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The *New* Metropolitan Council

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1994 Annual Report

Letter from the Chair



A new Metropolitan Council has taken shape to help build our region's future.

The 1994 legislature and the governor approved legislation that dramatically changed regional government, merging four agencies into one—combining and strengthening regional planning and regional services.

Our annual report highlights Council accomplishments in light of these changes. We are proud of our achievements in regional policymaking, research, transit operations and wastewater services.

In our *Regional Blueprint*, the Council set new regional directions in economic growth, housing, and development.

We are more accountable to the region, with one board instead of four for planning and policy, wastewater and transit. The merger of planning and operations has given us greater ability to improve program planning and delivery of regional services.

These are critical times for the region. Meeting our challenges will require innovative thinking and a willingness to work together.

Our style of leadership has changed. We are emphasizing collaboration and partnerships rather than regulation. Everyone needs to contribute answers to the challenges facing our region.

The Council is working hard to continue providing leadership in 1995 and in the years to come, to make the Twin Cities area an even better place to live.

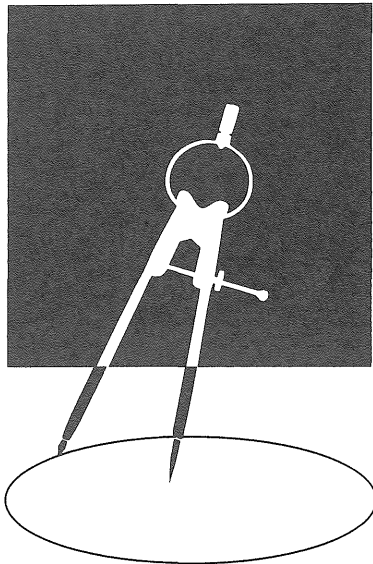
Dottie Rietow

Achievements '94

- ✓ Began merging the work and staff of four metropolitan agencies to better link regional planning with transit operations and wastewater services, and provide greater accountability for regional services.
- ✓ Set new directions for the regional economy, urban revitalization, environmental preservation, housing, and guided growth and redevelopment in the *Regional Blueprint*.
- ✓ Developed demonstration projects that will create more affordable housing opportunities for Twin Cities area families.
- ✓ Established a housing policy in the *Regional Blueprint* that uses incentives of regional transportation and wastewater investments to encourage local governments to expand housing opportunities.
- ✓ Helped 4,623 households in the region pay their monthly rent through the federal Section 8 program.
- ✓ Carried 62 million bus customers on Metropolitan Council Transit Operations regular routes.
- ✓ Restructured the Metro Mobility program to improve service for people with disabilities.
- ✓ Launched the TravLink demonstration project, which uses satellite technology to test whether "real time" information about bus arrivals will encourage commuters to ride express buses.
- ✓ Treated 300 million gallons of wastewater per day at Metropolitan Council Wastewater Services treatment plants, winning awards for compliance with water quality standards.
- ✓ Reduced the potential annual volume of mixed sanitary sewage and storm water flowing into the Mississippi River from combined sewers.
- ✓ Upgraded treatment at the Stillwater Wastewater Treatment Plant to improve the quality of its discharges into the St. Croix River.
- ✓ Helped develop a river defense network to respond to accidental spills in the Mississippi River and protect drinking water.
- ✓ Established a grant program to encourage innovative projects that reduce pollution from entering the region's rivers, lakes and streams, distributing \$1 million to 12 projects.
- ✓ Identified "best practices" for municipal street sweeping to help save cities time and money and improve service.
- ✓ Developed a proposal for creating an electronically linked regional library system to improve access to information and save costs.

Among the Council's accomplishments — the beginning of the merger of four metropolitan agencies, newly adopted directions for future regional development, demonstration housing programs, transit improvements, and awards for water quality compliance.

Regional Blueprint – Action Plan for the Future



*In our new operating style, we'll
put more emphasis on
partnerships and less on
regulation. Urban problems
have many facets; we need
many partners to solve them.*

*– Council Chair
Dottie Rietow*

The Twin Cities area has taken a bold move to take charge of its future. The *Regional Blueprint*, adopted by the Metropolitan Council in September, will create regional partnerships and build on the region's strengths to move the metropolitan community into the 21st century.

The Blueprint provides leadership to sustain and improve the livability of the region in six key areas:

- Encourage economic growth, increased productivity and job creation through a regional economic strategy.
- Foster reinvestment in distressed parts of the region, with a focus on supporting and improving local business.
- Expand life-cycle housing opportunities and housing choices for lower-income people throughout the region.
- Strengthen communities through land use planning and neighborhood connections.
- Preserve the natural environment and incorporate environmental features into the development and redevelopment of the region.
- Provide financially sound public facilities that support business growth and overall regional development.

The Council was the main architect of the Blueprint but people from all quarters of the region helped shape it — local elected officials, municipal planners, representatives of the business community and civic groups, education professionals, leaders of organizations representing racial and ethnic minorities, environmentalists, and concerned individuals.

The Council's adoption of the Blueprint is only the beginning. Now comes the work of forging partnerships and projects to move ahead. With the Blueprint as the organizing theme, the Council has already begun to take the first steps, described on the following pages, toward building a stronger, more livable region.

Moving toward Blueprint Goals

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A Strengthened Economy

The economic facts of life have changed. It is not single cities, but entire metro areas made up of interdependent cities, that will rise or fall in the global economy. The Metropolitan Council is working with other groups to create a regional economic strategy, starting with two 1994 projects.

Industry Cluster Project. What makes certain industries in the region succeed where others fail? A new theory says global success blooms from local conditions: 1) specialized local production processes, 2) local customers pushing industries to innovate, 3) related and supporting local industries, and 4) local company rivalries. Are these conditions at work in the Twin Cities region? The Twin Cities Industry Cluster project hopes to find out.

The project is a partnership between the Metropolitan Council, the University of Minnesota, state agencies, local governments, chambers of commerce and local businesses. It is analyzing four Twin Cities area industry clusters—competitive, high-wage industries selling products and services to the Upper Midwest and beyond. Results of the year-long project are scheduled for next May and will lead to recommendations for a regional economic strategy.

Public-Private Partnership on Goods Movement. Efficient movement of goods in and out of the region is key to a healthy regional economy. A fast-growing new method is “intermodal” shipping. It comprises 15 percent of all shipping in the U.S. and is growing at eight percent annually.

Intermodal freight is currently handled at two rail/truck intermodal terminals in the Twin Cities, one in St. Paul’s Midway area and the other in northeast Minneapolis. The St. Paul terminal is approaching full capacity.

A public-private partnership has been formed to study regional intermodal capacity needs and related issues. The partnership includes the Burlington Northern and CP Rail Systems (the operators of the terminals), Minnesota Department of Transportation and Metropolitan Council.

The study will reveal whether additional intermodal capacity is needed for Twin Cities transportation costs to remain competitive with other metro regions closer to big U.S. and

overseas markets. A new, shared terminal facility, if needed, will require a new site. A public meeting, agency review of the report findings and recommendations are scheduled for early 1995.

We are organizing the Council’s work around the Blueprint. Our new responsibilities for operating transit and wastewater treatment services will be coordinated with our long-range regional planning and affordable housing services.

— Regional Administrator
Jim Solem

“Intermodal” terminals transfer large, standardized containers of goods among trucks, trains and ocean-going ships.



Working for the Region – Planning for the Future

The first steps toward a regional strategy were taken in 1994 when the Council developed proposals for reinvestment and revitalization.

Reinvesting in Distressed Areas

One of the best investments regional citizens can make is not listed on any stock exchange. Studies show that metro areas are more economically successful when they have strong central cities, with safe, vital neighborhoods, good jobs and a healthy tax base.

The heart of our region — the central cities and first-ring suburbs—shows signs of weakness, with pockets of serious poverty, declining employment and deteriorating housing. It has half the region's population, and nearly two-thirds of the region's employment. It also has the most concentrated poverty in the region and the highest unemployment rates, while nearly all new jobs in the last decade were created outside the central cities.

Though localized, distressed areas present problems that affect the well-being of the region as a whole. In its *Regional Blueprint* and supporting report, *Keeping the Twin Cities Vital*, the Council charted a program of action it is beginning to carry out.

☛ **Cleaning up Contaminated Sites.** Of the many obstacles to new jobs and a larger tax base in older areas, polluted land offers the biggest problem and the greatest opportunity. Businesses are wary of locating operations on contaminated sites because cleanup can be very costly, and the cloud of liability makes banks reluctant to lend money. The Council is approaching the problem head-on.



