaries and Benefits	1,079,923	487,833	776,246	2,543,301	1,311,962	805,840	1,407,359	994,668	711,997	10,119,129
Local Housing Fees	971,048	0	0		0					971,048
Consultant	0	14,400	0	1,086,400	157,500		40,000	17,500		1,315,800
Travel	13,335	5,217	5,906	26,600	7,530	2,530	2,670	10,045	25,000	98,833
Printing Services	18,025	21,000	34,598	109,034	29,870	114,933	39,345	14,119	23,210	404,134
Computer Services	24,838	11,464	12,419	112,905	48,884	25,556	104,173	17,195		357,434
Other Direct Exp	125,243	39,915	32,249	137,818	41,565	140,296	271,434	339,622	292,725	1,420,867
Bldg Rent & Utilities	93,080	25,788	73,673	176,589	90,792	102,736	163,513	124,713	123,380	974,265
User Charges	25,777	5,361	14,293	69,093	24,854	39,742	213,561	31,683	0	424,364
Total Expenditures	2,351,269	610,978	949,384	4,261,740	1,712,957	1,231,633	2,242,055	1,549,546	1,176,312	16,085,874
Cost Center Indirect Expense						-493,697	-2,116,288	-627,842	-477,385	-3,715,212
Indirect Expense Allocation to										
Line Programs	533,191	240,858	383,257	1,255,707	647,756	286,312	59,230	279,097	29,805	3,715,212
Total Expense	2,884,461	851,836	1,332,641	5,517,447	2,360,713	1,024,248	184,997	1,200,800	728,732	16,085,874
Net Surplus(Deficit)	0	0	0	0	0	0	0	0	148,279	148,279



**Metropolitan Council**  
**1992 Annual Report to the Legislature**  
**Appendix**

Jan. 15, 1993

Metropolitan Council  
Mears Park Centre  
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## **ABOUT THIS REPORT**

The Metropolitan Council is by law required to submit to the Minnesota Legislature by Jan. 15 each year a report of its activities of the previous year. As an appendix to that report, this document lists all the local government comprehensive plan amendments, applications for federal funds, metropolitan agency plans and other items reviewed by the Council in 1992.



**Referral Appendix for Annual Report**  
**Referrals Received December 31, 1991 through December 31, 1992**

**1. Federal Grant and Loan Requests**  
**A. U.S. Dept. of Agriculture**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15623-1	SHAKOPEE MDEWAKANTON SIOUX COMMUNITY WATER AND WASTE DISPOSAL SYSTEM	Staff Information
15723-1	PERHAM HALL LIMITED PARTNERSHIP FMHA, 16 UNITS, PHASE II, POPLAR RIDGE, YOUNG AMERICA	Favorable

**1. Federal Grant and Loan Requests**  
**B. U.S. Department of Housing and Urban Development**  
**1. Housing Subdivision Program**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15609-1	ENTERPRISE PROPERTIES SF 33-92-DC, VICTORIA WAY 4TH, 19 LOTS, CHASKA	Favorable
15612-1	REASON INVESTMENT, INC. SF 40-92-DC, DODD RIDGE 3RD, 76 LOTS, LAKEVILLE	Favorable
15617-1	WENSMANN HOMES, INC. SF 43-92-DC, PILOT KNOB ESTATES 8TH, 48 UNITS, APPLE VALLEY	Favorable
15618-1	KENCO CONSTRUCTION, INC. SF 44-92-DC, RICE LAKE MEADOWS, 120 LOTS, HUGO	Favorable
15620-1	BAKKE, L. MARIE & PEARSON, RALPH D. SF 48-92-DC, DEGARDNER, 14 LOTS, ST. FRANCIS	Staff Information
15624-1	DOLAN - PRATT PARTNERSHIP SF 50-92-DC, TOWNHOMES OF EVERGREEN 4TH, 10 LOTS, WOODBURY	Favorable
15632-1	THOMPSON, ORRIN E. CONSTRUCTION CORP. SF 56-92-DC, COLBY LAKE 11TH, 46 LOTS, WOODBURY	Favorable
15633-1	ASTLEFORD, M.C. CO. SF 58-92-DC, CEDAR HILLS, 114 LOTS, RAMSEY	Favorable
15634-1	NORTH SUBURBAN DEVELOPMENT, INC. SF 59-92-DC, PARTRIDGE KNOLL, 24 LOTS, COON RAPIDS	Favorable

**1. Federal Grant and Loan Requests**  
**B. U.S. Dept. of Housing and Urban Development**  
**2. Multiple (221d4), Public Elderly & Handicapped Housing Program (202)**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15621-1	DAKOTA COUNTY HRA LOW RENT PUBLIC HOUSING - MN 46-P147-20	Favorable