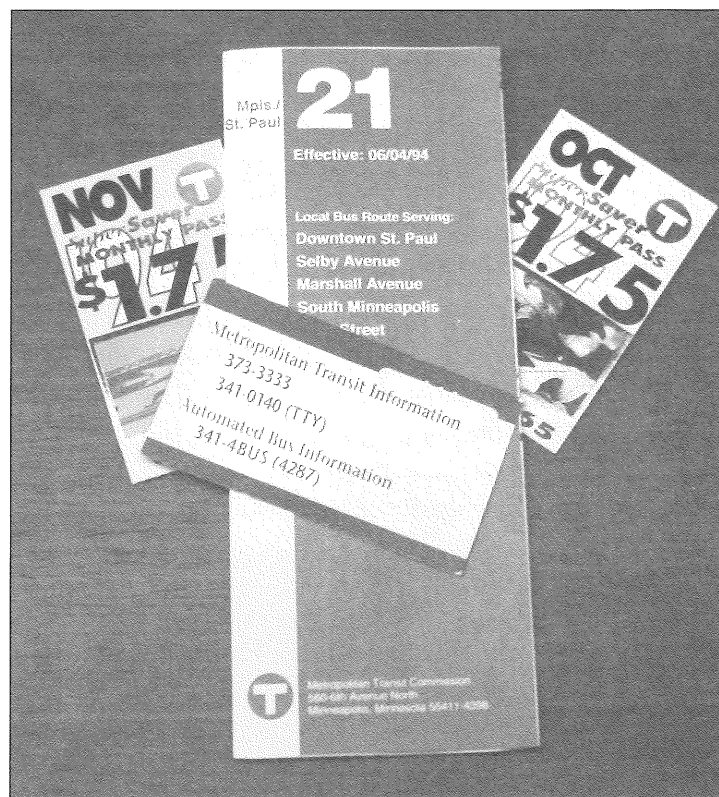
- **Action Plan for Contaminated Site Cleanup.** The Council began work in 1994 that will lead to an action plan for cleaning up and reusing polluted sites. The extent of the problem geographically was being documented, and information collected on existing programs and sources of funds. This year the Council will consider how to target assistance and encourage private investment, discuss options for defining “clean,” and present an action plan, including possible legislative proposals for 1996.
- **Treatment of Contaminated Groundwater.** The treatment plants of the Metropolitan Council Wastewater Services treat the groundwater from more than 100 contaminated sites, mostly from gasoline or fuel oil leaked from underground storage tanks. In 1993, 706 million gallons of contaminated groundwater were discharged into the wastewater system and treated at metro area treatment plants, in compliance with water quality standards.

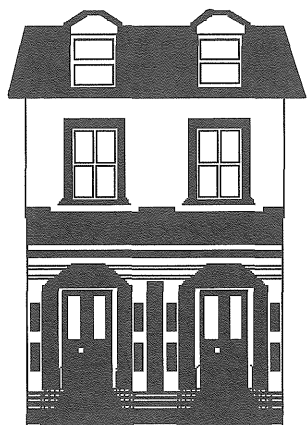
☛ **Transit Service for Reverse-Commuters.** Bringing jobs within reach of people living in the region's core is a link being forged by Metropolitan Council Transit Operations and other transit operators in the region. Forty-five routes provide "reverse-commute" service for people who live in the central cities and work in surrounding suburban areas, where most new jobs have been created in the last decade.

Reverse-commute service operated by other transit providers include Southwest Metro Transit, Plymouth Metro Link, Minnesota Valley Transit and North Suburban Lines. The city of Maple Grove is expecting to launch reverse-commute service in 1995.

☛ **Reduced Fares for Jobseekers.** The Jobseekers program underwrites 75% of the cost of monthly passes for transit-dependent people who are looking for work through 40 approved community, civic, nonprofit and governmental organizations. Examples of participating agencies are the American Indian OIC, Catholic Charities, Minneapolis Urban League, Center for Asians and Pacific Islanders, Hennepin and Ramsey County work readiness programs, and Rise! Inc. The program subsidized more than 15,000 monthly passes in 1993, and in the first six months of 1994, 8,500 passes.

Reverse-commute bus routes serve people who live in the central cities and work in the suburbs.





Affordable-Housing Information "Tools":

- Profiles and benchmarks of each city's housing stock, soon to be completed.
- Report on affordable-housing challenges and ways to increase opportunities, in first quarter 1995.

Metropolitan Housing and Redevelopment Authority

- helped 4,623 households pay their rent through the federally funded Section 8 program in 1994.
- assisted 290 low-income households with special needs under state- and county-funded programs.

Expanding Housing Opportunities

The best choices are the ones that open doors to greater opportunity. New incentives and innovative programs initiated by the Council are broadening choices for metro area families needing affordable housing.

☛ **Affordable Housing Demonstrations.** Several demonstration projects being developed by the Council in 1994 are leading the way by putting some creative affordable-housing techniques to the test.


- HomeChoiceSM will help 100 families move from distressed areas in the central cities to areas of the region with low poverty rates, starting in 1995. The demonstration program was developed jointly by the Council and Minneapolis and St. Paul public housing agencies.
- A reverse-commute project to provide central city residents with transit to suburban jobs is being explored for the east metro area in 1995 to link housing and jobs.
- Cities will be offered loans by the Council's Housing and Redevelopment Authority to develop rental housing for families with very low incomes and home ownership opportunities for families with low and moderate incomes.

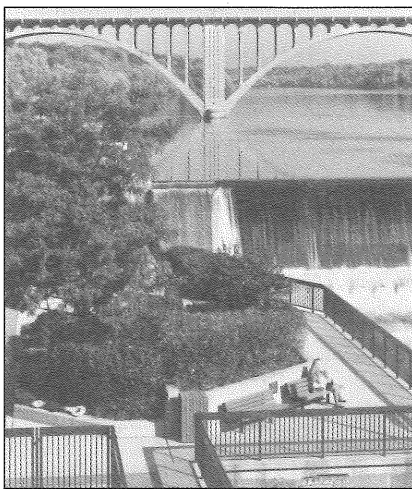
☛ **New Housing Policies.** New policies in the Council's *Regional Blueprint* will reward cities that work to provide more affordable housing. For example, cities seeking regional investments such as sewer extensions or highway improvements will now have to demonstrate they are providing a share of affordable housing. Cities doing a good job of providing affordable housing would receive priority in their requests for federal transportation and other dollars.

☛ **Program to Lower Housing Bond Costs.** Starting in 1995, local housing agencies will be able to lower their costs by using the Council's triple-A bond rating to back some city and county housing development bonds. Local governments will be able to pass on the savings to renters in subsidized housing programs.

Preserving the Environment As We Grow


While environmental pressures mount from population and economic growth, the Council continued working to protect the region's water resources from pollution and enhance the region's natural heritage.


 **River Defense Network.** Accidental spills in the Mississippi River will prompt a quick, effective response, thanks to a "river defense network" the Council helped flesh out in 1994. The

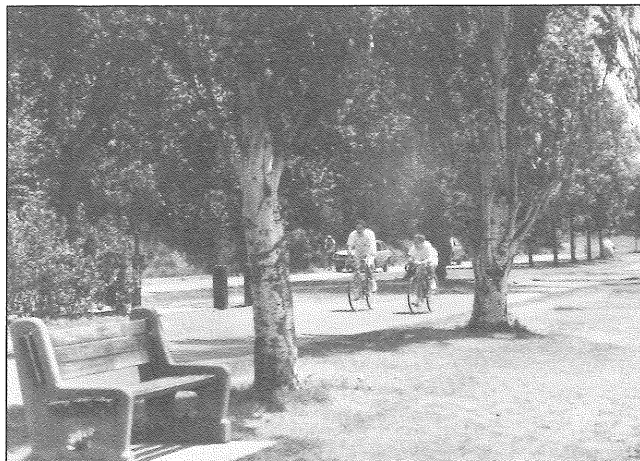


network will help protect drinking water and other uses of the river in the Twin Cities area and upstream. The project is a cooperative effort by cities, public agencies, river users, and industry along the river upstream from St. Anthony Falls.

When fully operational, the network will help prevent spills, automatically detect them and alert response teams, predict spill travel time, and set up common communication, containment and recovery procedures. The effort was jointly initiated in 1993 by the Council, the city of Minneapolis and the Mississippi Headwaters Board. It has been funded by the Blandin Foundation and network participants.

 **Twin Cities Water Quality Initiative.** Innovative projects will help protect metro area streams and rivers from pollution under a Council grant program launched in 1994. The Twin Cities Water Quality Initiative Grant Program is a five-year, \$9 million effort. In 1994 the Council awarded a total of \$1 million to 12 projects to reduce pollution from runoff. A second round of grants will be awarded in early 1995.

 **Regional Parks Funding.** Our regional parks received a boost in 1994 from \$13.1 million in state bonds for regional park improvements over two years. Twenty-two projects are being financed, with state bonds covering 60 percent and regional bonds, 40 percent.



Twin Cities Water Quality Initiative

Examples of projects:

- *wetland restoration*
- *buffer zones between farm fields and a water course*
- *public education projects*

A sample of regional parks projects:

- *Trail development and land acquisition, Burlington Northern Regional Trail, St. Paul*
- *Minneapolis Chain of Lakes restoration*
- *Picnic pavilion replacement, Como Regional Park, St. Paul*
- *Lake Minnetonka Regional Park development*
- *Coon Rapids dam and walkway repair*

A sample of innovative transportation projects:

- A Burnsville transit hub (Hwy. 13 and I-35W), to offer a fast commute to the two downtowns, reverse commute, and quick transfer to other transit hubs. 1994 and 1996.

- A rebuilt road and new bikeway on 7 miles of 79th/80th Sts. in Bloomington, to relieve I-494 congestion, with timed traffic signals and changeable message signs. 1996.

- A transit curriculum for 5th through 8th grade students in Twin Cities schools with lessons and exercises on the role of transit. 1995-96 school year.