15637-1	EAST METRO WOMEN'S COUNCIL SECT. 8, 20 UNITS, MN 46-E163-020	Favorable
15674-1	ACCESSIBLE SPACE, INC. SECTION 811 - CONSTRUCT 24-UNIT APARTMENT BUILDING	Favorable
15680-1	BEAVER CREEK APARTMENTS LIMITED PARTNERSHIP 221D4, BEAVER CREEK APT., PHASE II, 60 UNITS, MAPLEWOOD	Favorable
15683-1	MULTI RESOURCE CENTER 811 CAPITAL ADVANCE, FOUR SEASONS COMMUNITY HOUSING, CRYSTAL	Favorable
15684-1	ELM STREET PARTNERS LIMITED 221D4, ROSEBRIER APARTMENTS, 45 UNITS, FARMINGTON	Favorable
15685-1	JOHNSON, DEAN 221D4, OAK PONDS APARTMENTS, 60 UNITS, CHANHASSEN	Favorable
15686-1	COTTAGE GROVE INVESTORS II 221D4, HINTON HEIGHTS PHASE II, 80 UNITS, COTTAGE GROVE	Favorable
15712-1	DAKOTA COUNTY HRA LOW RENT PUBLIC HOUSING PROGRAM	Favorable
15665-1	NATIONAL HANDICAP HOUSING INSTITUTE, INC. SECTION 811 - 24 UNITS FOR DISABLED PEOPLE	Favorable
15673-1	NATIVE AMERICAN HOUSING FOUNDATION SECTION 202 - ELDERS LODGE	Staff Information
15675-1	WESTMINSTER CORP. SECTION 202 - NORWOOD SQUARE	Favorable

**1. Federal Grant and Loan Requests**  
**C. U.S. Dept. of Transportation**  
**1. Highway Programs**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15509-2	TAB UPWP AMENDMENT - CENTRAL CORRIDOR AA/DEIS (92-17)	Favorable
15560-2	TAB 5 FAU PROJECTS & 1992-94 TIP AMEND., 5 TRANSIT PROJECTS	Favorable
15560-3	TAB 1992-94 TIP AMENDMENT, SELBY AVENUE BRIDGE (92-8)	Favorable
15560-4	TAB 1992-94 TIP AMEND., MN/DOT PROJECTS (92-11)	Favorable
15560-5	TAB 1992-94 TIP AMEND., 77TH ST. RECONSTRUCTION PROJECT (92-10)	Favorable
15560-6	TAB 1992-94 TIP AMEND., 3 MN/DOT PROJECTS (92-15)	Favorable
15560-7	TAB 1992-94 TIP AMEND., MPLS. TMO COMMUTER CONNECTION PROJECT	Favorable

15560-8	TAB	1992-94 TIP AMEND., TRAVLINK PROJECT	In Process Dec. 31
15661-1	TAB	MARKET ARTERY CRITERIA (92-13)	Qualified Favorable
15725-1	TAB	1993 UPWP (92-24)	Favorable
15749-1	TAB	1993-95 TRANSPORTATION IMPROVEMENT PROGRAM	Favorable
15702-1	TAB	AMENDMENT TO BYLAWS OF TAB	Favorable
15709-1	TAB	INTERIM STP PROCESS & CRITERIA FOR BIKEWAY & WALKWAY PROJECTS (92-21)	In Process Dec. 31
15741-1	TAB	URBANIZED AREA PLUS 20-YEAR BOUNDARY (92-26)	Favorable
15742-1	TAB	ARTERIAL SYSTEM RECOMMENDATION FOR FUNCTIONAL CLASSIFICATION STUDY	Qualified Favorable
15750-1	TAB	1990 CLEAN AIR ACT AMENDMENT	Favorable

#### 11. State Grant and Loan Requests

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15610-1	MINN. DEPARTMENT OF TRANSPORTATION REPLACE BRIDGE 7279 - COUNTY ROAD C	Favorable
15616-1	MAPLE GROVE REPLACE BRIDGE 6272 OVER RUSH CREEK - TERRITORIAL ROAD	Favorable
15724-1	DAKOTA COUNTY REPLACE BRIDGE, L-3212 - CR 51 OVER NORTH BRANCH CHUB CREEK	Favorable
15751-1	NEW HOPE REPLACE BRIDGE 90656, 36TH AVENUE N.	Favorable

#### 111. Independent & Metropolitan Agency Plans and Programs

##### A. Independent Agency (Watershed Management) Plans

15606-1	RTB/MTC DRAFT ADA PARATRANSIT PLAN	Favorable
15698-1	RTB EXTENSION FIVE YEAR TRANSIT PLAN	Favorable
15486-2	MAC AMENDED LONG TERM COMPREHENSIVE PLAN-FLYING CLOUD AIRPORT	Suspended Review

15611-1	MAC	LONG TERM COMPREHENSIVE PLAN	Qualified Favorable
15647-1	MAC	MASTER PLAN UPDATE	In Process Dec. 31
15648-1	MAC	ST. PAUL DOWNTOWN AIRPORT CP - MASTER PLAN UPDATE	Qualified Favorable
14265-2		RICE CREEK WATERSHED DISTRICT WATER MANAGEMENT PLAN AMEND., LOCKE LAKE RESTORATION	Unfavorable
15733-1		HAZELTINE-BAVARIA WATERSHED MANAGEMENT ORGANIZATION WATERSHED MANAGEMENT PLAN	In Process Dec. 31
15630-1	CARVER COUNTY	GROUND WATER PLAN	Staff Information
15630-2	CARVER COUNTY	GROUND WATER PROTECTION PLAN	Qualified Favorable
15732-1	HENNEPIN COUNTY	GROUND WATER PLAN	In Process Dec. 31
15739-1	DAKOTA COUNTY	GROUND WATER PLAN	In Process Dec. 31

**111. Independent & Metropolitan Agency Plans & Programs**  
**B. Metropolitan Agency Plans and Programs**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15427-3	MWCC AMEND IMPLEMENTATION PLAN - FIVE CAPITAL PROJECTS	Favorable
15427-4	MWCC AMEND. IMPLEMENTATION PLAN - 3 PROJECTS, 1993 CAPITAL BUDGET	Favorable
15670-1	MWCC SYSTEM IMPROVEMENT STUDY, ROSEMOUNT WASTEWATER TREATMENT PLANT	Favorable
15730-1	MWCC FACILITY DESIGN REPORT-BAYPORT WWTP PHASEOUT, PART I	In Process Dec. 31
15521-2	MSFC 1992 BUDGET AMENDMENT, NEW COLOR VIDEO SCOREBOARD	Favorable
15715-1	MSFC 1993 BUDGET	Favorable

**IV. Local Government Plans and Projects**  
**A. Land and School District Plans and Plan Amendment**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15595-2	HASSAN TWP. COMPREHENSIVE PLAN - AMENDMENT UPDATE	In Process Dec. 31



12646-3	BROOKLYN PARK CP AMENDMENT, NEXT AREA OF GROWTH, ALTERNATIVE B-4	Favorable
13079-2	CRYSTAL CP AMENDMENT, PLAN UPDATE	In Process Dec. 31
13113-5	WAYZATA CP AMENDMENT, WIDSTEN	Favorable
13506-5	FRIDLEY CP AMENDMENT, WATER AND SEWER CHAPTER	In Process Dec. 31
13834-6	RAMSEY CP AMENDMENT, MUSA 2000	Favorable
13849-7	PRIOR LAKE CP AMENDMENT, PROGRESS LAND CO.	Favorable
13849-8	PRIOR LAKE CP AMENDMENT, RURAL SERVICE AREA AND WATER RESOURCE MANAGEMENT	Favorable
13849-9	PRIOR LAKE CP AMENDMENT, JAMES ALLEN	Favorable
14023-4	ORONO CP AMENDMENT, COMPREHENSIVE SEWER POLICY PLAN	In Process Dec. 31
14032-6	FOREST LAKE TWP. CP AMENDMENT, K-MART - MUSA BOUNDARY AND TRAFFIC	Withdrawn
14032-7	FOREST LAKE TWP. CP AMENDMENT, K-MART MUSA EXCHANGE	In Process Dec. 31
14120-9	LINO LAKES CP AMENDMENT, COMPREHENSIVE PARK PLAN & DEVELOPMENT GUIDE	Favorable
14159-7	SHAKOPEE CP AMENDMENT, ST. FRANCIS REGIONAL MEDICAL CENTER MUSA EXPANSION	Favorable
14159-8	SHAKOPEE CP AMENDMENT, RAHR MALTING PRIVATE WASTEWATER TREATMENT FACILITY	In Process Dec. 31
14206-6	ANDOVER CP AMENDMENT, WEYBRIDGE	Favorable
14206-7	ANDOVER CP AMENDMENT, SEWER - WEYBRIDGE PHASES I & II	Qualified Favorable
14206-8	ANDOVER CP AMENDMENT, SEWER-WINSLOW HILLS SECOND ADDITION	Favorable
14206-9	ANDOVER CP AMENDMENT, SEWER - PINWOOD ESTATES PHASE I	Favorable
14241-7	ST. PAUL CP AMENDMENT, FIRE AND EMERGENCY MEDICAL SERVICES	Favorable
14241-8	ST. PAUL CP AMENDMENT, SOUTH ST. ANTHONY PARK SMALL AREA PLAN	Favorable
14241-9	ST. PAUL CP AMENDMENT, INDUSTRIAL NUISANCES	Favorable

14735-3	OAK GROVE TWP. CP AMENDMENT, COMPREHENSIVE PLAN UPDATE	In Process Dec. 31
14859-5	BLAINE CP AMENDMENT, 1990-2010 COMPREHENSIVE PLAN	Unfavorable
14885-3	HUGO CP AMENDMENT, RICE LAKE MEADOWS	No comment
14904-8	BLOOMINGTON CP AMENDMENT, RAYMOND JONES	Favorable
14904-9	BLOOMINGTON CP AMENDMENT, THE ROTTLUND CO.	Favorable
14920-2	COLUMBIA HEIGHTS CP AMENDMENT, PLAN UPDATE	Favorable
15005-5	CHASKA CP AMENDMENT, REVISED LAND USE PLAN	Favorable
15005-6	CHASKA CP AMENDMENT, POPULATION/HOUSING COMPONENT	In Process Dec. 31
15005-7	CHASKA CP AMENDMENT, SANITARY SEWER COMPONENT	In Process Dec. 31
15045-2	WATERTOWN TWP. CP AMENDMENT, 1992 TRANSITION AREA	Favorable
15087-4	WHITE BEAR LAKE CP AMENDMENT, EXISTING LAND USE MAP & PROPOSED LAND USE MAP	In Process Dec. 31
15088-4	COTTAGE GROVE CP AMENDMENT, REVISION OF CP AND CSPP	In Process Dec. 31
15089-4	FALCON HEIGHTS CP AMENDMENT, REVISED COMPREHENSIVE LAND USE PLAN	Qualified Favorable
15093-4	MEDINA CP AMENDMENT, REVISED 1990 COMPREHENSIVE PLAN	Favorable
15097-4	ROGERS CP AMENDMENT, LAND USE PLAN AMENDMENT #3, ZACHMAN FARM	Favorable
15098-3	ST. LOUIS PARK CP AMENDMENT, POLICE FACILITY	Favorable
15098-4	ST. LOUIS PARK CP AMENDMENT, MISC. LAND USE DESIGNATION CHANGES	Favorable
15099-4	BURNSVILLE CP AMENDMENT, 1990 COMPREHENSIVE PLAN UPDATE	Qualified Favorable
15099-5	BURNSVILLE CP AMENDMENT, REZONING FOR WAL-MART	Favorable
15101-5	VICTORIA CP AMENDMENT, 1992-2010 COMPREHENSIVE PLAN	Unfavorable