Travel mushrooming in Twin Cities Area

- Population increase, 1970-90: 20%
 - Increase in daily vehicle travel, 1970-90: 130%
 - Average traveler miles per day: 32
 - Percent of work travel by solo drivers: 80
- 1990 Travel Behavior Inventory Summary Report*

Regional Services for Orderly Development

Orderly growth and redevelopment of the region are the core of the Council's mission. The Council guides regional development with cost-effective regional transportation and wastewater services that maintain older areas while supporting the region's growth needs.

Regional Transportation Program. A three-year, \$560 million program of highway, transit, bikeway, pedestrian and congestion-reduction projects was adopted by the Council in



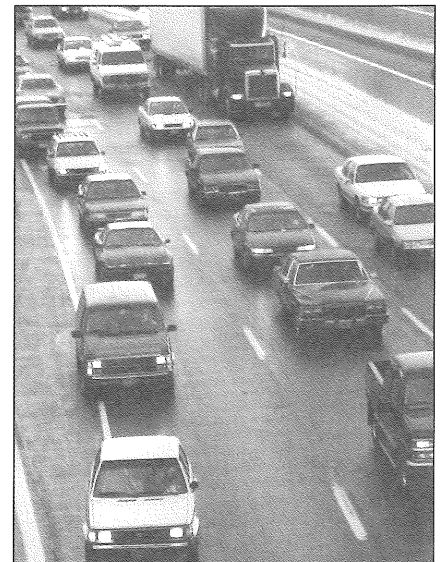
1994. A large share of the program will maintain the huge investment that the region has already made in the trunk highway system, such as road reconstruction and bridge replacement.

Other projects will manage the highway system to reduce congestion and improve air quality, and to support transit, such as purchases of replacement buses, construction of transit hubs, bus shelters, express bus service and carpooling.

"Congestion Pricing" Study. Paying fees for using the region's most congested highways could be wheeling into the future. A study completed in 1994 by the Council, the Minnesota Department of Transportation and University of Minnesota's Center for Transportation Studies concluded that congestion pricing could reduce roadway congestion, increase highway efficiency, improve air quality and guide growth and redevelopment.

It could also generate significant funding for needed transportation improvements and other uses. Recommendations for implementing congestion pricing in the metro area will be part of an in-depth analysis to be done in 1995.

Travel Behavior Report. Data assembled by the Council and published in 1994 are providing the foundation for good highway and transit decisions. Called the "travel behavior inventory," the study shows that travel is skyrocketing and dispersing in the seven-county area. The Council is using the information to update travel forecasting models and develop guidelines to manage the transportation system.



Wastewater Rate Policy. A new rate policy adopted by the Council will help contain the costs billed to local communities for wastewater services. The policy will provide the financial framework for managing wastewater operating and capital improvement budgets.

The five-year objective will be to limit rate increases to the inflation rate for goods and services typically used by government organizations. In 1995, the Council will examine alternatives for reducing, over the long term, the annual costs of paying off wastewater bonds. These costs are a large portion of rates charged to communities for service.

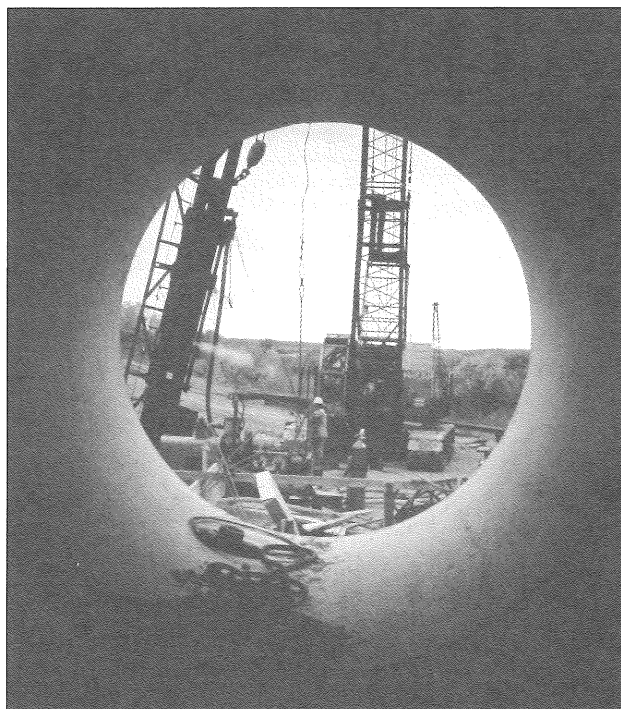
A task force of local officials has been formed by the Council to look at the way communities are charged for wastewater treatment costs. The task force will determine whether the current system, established by state law, needs to be changed.

Southeast Area Wastewater Study. The southeast area of the region may be the site for a new wastewater treatment plant to handle the growing demand for sewer service in an area that includes parts or all of Woodbury, Cottage Grove, Rosemount, Inver Grove Heights, South St. Paul, St. Paul Park, and Newport.

The new plant would provide increased capacity for growth that the Council has forecasted for the area. A facilities plan study is now under way to determine the best way of providing those services to meet water quality standards on the Mississippi River.

Development Around Possible New Major Airport. If the Minnesota Legislature decides that the region needs to build a new international airport in Dakota County, the facility would attract more than terminals, hangars and hubbub. It would also attract off-site, airport-related industry, commerce and services, and jobs and housing for workers. Helping ensure that the location of development is well planned has been the focus of Council airport planning in 1994.

The Council has estimated that the Dakota County site could attract 2.6 million square feet of off-site development, equivalent to the size of two Southdales. In addition, about 1,500 hotel rooms would locate near the new airport, if it is built. Off-site development would bring over 10,000 new jobs and 3,800 new homes.



Wastewater Rate Policy Statement

The Metropolitan Council will maintain a rate structure to meet environmental requirements, keep its existing system in good repair, continually improve the quality of its operations, provide services which benefit the entire region environmentally and economically, and provide capacity for growth at the rate approved by the Metropolitan Council. These goals will be implemented within the constraints of rate objectives of stability, predictability and modest rate increases to the customer.

Wastewater Services – Serving People, Industry, and the Environment

Wastewater Treatment System

- 9 treatment plants
- 600 miles of interceptor sewer lines
- 300 million gallons of wastewater treated per day
- Service area: 105 municipalities, nearly two million residents

Rates charged by similar-sized
sewerage agencies:
nationwide up 17.2%, 1992-93

Wastewater Services
wholesale rate: up 4.8%

Wastewater Services charges
almost 30% less than
the national average among
similar-sized systems

A healthy environment, with clean lakes and rivers, is a hallmark of the Twin Cities area. The goal of the wastewater treatment system operated by the Metropolitan Council Wastewater Services is to protect public health and the environment while providing wastewater treatment at reasonable cost.

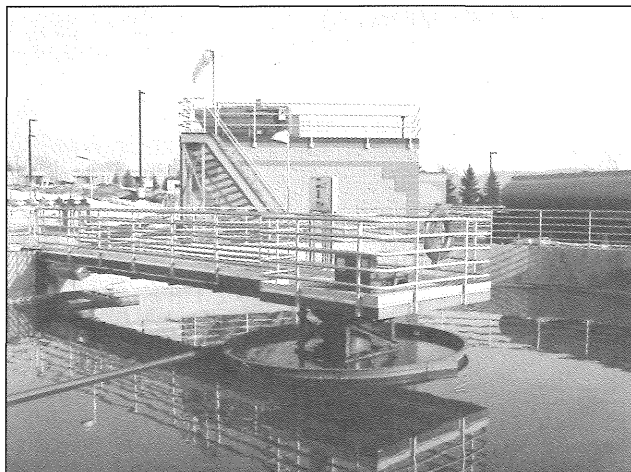
100% Permit Compliance. Through the spring of 1994, all wastewater treatment plants achieved an all-time record of 12 consecutive months of 100 percent compliance with discharge permits. All but one wastewater treatment plant won certificates of commendation in 1994 from the Minnesota Pollution Control Agency for meeting the agency's strict permit conditions. One plant missed out on the award for exceeding conditions for suspended solids during one week.

Solids Handling Project. Lower costs for burning wastewater solids will be the result of new equipment installed at the Seneca Wastewater Treatment Plant in Eagan. Centrifuges now separate waste solids from liquid, creating a drier sludge "cake" that can be incinerated more efficiently. The process also substantially reduces odors.

Stillwater Plant Upgrade. Ultraviolet rays may be the bane of summer funseekers, but they are a boon for wastewater treatment. Newly installed ultraviolet equipment at the Stillwater Wastewater Treatment Plant destroys harmful bacteria and other organisms in treated wastewater before it flows into the St. Croix River.

The equipment, which is more environmentally friendly than the standard chlorination/dechlorination process, is part of a \$13.5 million expansion and upgrade of the Stillwater plant. The plant now provides a higher level of treatment while offering additional treatment capacity for the growing communities of Stillwater, Oak Park Heights and Bayport.

The plant expansion replaces the smaller, less efficient Bayport treatment plant, which was taken out of service in 1994. A new intercommunity wastewater line, or "interceptor," now conveys wastewater from the city of Bayport to the Stillwater treatment plant.