15104-8	MAPLEWOOD CP AMENDMENT, 106-UNIT SENIOR CITIZEN HOUSING - GERVAIS AVENUE	Favorable
15104-9	MAPLEWOOD CP AMENDMENT, COMPREHENSIVE PLAN UPDATE	Unfavorable
15105-4	MAHTOMEDI CP AMENDMENT, REZONING OF R1 TO B2 DISTRICT (DENTAL OFFICE)	Favorable
15105-5	MAHTOMEDI CP AMENDMENT, SEWER PLAN AMENDMENT, TIER I	In Process Dec. 31
15196-2	NEWPORT CP AMENDMENT, COMPREHENSIVE PLAN REWRITE	In Process Dec. 31
15249-6	PLYMOUTH CP AMENDMENT, PARK & TRAIL ELEMENT	Favorable
15249-7	PLYMOUTH CP AMENDMENT, FERNBROOK LANE AREA (HARBOR WOODS)	Favorable
15249-8	PLYMOUTH CP AMENDMENT, WATERFORD PARK PLAZA (ARBY'S)	Favorable
15249-9	PLYMOUTH CP AMENDMENT, FERNBROOK LANE - CR 6 TO GLEASON LAKE ROAD	Qualified Favorable
15254-5	WOODBURY CP AMENDMENT, FOX RUN	Favorable
15299-9	EAGAN CP AMENDMENT, WEXFORD ADDITION	Favorable
15347-4	ROSEVILLE CP AMENDMENT, HAR MAR & CONOCO PUD	Favorable
15364-4	FOREST LAKE CP AMENDMENT, K-MART	Withdrawn
15364-5	FOREST LAKE CP AMENDMENT, K-MART SANITARY SEWER	In Process Dec. 31
15405-2	OAKDALE CP AMENDMENT, HIDDEN VALLEY	Favorable
15405-3	OAKDALE CP AMENDMENT, WAL-MART	Qualified Favorable
15405-4	OAKDALE CP AMENDMENT, REVISED PLAN	In Process Dec. 31
15407-3	LAKE ELMO CP AMENDMENT, I-94 MUSA LINE	Unfavorable
15407-4	LAKE ELMO CP AMENDMENT, PARK PLAN	Favorable
15408-2	MINNETONKA CP AMENDMENT, ASHCROFT/FORMERLY STRATFORD WOOD III	Favorable

15408-3	MINNETONKA CP AMENDMENT, STAHL OFFICE BUILDING	Favorable
15446-2	APPLE VALLEY CP AMENDMENT, TRANSPORTATION POLICY PLAN	Favorable
15446-3	APPLE VALLEY CP AMENDMENT, WHITNEY PLAZA	Favorable
15446-4	APPLE VALLEY CP AMENDMENT, PARKS & RECREATION DEVELOPMENT PLAN	Favorable
15446-5	APPLE VALLEY CP AMENDMENT, PARK HILL	Favorable
15468-3	ROSEMOUNT CP AMENDMENT, GUIDE PLAN #22 - SANITARY SEWER AND 245-ACRE MUSA	Qualified Favorable
15468-4	ROSEMOUNT CP AMENDMENT, NATIONAL GUARD ARMORY & COMMUNITY CENTER	Favorable
15474-4	SHOREVIEW CP AMENDMENT, CROSS ROADS PONDS (49/96 REVISIONS)	Qualified Favorable
15474-5	SHOREVIEW CP AMENDMENT, MISCELLANEOUS LAND USE MAP AND TEXT REVISION	Favorable
15484-3	CHAMPLIN CP AMENDMENT, RW DEVELOPMENT	Qualified Favorable
15484-4	CHAMPLIN CP AMENDMENT, ELM CREEK ESTATES	Favorable
15552-3	LAKEVILLE CP AMENDMENT, CRYSTAL LAKE GOLF ESTATES	Favorable
15552-4	LAKEVILLE CP AMENDMENT, COUNTRY POND SOUTH 2ND ADDITION	Favorable
15552-5	LAKEVILLE CP AMENDMENT, CEDAR GLEN 4TH ADDITION	Favorable
15552-6	LAKEVILLE CP AMENDMENT, DANIELS 2ND ADDITION	Favorable
15552-7	LAKEVILLE CP AMENDMENT, HOMESTEAD CREEK EAST	Favorable
15552-8	LAKEVILLE CP AMENDMENT, DODD RIDGE THIRD	Favorable
15552-9	LAKEVILLE CP AMENDMENT, MARION VILLAGE	Favorable
15595-1	Hassan Twp. CP Amendment, Comprehensive Land Use Update	Unfavorable
15603-9	EMPIRE TWP. CP AMENDMENT, RIVERVIEW ESTATES 2ND ADDITION	In Process Dec. 31