The Metropolitan Wastewater Treatment Plant treats an average of 226 million gallons of wastewater per day, over 30% of the wastewater generated in the state.

☛ **Shakopee Interceptor Agreement.** A cooperative effort by local, state and regional government has led to a cost-effective solution for making additional wastewater treatment capacity available to the city of Shakopee. A new six-mile interceptor pipeline will link the area to the Blue Lake Treatment Plant.

The city has agreed to share a portion of the cost of the interceptor in return for using some of its capacity as a local trunk sewer. The Minnesota Department of Transportation will allow the interceptor to be built along the right-of-way of the new Highway 101 bypass, only the second time Mn/DOT has ever permitted such an arrangement.

☛ **Pollution Prevention.** Preventing pollution before it starts has been the thrust of several efforts by Wastewater Services:

- Heavy metal discharges into local sewers by industry have been reduced 81 percent annually since 1981.
- Airplane deicing fluid at Minneapolis-St. Paul International Airport is now collected for recycling or treated at the Metropolitan plant instead of flowing into the Minnesota River.
- Efforts are under way to reduce mercury discharges from laboratories and industry.

☛ **Sewer Separation Project.** The Mississippi River's water quality has dramatically improved in the last nine years, thanks to an accelerated program to separate combined storm and sanitary sewers in Minneapolis, St. Paul and South St. Paul. In 1984 an estimated 4.6 billion gallons of untreated sewage and storm water entered the river annually from combined sewer overflows. Today, that volume has been reduced by more than 90 percent.

Under the program, the three cities have been replacing old sewer pipes that carried both sewage and storm water to the Metropolitan Wastewater Treatment Plant. The old pipes were too small to handle the combined flow after storms or snow melt, so the excess flow was discharged into the river untreated. The 10-year, accelerated project will be completed in the fall of 1995.

River samples show a sharp drop in fecal coliform bacteria since the sewer separation program began in 1986 (counts per 100 milliliters):

• **Ford Dam, St. Paul**

1979-85	1986-92
911	234

• **Robert Street, St. Paul**

1979-85	1986-92
746	277

• **Grey Cloud Island, near Hastings**

1979-85	1986-92
338	174

Transit Operations – Improvements Moving Ahead

Transit Operations Regular-Route System

- 120 routes
- About 840 buses running at peak periods
- Service area: Minneapolis, St. Paul and 78 other cities
- 28% of buses accessible to people with disabilities; 100% by 2004



Quality and innovation are the watchwords for recent improvements in regional transit service. The Council's commitment to improve transit targets maintaining a strong regular-route system in currently served areas, improving suburban transit services, providing transit options that are accessible to people with disabilities, and using technology and quality control to improve service.

 **Reorganization of Bus System.** This commitment has energized Council efforts to continue reorganizing the bus system, refining Metro Mobility and expanding suburban transit service.

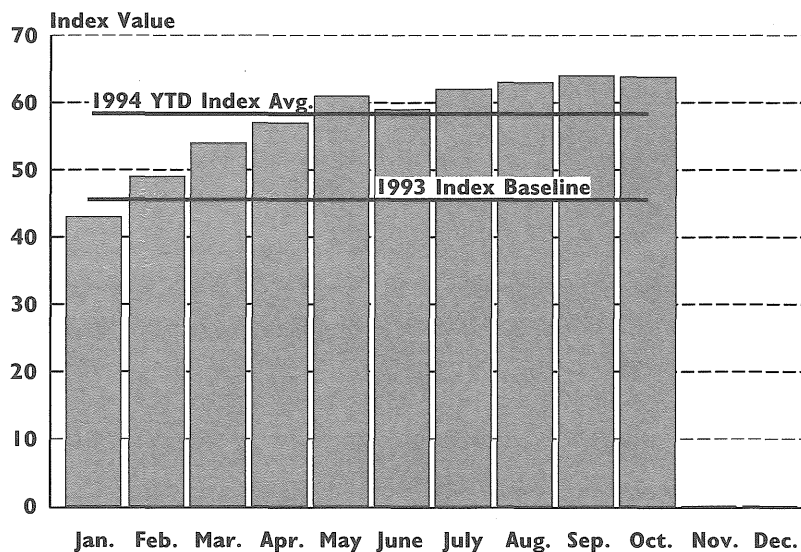
Bus service is being reorganized in a hub-and-spoke system, where local routes link with express buses, suburban circulators, carpools and special transportation services for the elderly and people with disabilities. Six new transit hubs have been built to date, with one in Burnsville under construction in 1994.



Customer Service Index Improvements. Riders of Metropolitan Council Transit Operations buses received substantially better service in 1994 over 1993, according to Transit Operations' customer service index. The index is a marker used to chart trends in the quality of bus service. It includes performance indicators such as customer perception of on-time service, bus cleanliness, elimination of delays in traffic, reduced complaints against drivers, and accurate information at bus shelters.

A 40-foot Transit Operations bus outpaced a two-seat sports car in a race from Coon Rapids to downtown Minneapolis in May — by over 12 minutes. While the car sat paralyzed in traffic congestion, the bus slid past traffic using several miles of bus-only shoulder lanes, developed by Team Transit, a joint Transit Operations-Mn/DOT program.

**Transit Operations
1994 Customer Service Index**



Bus Ridership. Ridership on regular routes served by Metropolitan Council Transit Operations was 62 million passengers in 1994, a drop from 1993.

Regular-Route Ridership

1994 Council Transit Operations	62,318,000 (est.)
1993	63,640,000
Projected 1995	61,899,000
1994 "opt-out" regular-route service	1,966,000
1994 other regular-route service	1,573,000

Opt-out programs operated by suburban communities provide regular-route service under contract with the Metropolitan Council: Minnesota Valley Transit Authority, Southwest Metro, Maple Grove, Plymouth, Shakopee. Ridership on the opt-out programs continues to grow as a result of expanding service. Other regular-route service includes Route 52 (U of M), Route 55, North Suburban, BE Line (Bloomington-Edina), Roseville Area Circulator, and Valley Transit.

TravLink Demonstration. Earth-orbit “vehicles” are the newest addition to the Transit Operations constellation of service. Under the federally funded TravLink demonstration project, operational in 1994, satellites are tracking 80 buses carrying on-board computers, signaling to prospective riders when their bus will arrive in real time.

The project, conducted with the Minnesota Department of Transportation, is testing how better transit and highway information will affect commuters’ willingness to take a bus or join a car or van pool. Three touch-screen kiosks in downtown Minneapolis, plus TV monitors and electronic status boards in three transit stations along I-394, give commuters immediate information about when their buses are expected to arrive.

**“Pooling” up on
Minnesota Rideshare**

	<u>1994</u>	<u>1993</u>
• Commuters Registered	16,657	15,621
• Total Poolers Registered	9,928	9,853
• Total Pools Registered	4,230	4,077
• Reduced Vehicle-Miles	18.9 mil.	17.5 mil.
• Parking Space Reduction	1,349	1,069

Metro Mobility

- Provides 1.1 million rides per year.
- One of largest specialized public transit systems nationally.

TRAVLIN

Minnesota Guidestar

Minnesota Rideshare. More people are sharing rides in car pools, thanks to the Minnesota Rideshare program, managed by Metropolitan Council Transit Operations. Minnesota Rideshare helps commuters find or organize car pools, fosters commuter programs in large and small organizations, even provides rental bicycle lockers at park-and-ride lots for commuters who want to cycle part of their way to work.

Metro Mobility. A new Metro Mobility emerged in 1994 from restructuring problems that affected service the year before. Metro Mobility is the region’s “door-through-door” paratransit service for people with disabilities who are unable to use the regular transit system.

A “semi-centralized” system is providing more accountability between providers and riders, and enabling providers to become more familiar with their own service territories. The service area is now split into three zones, with one of the three service providers—Handicabs, Metro Ride or Mayflower — assigned to each area.

Service to Local Governments

Regional partnerships with local government are helping stretch available public dollars. The Council seeks to emphasize partnerships more and regulation less.

Public Safety Radio Communications. The region has moved a step closer to a region-wide public safety radio communications system that will cut costs and provide more efficient fire, police, rescue and emergency medical services. The Metropolitan Radio Systems Planning Committee — formed by the Council at the direction of the legislature and made up of city and county elected officials and public safety professionals — decided in 1994 that construction of a phased system is the most cost-effective way to provide coordinated shared service.



The first phase would provide service for state and regional users, as well as additional features that would benefit the entire region, such as mutual aid, emergency medical services and 911 routing capability. Local governments can join the regional system when and if they decide that it is in their best interests to do so. Once they join, local jurisdictions will retain control over local dispatching.

Funds for the first phase would come from state and regional resources. Later phases will be paid for by each jurisdiction when it decides to join. The new arrangement would provide more efficient and cost-effective radio communication by allowing government agencies to share equipment and channels, and also by making it possible for communities to delay their participation until they have both the need and the funding.

- *Public safety communications traffic expected to grow by 55% in next 10 years.*
- *Newly available radio channels will be sufficient only if shared in a region-wide system.*
- *60% of surveyed government agencies said they had or will have problems with crowded channels, radio interference or inadequate coverage.*



Efficient, Effective Services. The Council is working closely with local governments to examine where greater efficiencies could be achieved in local services. For example, in 1994, the Council gathered street sweeping tips from 102 communities region-wide. These 66 "best practices" were made available to local governments throughout the Twin Cities to help them save time and money, and improve service.

Streamlining of Review Procedures. As municipalities grow and their needs change, they continue to work with the Council to amend their comprehensive plans. In 1994, the Council began streamlining the review process, making it more efficient and easier for local governments to get the job done.

Community Involvement and Service

The Council is committed to widening channels of information and two-way communication with the citizens of the region.

MetroLINC, a proposal developed in 1994 and continuing in 1995, would link metro area libraries into a common information source that makes resources more accessible to the public, and would save costs through cooperative activities.

Communication with Citizens and the Community
Access to information is essential to navigate in an information-based society and to ensure that organizations are responsive and accountable. The Council strives to maintain two-way communication in various ways.

Information on meetings, Council data, and publications are now computer-accessible on the Twin Cities Computer Network (TCCN). TCCN subscribers will also be able to participate in electronic forums and offer input on public hearing issues. Dial up via computer at 337-5400 or contact TCCN client support at 332-2101.

The Metro Information Line (229-3780) gives callers an instant update on Data Center services, Council meetings, news and regional issues, and subsidized housing opportunities.

The Data Center provides information to help decision-making by Twin Cities governments, businesses, institutions and individuals.

Community meetings, public hearings and forums provide opportunities for public input.

Council publications are available in alternative formats on request — for example, in large print, Braille or audiocassette. To reach out to the broader metropolitan community, the Council published a special public-comment edition of its *Regional Blueprint* newsletter in Spanish, Vietnamese, Hmong, Cambodian and Laotian.

Region at a glance — The Council's research section compiles population estimates, home construction data, employment figures and other information.

Advisory committees offer ongoing channels for shaping Council decisions and for providing input on operations and services.

Council in the Classroom

Understanding urban issues begins with education, for regional citizens of all ages.

A curriculum is being developed for 5th through 8th grade students to educate youngsters about the transit system. The project is being developed by an interagency committee that includes the Council.

Transit Operations educates students about the transit system, including how to ride the bus and read schedules.

Metropolitan Council Wastewater Services has developed an education program that includes plant tours, classroom visits, a speakers bureau, traveling exhibits, and an ongoing partnership with Dayton's Bluff Elementary in St. Paul.

A videotape about Wastewater Services was featured on Public Television's *Newton's Apple*. A segment about the beneficial reuse of biosolids by Wastewater Services was featured nationally on *Today's Environment* on CNBC and the Discovery Channel.

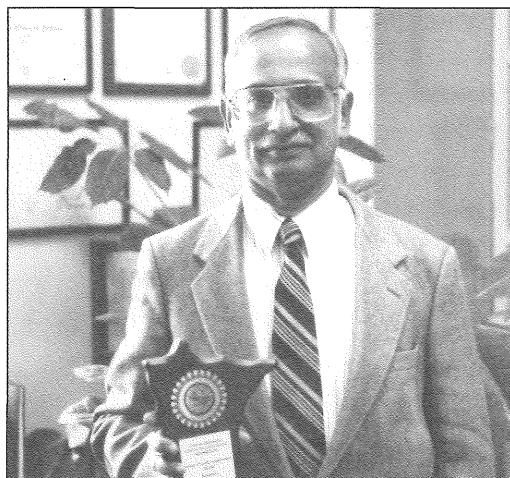


Volunteers in the Community

Many Council employees are involved in communities where they work and the region at large. These activities strengthen the community and are an important part of the Council's philosophy to enhance neighborhoods and communities through a civic infrastructure of partnerships and joint efforts. Here are a few examples.

Rahim Rahiman, Director of Internal Auditing, Wastewater Services

A multi-cultural upbringing inspired Rahim to volunteer over the last decade to promote better understanding of diverse world cultures from a youth and family perspective. Rahim grew up in Indochina and Vietnam of Asian Indian heritage and Vietnamese ancestry. He's active in the India Association, a cultural group; Vietnamese Mutual Assistance Association, a community self-help group; Fil-Minnesota, an arts and cultural group; the St. Paul Jaycees and the Law Enforcement Association, which recruits minorities and women into law enforcement careers. "My heritage and life experience cut across cultures so I am able to play a role in linking together groups that might not ordinarily work together," he said.



Rahim's volunteer efforts have brought together various ethnic groups in a series of seminars to bridge the generation and culture gaps between Asian American youth and traditional Asian parents and elders. His fundraising success has led to sold-out musical productions at the Ordway Music Theatre and the World (now Fitzgerald) Theater in St. Paul, focusing on Asian youth growing up in a bicultural family and social environment. Rahim received a leadership award from the Council on Asian Pacific Minnesotans in 1993.

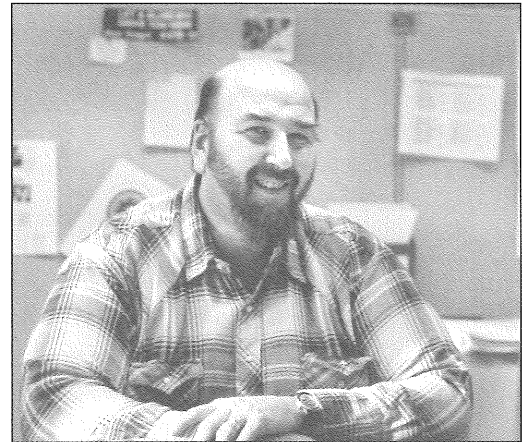


Jan Hogan, Supervisor, Metro Housing and Redevelopment Authority

Jan has been a weekly volunteer at Fairview Riverside Hospital in Minneapolis for the past 10 years, facilitating a support group for women who are in recovery from chemical dependency or have partners in recovery. The support group enables participants to better manage their lives. "I like to see progress that can be made through a group effort," Jan observed. "I received a lot of help at one point in my life, and like to give it back to the community."

Mike Hadel, Payroll Timekeeper, Heywood Garage, Transit Operations

Currently contributing his musical talent to St. Andrew's Catholic Church, Mike has in past years organized major holiday food drives for area food shelves. "It started out as a challenge," said Mike. "We threw an annual children's party, and I wondered — why not ask people to bring along items for the food shelf. From there, it mushroomed." For four years running, he organized large-scale food collections that earned him a WCCO-Radio "Good Neighbor" award in 1991. In the first year, the drive collected 800 pounds of food for local food shelves. In the final year, 10,000 pounds of food, plus \$600 in contributions, were collected for Second Harvest Food Bank, thanks to food pickups Mike organized and the cooperation of a local radio station.



Alex-Edmund DaHinten, Planner,
Office of Local Assistance

Originally from Guatemala, Alex has been active in organizations focused on supporting the settlement of newcomers from Central America and fostering Latin American culture. He cofounded Guadalupe CARES (Central American Resettlement Services), which has helped hundreds of Central Americans find jobs, acquire proficiency in English and become oriented to a new culture — all without public funds. "It's very

exciting and satisfying to help people who arrive with little or nothing to thrive in this society," noted Alex.

Alex has also served as chair of La Raza Federation of Minnesota, an independent, nonprofit organization that provides advocacy, research and leadership development for the Hispanic community. He contributes his communication skills to the Guatemalan Socio-Cultural Committee, the focal point for the Guatemalan community in Minnesota, and the Chapinlandia-Mayan Folkdancers, a dance group that promotes Guatemalan culture. "My volunteer work is an outlet for my concerns about helping to improve the lives of people and nurturing the rich heritage of many cultures," Alex added.

1994 Budgets

These financial tables show the annual budgets of the agencies that merged into the Metropolitan Council in 1994.

Metropolitan Council Planning and Administration (formerly Metropolitan Council) 1994 Adopted Budget

	1994 Total	1994 General	1994 HRA
OPERATING REVENUES			
Property tax levy (including state paid HACA) . . .	\$8,538,348	\$8,538,348	\$ 0
Federal Revenue	4,147,976	1,190,000	2,957,976
State Revenue	515,259	410,000	105,259
Regional Agency Chargebacks	1,030,834	1,030,834	0
Interest Income	125,000	100,000	25,000
Other Revenues	137,620	106,900	30,720
TOTAL OPERATING REVENUES	14,495,037	11,376,082	3,118,955
OPERATING EXPENDITURES			
Salaries and Benefits	8,328,334	7,245,068	1,083,266
HRA Portability Costs	805,880	0	805,880
Consultant Services	904,200	904,200	0
Training	117,500	117,500	0
Travel	93,263	79,653	13,610
Printing and Publication Services	586,639	565,659	20,980
Computer Services	389,936	364,358	25,578
Contractual Services	758,960	299,153	459,807
Other Direct Expenditures	896,575	772,683	123,892
Building Rent and Utilities	973,325	880,240	93,085
User Charges	366,264	348,303	17,961
Interfund Transfers	0	-464,896	464,896
Support of Metropolitan Area Agency on Aging	264,161	264,161	0
TOTAL OPERATING EXPENDITURES	14,485,037	11,376,082	3,108,955
PASS-THROUGH FUNDS (GRANTS)			
Parks	5,835,000		
Solid Waste	2,653,124		
Transportation	300,000		
Aging	4,786,409		
HRA	21,483,285		
TOTAL PASS-THROUGH FUNDS	35,057,818		
Capital	250,000		
Debt Service	5,053,212		
TOTAL BUDGET	54,846,067		