15608-1	DAYTON CP AMENDMENT NORTHDALE	Withdrawn
15635-1	ST. FRANCIS CP AMENDMENT, PROJECTED SEWER FLOWS FOR 2000/2010	Unfavorable
15636-1	EAGAN CP AMENDMENT, ELEMENTARY SCHOOL #17	Favorable
15636-2	EAGAN CP AMENDMENT, DEERWOOD PONDS	Favorable
15636-3	EAGAN CP AMENDMENT, GREAT OAKS	Favorable
15636-4	EAGAN CP AMENDMENT, LEXINGTON POINTE 8TH ADDITION	Favorable
15636-5	EAGAN CP AMENDMENT, U.S. FISH & WILDLIFE ACQUISITION	Favorable
15636-6	EAGAN CP AMENDMENT, WILSON ADDITION	Favorable
15636-7	EAGAN CP AMENDMENT, ST. THOMAS BECKET ADDITION	Favorable
15636-8	EAGAN CP AMENDMENT, CAPONI ART PARK	Favorable
15636-9	EAGAN CP AMENDMENT, MEGHANS ADDITION	Qualified Favorable
15639-1	NORTH OAKS CP AMENDMENT, SANITARY SEWER ELEMENT UPDATE	Favorable
15646-1	EDEN PRAIRIE CP AMENDMENT, VICTORY LUTHERAN CHURCH	Favorable
15646-2	EDEN PRAIRIE CP AMENDMENT, WALGREENS	Favorable
15646-3	EDEN PRAIRIE CP AMENDMENT, GLENSHIRE 2ND ADDITION	Favorable
15654-1	INVER GROVE HEIGHTS CP AMENDMENT, ARBOR POINTE - CASE NO. 92-01PAZPUD	Favorable
15654-2	INVER GROVE HEIGHTS CP AMENDMENT, THOMAS & CATHERINE BILJAN - CASE NO. 92-18PAZC	Favorable
15659-1	LAKEVILLE CP AMENDMENT, ROLLING KNOLLS	Favorable
15660-1	LAKEVILLE CP AMENDMENT, SHADY OAK SHORES 5TH ADDITION	Favorable
15688-1	LAKEVILLE CP AMENDMENT, HYPOINTE CROSSING	Favorable

15688-2	LAKEVILLE CP AMENDMENT, HIGHVIEW HEIGHTS 5TH ADDITION	Favorable
15688-3	LAKEVILLE CP AMENDMENT, ROYAL WOODS 3RD ADDITION	Favorable
15688-4	LAKEVILLE CP AMENDMENT, SCHWEICH 2ND ADDITION	Favorable
15688-5	LAKEVILLE CP AMENDMENT, LAKE MARION ESTATES 2ND ADDITION	Favorable
15688-5	LAKEVILLE CP AMENDMENT, LAKE MARION ESTATES 2ND ADDITION	Favorable
15688-6	LAKEVILLE CP AMENDMENT, MEADOW BROOK 4TH ADDITION	Favorable
15688-7	LAKEVILLE CP AMENDMENT, ROLLING KNOLLS PLAT 2	Favorable
15688-8	LAKEVILLE CP AMENDMENT, MESSIAH LUTHERAN CHURCH ADDITION	Favorable
15688-9	LAKEVILLE CP AMENDMENT, ROYAL WOODS 4TH ADDITION	Favorable
15689-1	MENDOTA HEIGHTS CP AMENDMENT, MENDOTA HEIGHTS ROAD/DODD ROAD ADJUSTMENT	Favorable
15690-1	ORONO CP AMENDMENT, STUBBS BAY MUSA EXPANSION	Favorable
15700-1	ST. ANTHONY CP AMENDMENT, KENZIE TERRACE REDEVELOPMENT	Favorable
15745-1	LAKEVILLE CP AMENDMENT, CRYSTAL LAKE GOLF ESTATES 2ND ADDITION	Favorable
15747-1	PLYMOUTH CP AMENDMENT, AMENDMENT TO PARK AND TRAIL ELEMENT	Favorable
15753-1	SCOTT COUNTY CP AMENDMENT, TRANSPORTATION PLAN (1990-2010)	In Process Dec. 31
15754-1	EAGAN CP AMENDMENT, LEXINGTON/RTC PROPERTY	In Process Dec. 31
14120-8	LINO LAKES ANNEXATION	Withdrawn
15364-2	FOREST LAKE ANNEXATION	In Process Dec. 31
15364-3	FOREST LAKE ANNEXATION 6.5 ACRES	Favorable
15628-1	ROCKFORD ANNEXATION	Withdrawn

15706-1	WILLIAMS PIPELINE CO. PARTIAL EXEMPTION FROM PIPELINE ROUTE SELECTION PROCEDURES	Qualified Favorable
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**IV. Local Government Plans and Projects**  
**B. Time Extensions for System Statement Responses**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15094-3	NORWOOD PLAN EXTENSION, MSS	Favorable
15690-1	LAKE ELMO METROPOLITAN SIGNIFICANCE, HIDDEN VALLEY PROJECT	Withdrawn

**V. Miscellaneous Referrals**  
**A. Special Transportation Projects**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15626-1	METROPOLITAN COUNCIL/MINN. DEPARTMENT OF TRANSPORTATION TH5/CSAH 30 RELOCATION FEASIBILITY STUDY-LAKE WACONIA REGIONAL PARK	Staff Information

**V. Miscellaneous Referrals**  
**B. Land Use Changes - Airport Search Areas**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14419-3	DAKOTA COUNTY LAND USE CHANGE, KRUGER BARN CONDITIONAL USE PERMIT	Favorable
15603-1	EMPIRE TWP. LAND USE CHANGE, ZONING ORDINANCE	Favorable
15603-2	EMPIRE TWP. LAND USE CHANGE, BLAHA CONDITIONAL USE PERMIT	Favorable
15603-3	EMPIRE TWP. LAND USE CHANGE, RISTOW CONDITIONAL USE PERMIT	Favorable
15603-4	EMPIRE TWP. LAND USE CHANGE, BOHN VARIANCE REQUEST	Unfavorable
15603-5	EMPIRE TWP. LAND USE CHANGE, MANLEY CONDITIONAL USE PERMIT	Favorable
15603-6	EMPIRE TWP. LAND USE CHANGE, FERDINAND VOLKERT VARIANCE REQUEST	Favorable
15603-7	EMPIRE TWP. LAND USE CHANGE, WAUSAU SUPPLY CONDITIONAL USE	Favorable
15603-8	EMPIRE TWP. LAND USE CHANGE, APPLESIDE ORCHARD CONDITIONAL USE	Favorable

15671-1	NININGER TWP. LAND USE CHANGE, HORSE BARN	Favorable
15692-1	DAKOTA COUNTY LAND USE CHANGE, LUCAS GARAGE	Qualified Favorable
15697-1	VERMILLION TWP. LAND USE CHANGE, HYDRO ENGINEERING OFFICE	Favorable
15720-1	EMPIRE TWP. LAND USE CHANGE, RIVERVIEW ESTATES 2ND ADDITION	In Process Dec. 31
15720-2	EMPIRE TWP. LAND USE CHANGE, LUCAS VARIANCE REPORT	Favorable
15720-3	EMPIRE TWP. LAND USE CHANGE, DAKOTA COUNTY GUN CLUB	Favorable

#### V. Miscellaneous Referrals

##### C. State and Federal Environmental Assessments, Scopings, and Statements

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14770-4	MINN. DEPARTMENT OF TRANSPORTATION SUPPLEMENT TO DEIS, EXTENSION RUNWAY 4/22	Favorable
15037-2	APPLE VALLEY FEIS, CONSOLIDATED END USE CONCEPT-SAND & GRAVEL MINING OPERATIONS	In Process Dec. 31
15631-1	GENERAL SERVICES ADMINISTRATION SCOPING DOCUMENT, NEW FEDERAL BUILDING AND U.S. COURTHOUSE	Qualified Favorable
15631-2	GENERAL SERVICES ADMINISTRATION DEIS, FEDERAL BUILDING - U.S. COURTHOUSE	Qualified Favorable
15631-3	GENERAL SERVICES ADMINISTRATION FEIS, FEDERAL BUILDING - U.S. COURTHOUSE	No comment
15705-1	MINN. DEPARTMENT OF TRANSPORTATION DRAFT SCOPING REPORT-CENTRAL CORRIDOR TRANSIT PROJECT	Other, See Notes
15641-1	EDEN PRAIRIE RIVERVIEW HEIGHTS SINGLE-FAMILY DEVELOPMENT	Withdrawn
15642-1	ANOKA COUNTY HIGHWAY DEPARTMENT CSAH 14 RECONSTRUCTION - RADISSON ROAD TO LEXINGTON AVENUE	Other, See Notes
15643-1	RICHFIELD EAW, 77TH STREET	Favorable
15653-1	ROGERS EAW, FOX CREEK SINGLE FAMILY RESIDENTIAL SUBDIVISION	Qualified Favorable
15655-1	SCOTT COUNTY EAW, RECONSTRUCTION OF CR 78	Unfavorable
15656-1	MINN. DEPARTMENT OF TRANSPORTATION EA, REPLACE WABASHA BRIDGE	Favorable



15669-1	MAPLE GROVE EAW, HIGHPOINTE HILL DEVELOPMENT	Qualified Favorable
15699-1	PRIOR LAKE EAW, THE WILDS-GOLF COURSE DEVELOPMENT	Unfavorable
15707-1	MINNEAPOLIS EAW, UNIVERSITY OF ST. THOMAS MPLS. CAMPUS	Favorable
15714-1	MINN. POLLUTION CONTROL AGENCY EAW, HAMEL SERVICE AREA & TRUNK SANITARY SEWER IMPROVEMENTS	Favorable
15716-1	MAPLEWOOD EAW, OAK RIDGE	Other, See Notes
15717-1	MAPLEWOOD EAW, MAPLE WOODS ESTATES 2ND ADDITION	Other, See Notes
15718-1	MINN. POLLUTION CONTROL AGENCY ANAGRAM INTERNATIONAL INC.	Favorable
15734-1	MAC ASSESSMENT, ST. PAUL DOWNTOWN AIRPORT	Qualified Favorable
15735-1	MAC ASSESSMENT, LAKE ELMO AIRPORT	Qualified Favorable
15736-1	MAC ASSESSMENT, BLAINE AIRPORT-JAMES FIELD	Qualified Favorable
15737-1	MAC ASSESSMENT, MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT	Qualified Favorable
15738-1	MINN. POLLUTION CONTROL AGENCY EAW, WATERTOWN WASTEWATER TREATMENT FACILITY	Qualified Favorable
15755-1	MAC EA, NEW FORD TOWN & RICH ACRES NOISE ABATEMENT	In Process Dec. 31
15757-1	SCOTT COUNTY EAW, SCOTT COUNTY HIGHWAY 18	In Process Dec. 31
15758-1	SCOTT COUNTY RECONSTRUCTION OF CSAH 42 FROM CSAH 17 TO TH 13	In Process Dec. 31
15759-1	MINNEAPOLIS EAW, FEDERAL RESERVE BANK OF MINNEAPOLIS-BRIDGEHEAD SITE	In Process Dec. 31
14541-3	MINN. DEPARTMENT OF TRANSPORTATION DRAFT EIS/4(F) 6(F) DOCUMENT - I-35W	Favorable
14980-3	MINN. DEPARTMENT OF TRANSPORTATION DEIS, RECONSTRUCTION OF TH 101/GRAYS BAY	Favorable
15031-2	MINN. DEPARTMENT OF TRANSPORTATION DEIS, I-494 RECONSTRUCTION FROM I-394 TO MINNESOTA RIVER	Favorable
15055-4	ANOKA / HENNEPIN REGIONAL RAILROAD AUTHORITIES FEIS, NORTHEAST CORRIDOR LRT SYSTEM	No comment