**Metropolitan Council Wastewater Services
(formerly Metropolitan Waste Control Commission)
1994 Adopted Budget***

REVENUES

Sewer Service Charges	\$128,998,552
Transfer from SAC Fund	14,101,523
Industrial Strength Charges	8,102,500
Load Charges	188,500
Industrial Discharge Permits	177,850
Add-on Service Charge	273,000
Investment Earnings	550,000
Other Miscellaneous Revenue	75,000

TOTAL REVENUES 152,466,925

EXPENDITURES

Salaries and Wages	43,792,009
Employee Benefits	12,249,673
Contracted Services	9,859,228
Materials and Supplies	6,147,857
Chemicals	3,422,801
Utilities	13,172,047
Insurance	2,779,136
Other Expenses	2,590,403
Capital Outlay	1,157,980
Reserve Contingency	1,300,000
Memorandum of Understanding Funding	2,500,000

TOTAL OPERATING BUDGET 98,971,134

Debt Service Budget

 53,495,839

TOTAL ANNUAL BUDGET 152,466,973

*Does not include budget amendments

**Office of Transportation and Transit Development
(formerly Regional Transit Board)
1994 Adopted Budget**

	General Fund	Special Revenue Funds	All Funds
REVENUE			
Property Tax		\$65,645,314	\$65,645,314
State Appropriations	\$2,055,000	32,486,500	34,541,500
Federal Grants			
Section 8	1,316,800	0	1,316,800
ISTEA	200,000	520,000	720,000
Interest/Misc.....	351,000	478,000	829,000
TOTAL REVENUE	3,922,800	99,129,814	103,052,614
EXPENDITURES			
Salaries and Benefits	1,763,472	0	1,763,472
Member Per Diems	40,000		40,000
Consulting	821,704	0	821,704
Legal Fees	100,000		100,000
Professional Services	57,400	0	57,400
Metro Council Chargebacks	171,000	0	171,000
Local Travel	53,450	0	53,450
Non-Local Travel	47,500	0	47,500
Materials and Supplies	32,800	0	32,800
Occupancy	215,800		215,800
Public Communications	101,200		101,200
Equipment Rental/Maintenance	32,354		32,354
Insurance	64,200		64,200
Capital Expenditures	25,000		25,000
Employee Recruitment/Development	26,150		26,150
Transit Programs/Grants	1,280,000		1,280,000
Regular Route Service		69,638,770	69,638,770
Metro Mobility		17,597,117	17,597,117
Opt-out Programs		7,242,466	7,242,466
Rural/Small Urban		3,206,620	3,206,620
TOTAL EXPENDITURES	4,832,030	97,684,973	102,517,003
Net Surplus (Deficit)	-909,230	1,444,841	535,611

**Metropolitan Council Transit Operations
(formerly Metropolitan Transit Commission)
1994 Adopted Budget and Estimated Actual***

	1994 Budget	1994 Estimated Actual
REVENUES		
Operating Revenues		
Passenger Fares	\$43,013,000	\$42,326,000
Contract Revenue	4,148,000	4,368,000
Special Events Revenue	91,000	282,000
Advertising and Auxiliary Revenue	1,083,000	1,296,000
Total Operating Revenue	48,335,000	48,272,000
Non-Operating Subsidies and Revenues		
Metropolitan Transit Subsidies and Contracts.	66,400,000	66,400,000
Opt-Out Contribution	0	0
Federal Grants	10,200,000	9,580,000
Interest Income	304,000	416,000
Other Revenue	1,902,000	1,938,000
Total Non-Operating Subsidies and Revenue	78,806,000	78,334,000
 GRAND TOTAL REVENUES AND SUBSIDIES ...	 127,141,000	 126,606,000
EXPENDITURES		
Working Labor	70,392,000	70,827,000
Fringe Benefits	35,353,000	35,002,000
Materials and Supplies	13,602,000	15,991,000
Professional and Technical Services	3,263,000	3,650,000
Casualty and Liability	2,790,000	2,890,000
Utilities	1,934,000	2,044,000
Advertising and Promotion	624,000	961,000
Purchased Transit Services	467,000	464,000
Other Misc.....	138,000	3,000
Leases and Rentals	225,000	216,000
 GRAND TOTAL EXPENDITURES	 128,788,000	 132,048,000
 Net Surplus (Deficit)	 -1,647,000	 -5,442,000

*Estimated actual figures are included because the 1994 deficit is expected to be greater than budgeted.

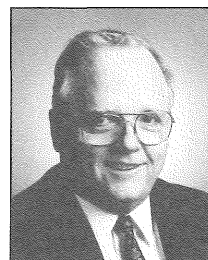


Back row, left to right: Julius Smith; E. Craig Morris; David Hartley; Bill Schreiber; and Stephen Wellington. Middle row: Patrick Leung; Terry Flower; DeDe Wolfson; Martha Head; Esther Newcome. Front row: Carol Kummer; Dottie Rietow, Chair; Roger Scherer; and Sondra Simonson*.

Pictured right: Barbara Butts Williams (top)
Mary Hill Smith
Kevin Howe, Vice-Chair

MISSION:

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



1994 Council members and their districts:

Dottie Rietow, Chair • Roger Scherer; northwestern Hennepin County • Bill Schreiber; Robbinsdale, Crystal, New Hope, Brooklyn Center and Brooklyn Park • Mary Hill Smith; Edina, Hopkins and east Lake Minnetonka communities • Julius C. Smith; Lakeville, Eden Prairie, Carver County and most of Scott County • Sondra Simonson*; Shakopee, Savage, Bloomington and Richfield • Martha M. Head; Golden Valley, St. Louis Park, and southwestern Minneapolis • Barbara Butts Williams; downtown, north and portions of south Minneapolis • Carol A. Kummer; eastern Minneapolis • David Hartley; most of Anoka County • Patrick C. Leung; Coon Rapids, Fridley, Hilltop, Columbia Heights, St. Anthony, New Brighton and Mounds View • Esther Newcome; northern Ramsey County • E. Craig Morris; most of Washington County and portions of North St. Paul and Maplewood • Diane Z. (DeDe) Wolfson; the southern half of St. Paul • Stephen B. Wellington, Jr.; the northern half of St. Paul, Lauderdale and Falcon Heights • Kevin Howe; Mendota, Mendota Heights, Lilydale, Eagan, Burnsville and Apple Valley • Terry Flower; southern Washington County and most of Dakota County.

*Resigned June 30, 1994.

Metropolitan Council
Mears Park Center
230 E. Fifth St.
St. Paul MN 55101

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Data Center 612 221-8140
Metro HRA 612 291-7428
Regional Transit Information..... 612 373-3333
Wastewater Services Information
(public information, plant tours) ... 612 229-2129

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The Council's Data Center provides information to improve decisions made by governments, businesses, institutions and individuals in the seven-county area. It also promotes quality, accessibility and usefulness of government data and other information in the region. The Data Center distributes reports, brochures, videos, newsletters, maps and other information products. A directory of current publications is available by calling 291-8140 or TDD 291-0904.

The Council carries out its mission with the help of people from business, local government, and the general public who serve on its policy and operations advisory committees.

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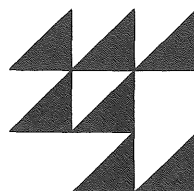
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Metropolitan Council of the Twin Cities Area.
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Planning for the future



Metropolitan Council

Publication no. 14-95-001

Metropolitan Council

1994 Annual Report

Appendix

Jan. 15, 1995

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Referral Appendix for Annual Report
Referrals Received January 1, 1994 through December 31, 1994

I. Federal Grant and Loan Requests

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

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

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16000-1	ANOKA COUNTY SECTION 811 - 5 SINGLE FAMILY HOMES & 1 DUPLEX	Staff Information
16001-1	BOARD OF SOCIAL MINISTRY 202, 49 UNIT SENIOR APARTMENT	Favorable
16005-1	EARTHSTAR PROJECT, INC. 202, ELDERS LODGE	Favorable

I. Federal Grant and Loan Requests

B. U.S. Dept. of Transportation

1. Highway Programs

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15864-3	TAB AMENDMENT TO 1994-96 TIP - FTA SECTION 16 PROJECTS (94-10)	Favorable
15954-1	TAB 1994 SOLICITATION PACKAGE FOR STP, CMAQ & ENHANCEMENT PROJECTS (94-1)	Favorable
16024-1	TAB FUNCTIONAL CLASSIFICATION CORRECTION WASHINGTON COUNTY CSAH 2	Favorable
16026-1	TAB FUNCTIONAL CLASSIFICATION CHANGE 117TH ST. FROM TH 52 TO RICH VALLEY	Favorable
16068-1	TAB 1995 Transportation Unified Planning Work Program (UPWP)	Favorable
16089-1	TAB 1998-1999 ENHANCEMENT PROJECT SOLICITATION (94-20)	Favorable

II. State Grant and Loan Requests

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15967-1	RAMSEY CO. REPLACE BRIDGE - GERVAIS / KELLER CHANNEL, CSAH 60	Favorable
15968-1	RAMSEY COUNTY REPLACE BRIDGE - SILVER LAKE ROAD NORTH OVER SOO LINE	Favorable
15969-1	RAMSEY COUNTY REPLACE BRIDGE - CLEVELAND AVENUE OVER SOO LINE RAILROAD	Favorable