15658-1	MINN. DEPARTMENT OF TRANSPORTATION SCOPING DOCUMENT/DRAFT SCOPING DECISION DOCUMENT-TH 12	Favorable
15731-1	MINN. DEPARTMENT OF TRANSPORTATION DEIS - TH 610/TH 252	Favorable

**V. Miscellaneous Referrals**  
**D. Critical Area Plans and Projects**

**V. Miscellaneous Referrals**  
**E. Solid Waste Matters**  
**1. County Solid Waste Plans and Reports**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15676-1	ANOKA COUNTY SOLID WASTE MASTER PLAN	Favorable
15681-1	HENNEPIN COUNTY SOLID WASTE MANAGEMENT MASTER PLAN	Withdrawn
15681-2	HENNEPIN COUNTY REVISED SOLID WASTE MANAGEMENT MASTER PLAN	In Process Dec. 31
15687-1	WASHINGTON COUNTY SOLID WASTE MANAGEMENT MASTER PLAN	Favorable
15691-1	DAKOTA COUNTY SOLID WASTE MANAGEMENT MASTER PLAN	Favorable
15694-1	RAMSEY COUNTY SOLID WASTE MANAGEMENT MASTER PLAN	Favorable
15743-1	CARVER COUNTY SOLID WASTE MASTER PLAN	Favorable
15756-1	SCOTT COUNTY SOLID WASTE MANAGEMENT MASTER PLAN	In Process Dec. 31

**V. Miscellaneous Referrals**  
**D. Solid Waste Matters**  
**2. Solid Waste Permits, Projects, Ordinances, and Contracts**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
13394-7	NORTHERN STATES POWER CO. ELK RIVER RESOURCE RECOVERY FACILITY - SW-305	Staff Information
13797-2	KRAEMER, EDWARD & SONS, INC. REISSUANCE PERMIT BURNSVILLE SANITARY LANDFILL	Qualified Favorable

14072-2	BELLAIRE SANITATION, INC. BELLAIRE RESOURCE RECOVERY SYSTEM	Qualified Favorable
14675-2	REUTER, INC. RDF PROCESSING FACILITY - SW-296	Qualified Favorable
14846-2	HENNEPIN COUNTY BROOKLYN PARK-SALE OF PROPERTY PURCHASED FOR A SW TRANSFER STATION	Favorable
14976-2	BFI RECYCLING SYSTEM OF MINNESOTA, INC. PERMIT MODIFICATION-RECYCLING TRANSFER STATION	In Process Dec. 31
15535-2	USPCI, INC. MINN. INDUSTRIAL CONTAINMENT FACILITY-REVISED TRANSFER PLAN	Favorable
15614-1	KNUTSON SERVICES, INC. KNUTSON TRANSFER STATION	Qualified Favorable
15666-1	WASTE MANAGEMENT - BLAINE TRANSFER/RECYCLING CENTER SOLID WASTE TRANSFER/RECYCLING CENTER	Qualified Favorable
15752-1	TVS DEVELOPMENT INC. TVS/CARVER COUNTY RECYCLING CENTER	In Process Dec. 31
14877-2	RAMSEY COUNTY AMEND HAZARDOUS WASTE MANAGEMENT ORDINANCE	Favorable
15619-1	RAMSEY COUNTY SOLID WASTE ORDINANCE	Qualified Favorable
15604-1	AMOCO OIL CO. WASTEWATER TREATMENT FACILITY	Favorable
15607-1	TARGET TARGET STORES T-3	Favorable
15613-1	ST. FRANCIS WASTEWATER TREATMENT FACILITY	Qualified Favorable
15622-1	BCED MINNESOTA, INC. MINNESOTA WORLD TRADE CENTER	Favorable
15638-1	PEARSON'S CANDY CO. WASTEWATER TREATMENT FACILITY	Favorable
15644-1	NORTHERN STATES POWER CO. BLACK DOG GENERATING PLANT	Qualified Favorable
15645-1	KRAEMER, EDWARD & SONS, INC. WASTEWATER TREATMENT FACILITY	Qualified Favorable
15650-1	RICHFIELD WASTEWATER TREATMENT FACILITY	Favorable
15651-1	MIDWEST COCA-COLA BOTTLING CO. WASTEWATER TREATMENT FACILITY	Qualified Favorable
15657-1	IACARELLA, JOHN LINWOOD TERRACE MOBILE HOME PARK	Favorable