16002-1	CARVER COUNTY REPLACE BRIDGE - 6TH STREET - L2722	Favorable
16053-1	ST. PAUL REPLACE BRIDGES - OVER 7TH STREET & CSAH 58	Favorable
15937-1	RTB PARATRANSIT PLAN CERTIFICATION, AMERICANS WITH DISABILITIES AVA ACT	Favorable

III. Independent & Metropolitan Agency Plans and Programs
A. Independent Agency (Watershed Management) Plans

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15947-1	CHASKA CREEK WATERSHED COMMISSION CHASKA CREEK WATERSHED PLAN	Favorable
16033-1	RILEY - PURGATORY - BLUFF CREEK WATERSHED DISTRICT WATERSHED MANAGEMENT PLAN	Favorable
16035-1	VALLEY BRANCH WATERSHED DISTRICT WATERSHED MANAGEMENT PLAN REVISION	Favorable
16072-1	NINE MILE CREEK WATERSHED DISTRICT WATERSHED MANAGEMENT PLAN	In Process Dec. 31

III. Independent & Metropolitan Agency Plans & Programs
B. Metropolitan Agency Plans and Programs

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15486-3	MAC FLYING CLOUD AIRPORT	In Process Dec. 31
15889-2	MAC FINAL AED - NEW AIRPORT SITE SELECTION STUDY	Staff Information
16041-3	MAC MSP LONG TERM COMPREHENSIVE PLAN - DRAFT ALTERNATIVE ENVIRONMENT	Favorable
16041-4	MAC NEW AIRPORT CP - DRAFT ALTERNATIVE ENVIRONMENTAL DOCUMENT	In Process Dec. 31
15850-5	MWCC IMPLEMENTATION PLAN AMEND., ELM CREEK INTERCEPTOR	Withdrawn
15932-1	MWCC WASTEWATER TREATMENT & HANDLING IMPLEMENTATION PLAN 1994-2010	Favorable
15932-2	MWCC AMEND IMPLEMENTATION PLAN - SOUTH ST. PAUL FORCEMAIN REPLACEMENT	Suspended
16041-2	MAC CAPITAL IMPROVEMENT PROGRAM 1995-2001 - ENVIRONMENTAL ASSESSMENT	Favorable
15980-1	MWCC BLAINE INTERCEPTOR (PROJECT 865600) APPROVAL OF PLANS & SPECIFICATIONS	Favorable

16094-1	MAC	1995 CAPITAL IMPROVEMENT PROJECTS & 1996 CIP	In Process Dec. 31
16060-2	MSFC	1995 CAPITAL EXPENDITURE BUDGET AMENDMENT	Favorable

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

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
12346-4	BROOKLYN PARK CP AMENDMENT, CENTURY FARMS NEIGHBORHOOD CP CHANGES, #93-174.10	In Process Dec. 31
13844-7	RICHFIELD CP AMENDMENT, MAP AMEND., RELOCATION OF CHURCH	Favorable
14120-8	LINO LAKES CP AMENDMENT, PARK PLAN & DEVELOPMENT GUIDE	In Process Dec. 31
14159-9	SHAKOPEE CP AMENDMENT, 1994 JACKSON TWP. ANNEXATION	Favorable
14417-6	VADNAIS HEIGHTS CP AMENDMENT, BIKEWAYS / TRAILS	Favorable
14417-7	VADNAIS HEIGHTS CP AMENDMENT, VADNAIS CENTER PLAN	In Process Dec. 31
14859-8	BLAINE CP AMENDMENT, WATER SYSTEM UPDATE	In Process Dec. 31
14885-5	HUGO CP AMENDMENT, ARCAND GOLF COURSE	Favorable
14901-3	SOUTH ST. PAUL CP AMENDMENT, RENAME / REORGANIZE LAND USE CATEGORIES	Favorable
15025-3	STILLWATER TWP. CP AMENDMENT, LAND USE DESIGNATION - 185 ACRES	Favorable
15030-7	FARMINGTON CP AMENDMENT, PINE KNOLL MUSA EXPANSION	Unfavorable
15030-8	FARMINGTON CP AMENDMENT, PINE KNOLL - MUSA ADDITION	Favorable
15089-5	FALCON HEIGHTS CP AMENDMENT, COMMERCIAL AREA / BUSINESS SECTION	In Process Dec. 31
15097-4	ROGERS CP AMENDMENT, FOX CREEK WEST RESIDENTIAL DEVELOPMENT	In Process Dec. 31
15097-5	ROGERS CP AMENDMENT, DISCHINGER REZONING	Favorable
15097-6	ROGERS CP AMENDMENT, MALLARD ESTATES RESIDENTIAL DEVELOPMENT	In Process Dec. 31

15097-7	ROGERS CP AMENDMENT, SUNNYSIDE ESTATES RESIDENTIAL DEVELOPMENT	In Process Dec. 31
15097-8	ROGERS CP AMENDMENT, SOUTH POINTE RESIDENTIAL DEVELOPMENT	In Process Dec. 31
15098-5	ST. LOUIS PARK CP AMENDMENT, NE CORNER OF LOUISIANA AVE. & WEST 14TH ST.	In Process Dec. 31
15098-6	ST. LOUIS PARK CP AMENDMENT, SW CORNER OF HIGHWAY 169 & I-394	In Process Dec. 31
15098-7	ST. LOUIS PARK CP AMENDMENT, 6525 W. LAKE STREET FROM R-7 TO COMMERCIAL	In Process Dec. 31
15099-5	BURNSVILLE CP AMENDMENT, WEST PARK	In Process Dec. 31
15099-6	BURNSVILLE CP AMENDMENT, BRITTANY HEIGHTS	In Process Dec. 31
15099-7	BURNSVILLE CP AMENDMENT, PARKWOOD FOREST	In Process Dec. 31
15101-7	VICTORIA CP AMENDMENT, UPDATE PAGES	Staff Information
15364-6	FOREST LAKE CP AMENDMENT, PHASE I - 840 ACRES	In Process Dec. 31
15405-6	OAKDALE CP AMENDMENT, INTERSTATE 94 CORRIDOR	Superseded
15405-7	OAKDALE CP AMENDMENT, SOUTHEAST OAKDALE	In Process Dec. 31
15407-7	LAKE ELMO CP AMENDMENT, RESPONSE TO PLAN MODIFICATIONS - 120 ACRE MUSA	Favorable
15408-6	MINNETONKA CP AMENDMENT, MINIKAHDA MINI STORAGE	Favorable
15408-7	MINNETONKA CP AMENDMENT, PRESBYTERIAN HOMES ELDERLY	Favorable
15408-8	MINNETONKA CP AMENDMENT, OSBORNE HOUSE ELDERLY HOUSING	Favorable
15408-9	MINNETONKA CP AMENDMENT, MARQUIS MEADOWS	Favorable
15484-6	CHAMPLIN CP AMEND.,WHITE OAKS - 10.26 ACRES TO 7.23 LOW DENSITY & 3.03 ACRES COMM.	Favorable
15541-8	HASTINGS CP AMENDMENT, REGUIDE PROPERTY OF URBAN RESIDENTIAL TO OFFICE	Favorable
15639-2	NORTH OAKS CP AMENDMENT, REVISE COMPREHENSIVE PLAN	Favorable

15646-9	EDEN PRAIRIE CP AMENDMENT, GALARNEAU GUIDE PLAN CHANGE	Favorable
15671-3	NININGER TWP. CP AMENDMENT, REVISION / UPDATE TO 1982 CP	In Process Dec. 31
15747-7	PLYMOUTH CP AMENDMENT, CARLSON REAL ESTATE CO. - SAM'S CLUB	Favorable
15754-6	EAGAN CP AMENDMENT, CONNELLY / SODERHOLM	Favorable
15754-7	EAGAN CP AMENDMENT, ELEMENTARY SCHOOL #18	Favorable
15775-3	MINNEAPOLIS CP AMENDMENT, SOUTH WHITTIER	Favorable
15796-4	ANDOVER CP AMENDMENT, FOXBERRY FARMS	Favorable
15796-5	ANDOVER CP AMENDMENT, 30 ACRE MUSA EXPANSION	Favorable
15796-6	ANDOVER CP AMENDMENT, 109 ACRES TO MUSA - NEW MIDDLE SCHOOL	Favorable
15802-5	BLOOMINGTON CP AMENDMENT, JANCO, INC. - RIVER BLUFF TOWNHOMES	Favorable
15851-2	ST. PAUL CP AMENDMENT, RAILROAD ISLAND SMALL AREA PLAN	In Process Dec. 31
15855-8	LAKEVILLE CP AMENDMENT, LAKE MARION ESTATES 3RD ADDITION	Favorable
15855-9	LAKEVILLE CP AMENDMENT, JACK PAVLIKE	Favorable
15863-2	APPLE VALLEY CP AMEND., CENTEX - FISCHER SITE	Favorable
15863-3	APPLE VALLEY CP AMENDMENT, HUNTERS WOOD EXPANSION	Favorable
15863-4	APPLE VALLEY CP AMENDMENT, ALIMAGNET LANDING	Favorable
15863-5	APPLE VALLEY CP AMENDMENT, VALLEY OAKS TOWNHOMES	Favorable
15863-6	APPLE VALLEY CP AMENDMENT, WATERFORD VILLAGE	Favorable
15863-7	APPLE VALLEY CP AMENDMENT, CEDAR ISLE ESTATES	Favorable
15863-8	APPLE VALLEY CP AMENDMENT, FOXMOORE RIDGE II TOWNHOMES	Favorable