15667-1	HENNEPIN COUNTY PROPERTY MANAGEMENT DEPARTMENT HENNEPIN COUNTY ENERGY CENTER	Favorable
15668-1	ROSEMOUNT INC. WASTEWATER TREATMENT FACILITY	Qualified Favorable
15678-1	RAHR MALTING CO. WASTEWATER TREATMENT FACILITY	Favorable
15679-1	GENERAL MILL, INC. WASTEWATER TREATMENT FACILITY	Qualified Favorable
15695-1	MWCC BLUE LAKE WASTEWATER TREATMENT FACILITY	Qualified Favorable
15704-1	REDMOND PRODUCTS, INC. WASTEWATER TREATMENT FACILITY	Qualified Favorable
15710-1	RAMSEY COUNTY ADULT DETENTION CENTER	Favorable
15713-1	MWCC WASTEWATER TREATMENT FACILITY	In Process Dec. 31
15721-1	ALLIANT TECHSYSTEMS INC. WASTEWATER TREATMENT FACILITY	Favorable
15722-1	GAF CORPORATION WASTEWATER TREATMENT FACILITY	Favorable
15727-1	UNITED HOSPITAL UNITED & CHILDRENS HOSPITAL DAY SURGERY CENTER	Qualified Favorable
15728-1	M.A. GEDNEY COMPANY WASTEWATER TREATMENT FACILITY	Qualified Favorable
15740-1	JRW PROPERTIES, INC. MARQUETTE BANK MINNEAPOLIS	Favorable
15744-1	MINNEAPOLIS GRAIN EXCHANGE MPLS. GRAIN EXCHANGE BUILDING	Favorable
15746-1	VERMILLION MUNICIPAL WASTEWATER TREATMENT FACILITY	Favorable
15625-1	MWCC N-VIRO SOIL PROCESS	Favorable
15629-1	UNIVERSITY OF MINNESOTA AGRICULTURE EXPERIMENT STATION	Favorable
15693-1	MINNEAPOLIS COMMUNITY DEVELOPMENT AGENCY FORMER SOO LINE RAILROAD YARDS	Favorable

**V. Miscellaneous Referrals**  
**F. Special Permits**  
**2. Corps of Army Engineer Permits**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15605-1	MUSKE, WILLIAM H. FILL MATERIAL, BITTERSWEET SUBDIVISION - 231ST ST. & HILO AVE.	Unfavorable
15652-1	COOLEY, WILLIAM PLACE FILL MATERIAL - BUSINESS CENTER	Unfavorable
15663-1	ANOKA COUNTY PLACE FILL MATERIAL, RECONSTRUCT CR J	Unfavorable
15664-1	RESHANAU PARK ESTATES PARTNERSHIP CONSTRUCT BOAT LAUNCH & SAND BLANKET ALONG RESHANAU LAKE	Favorable
15708-1	MINN. DEPARTMENT OF TRANSPORTATION PLACE FILL MATERIAL, CONSTRUCT PARKING LOT	Unfavorable
15719-1	RICE CREEK WATERSHED DISTRICT FILL MATERIAL - REALIGN CREEK CHANNEL	Favorable
15726-1	WATERFORD ON THE ST. CROIX HOMEOWNERS ASSOCIATION PLACE RIPRAP - STABILIZE BANK AND PROTECT PROPERTY FROM EROSION	Unfavorable
15729-1	SAVAGE FILL SEVEN WETLAND AREAS	Unfavorable

**V. Miscellaneous Referrals**  
**G. Regional Park Master Plan**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
09217-2	ST. PAUL LILYDALE/HARRIET ISLAND REGIONAL PARK MASTER PLAN	In Process Dec. 31
09228-2	MINNEAPOLIS PARK & RECREATION BOARD AMENDMENT TO NOKOMIS/HIAWATHA RP	In Process Dec. 31
09218-3	WASHINGTON COUNTY COTTAGE GROVE RAVINE REGIONAL PARK MASTER PLAN	Favorable
15703-1	MINNEAPOLIS PARK & RECREATION BOARD MINNEHAHA PARK RENOVATION PLAN	In Process Dec. 31
9286-1	RAMSEY COUNTY SNAIL LAKE REGIONAL PARK MASTER PLAN	Favorable

**V. Miscellaneous Referrals****H. Housing Bond Plans and Programs**

<b><u>Referral Number</u></b>	<b><u>Applicant/Description</u></b>	<b><u>Council Action</u></b>
13065-2	GOLDEN VALLEY AMENDMENT TO HOUSING PLAN AND PROGRAM	Favorable
15748-1	PLYMOUTH HOUSING BOND PLAN	Favorable
15615-1	BLOOMINGTON HOUSING BOND PROGRAM, MULTIFAMILY RENTAL HOUSING	Favorable
15649-1	DAKOTA COUNTY HRA HOUSING BOND PROGRAM	Favorable
15677-1	WHITE BEAR LAKE HRA HOUSING BOND PROGRAM, MULTIFAMILY RENTAL HOUSING FACILITY	Favorable
15701-1	MINNEAPOLIS / ST. PAUL HOUSING FINANCE BOARD HOUSING BOND PROGRAM, SINGLE-FAMILY HOUSING	Favorable
15711-1	LITTLE CANADA HOUSING BOND PROGRAM - SENIORS HOUSING DEVELOPMENT	Favorable