15863-9	APPLE VALLEY CP AMENDMENT, BARTON SAND & GRAVEL MINING EXPANSION	Favorable
15865-2	CHANHASSEN CP AMENDMENT, COMPREHENSIVE SANITARY SEWER AND WATER PLANS	Favorable
15865-3	CHANHASSEN CP AMENDMENT, SURFACE WATER MANAGEMENT PLAN	In Process Dec. 31
15873-2	WACONIA CP AMENDMENT, WILLOWBROOKE 3RD ADDITION	Favorable
15898-4	MAPLE GROVE CP AMENDMENT, HILLER MUSA	Withdrawn
15898-5	MAPLE GROVE CP AMENDMENT, STONEBRIDGE PLAT 3	Withdrawn
15898-6	MAPLE GROVE CP AMENDMENT, MUSA AND LAND USE AND TRANSPORTATION PLANS	In Process Dec. 31
15898-7	MAPLE GROVE CP AMENDMENT, PARK SYSTEM AND RECREATION PLAN	In Process Dec. 31
15922-2	WOODBURY CP AMENDMENT, 80 ACRE MUSA - ATHLETIC COMPLEX	Favorable
15922-3	WOODBURY CP AMENDMENT, MARKGRAFS / POWERS LAKE AREA	In Process Dec. 31
15922-4	WOODBURY CP AMENDMENT, SANITARY SEWER POLICY PLAN	In Process Dec. 31
15930-2	INVER GROVE HEIGHTS CP AMENDMENT, TH 52	In Process Dec. 31
15930-3	INVER GROVE HEIGHTS CP AMENDMENT, KURTZ - 22.5 ACRE PARCEL	In Process Dec. 31
15930-3	INVER GROVE HEIGHTS CP AMENDMENT, THOMAS LEACH	Favorable
15930-4	INVER GROVE HEIGHTS CP AMEND., KURTZ - 22.5 ACRE PARCEL	Unfavorable
15930-5	INVER GROVE HEIGHTS CP AMENDMENT, RESPONSE TO MODIFICATION - ASPEN/KURTZ	Favorable
15930-6	INVER GROVE HEIGHTS CP AMENDMENT, 70TH / BABCOCK TRAIL	Favorable
15930-7	INVER GROVE HEIGHTS CP AMENDMENT, CIVIC AREA	Favorable
15936-1	BAYPORT CP AMENDMENT, INDUSTRIAL REZONING, 245 ACRES	Favorable
15938-1	NEW SCANDIA TWP. CP AMENDMENT, PLAN UPDATE	In Process Dec. 31
15949-1	HOPKINS CP AMENDMENT, RESIDENTIAL GOALS & POLICIES	In Process Dec. 31

15952-1	ELKO CP AMENDMENT, EXPAND URBAN SERVICE AREA, 275 LOT DEVELOPMENT	In Process Dec. 31
15955-1	ARDEN HILLS CP AMENDMENT, LAND USE DESIGNATION - LOW DENSITY RESIDENTIAL	Favorable
15960-1	DAYTON CP AMENDMENT, PARK GUIDE PLAN MAP	In Process Dec. 31
15972-1	LAKEVILLE CP AMENDMENT, MARION VILLAGE 3RD	Favorable
15972-2	LAKEVILLE CP AMENDMENT, CRYSTAL LAKE GOLF ESTATES	Favorable
15972-3	LAKEVILLE CP AMENDMENT, HIGHVIEW HEIGHTS 7TH ADDITION	Favorable
15972-4	LAKEVILLE CP AMENDMENT, HOMESTEAD CREEK EAST 3RD	Favorable
15972-5	LAKEVILLE CP AMENDMENT, CEDAR HIGHLANDS 5TH ADDITION	Favorable
15972-6	LAKEVILLE CP AMENDMENT, LAND TRADE, MUSA	Favorable
15972-7	LAKEVILLE CP AMENDMENT, COUNTRY POND SOUTH 7TH ADDITION	Favorable
15972-8	LAKEVILLE CP AMENDMENT, LYNWOOD NORTH 7TH ADDITION	Favorable
15972-9	LAKEVILLE CP AMENDMENT, CREEKVIEW ESTATES	Favorable
15987-1	MINNETONKA CP AMENDMENT, STUART CORPORATION RESIDENTIAL TOWNHOME UNITS	Favorable
15987-2	MINNETONKA CP AMENDMENT, CEDAR PASS / BOULDER CREEK	Favorable
15987-3	MINNETONKA MINNEHAHA CREEK CORRIDOR MASTER PLAN	Favorable
15987-4	MINNETONKA CP AMENDMENT, CREEKSIDE IN MINNETONKA 2ND ADDITION	In Process Dec. 31
15991-1	WAYZATA CP AMENDMENT, WAYZATA MEDICAL CENTER	Favorable
15995-1	PRIOR LAKE CP AMENDMENT, AMEND LAND USE MAP	Favorable
15995-2	PRIOR LAKE CP AMENDMENT, PIKE LAKE TRAIL 2000 TRANSPORTATION PLAN	Favorable
15995-3	PRIOR LAKE CP AMENDMENT, KNOB HILL LAND USE PLAN	Favorable
15995-4	PRIOR LAKE CP AMENDMENT, KESTREL PROPERTIES LAND USE	In Process Dec. 31

15997-1	PLYMOUTH CP AMENDMENT, FREEMANS INC.	Favorable
15997-2	PLYMOUTH CP AMENDMENT, ELIMINATION OF MINOR COLLECTOR STREET	Favorable
15997-3	PLYMOUTH CP AMENDMENT, FORSTER PRESERVE 2ND	Favorable
16010-1	EDEN PRAIRIE CP AMENDMENT, PIONEER TRAIL	Favorable
16010-2	EDEN PRAIRIE CP AMENDMENT, MUSA EXPANSION - 850 ACRE	Non-Reviewable
16010-3	EDEN PRAIRIE CP AMENDMENT, HARTFORD PLACE	Favorable
16022-1	ST. MARY'S POINT CP AMENDMENT, REVISED COMPREHENSIVE PLAN	In Process Dec. 31
16036-1	MINNETRISTA CP AMENDMENT, TRAIL PLAN AMENDMENT	Favorable
16036-2	MINNETRISTA CP AMENDMENT, MUSA ADDITION FOR WILLIAMS PUD	In Process Dec. 31
16037-1	APPLE VALLEY CP AMENDMENT, UTILITY CHAPTER - ELECTRIC SYSTEM	Favorable
16037-2	APPLE VALLEY CP AMENDMENT, EASTVIEW EXPANSION - YOUTH ATHLETIC COMPLEX	Favorable
16037-3	APPLE VALLEY CP AMENDMENT, BRIAR KNOLL	Favorable
16039-1	LAKEVILLE CP AMENDMENT, KENWOOD OAKS 2ND ADDITION	Favorable
16039-2	LAKEVILLE CP AMENDMENT, MAC MAINTENANCE BUILDING	Staff Information
16039-3	LAKEVILLE CP AMENDMENT, GREENWOOD ESTATES	Favorable
16039-4	LAKEVILLE CP AMENDMENT, HYPOINTE CROSSING 4TH ADDITION	Favorable
16039-5	LAKEVILLE CP AMENDMENT, CRYSTAL LAKE CLUB HOUSE	Favorable
16039-6	LAKEVILLE CP AMENDMENT, BRACKETTS CROSSING 3RD ADDITION	Favorable
16039-7	LAKEVILLE CP AMENDMENT, GOLDEN POND	Favorable
16039-8	LAKEVILLE CP AMENDMENT, RAVEN LAKE 1ST ADDITION	Favorable
16040-1	INDEPENDENCE CP AMENDMENT, TAMARACK SHORES	Favorable

16042-1	ST. PAUL TRANSPORTATION POLICY PLAN	Staff Information
16086-1	AFTON CP AMENDMENT, EDITING POLICY, GOALS & IMPLEMENTATION STATEMENTS	In Process Dec. 31

V. Miscellaneous Referrals
A. Special Transportation Projects

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15731-3	MINN. DEPARTMENT OF TRANSPORTATION TH 610 CONTROLLED ACCESS APPROVAL	Favorable

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

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15541-7	HASTINGS LAND USE CHANGE, 24 ACRES - WALLIN ADDITION	Favorable
15671-2	NININGER TWP. LAND USE CHANGE, REVISION / UPDATE	In Process Dec. 31
15682-4	MARSHAN TWP. LAND USE CHANGE, BED & BREAKFAST FACILITY	Favorable
15682-5	MARSHAN TWP. LAND USE CHANGE, DWELLING FOR FARM LAND EMPLOYEE	Favorable
15682-6	MARSHAN TWP. CONDITIONAL USE FOR ON - SITE NON - INFORMING ADVERTISING SIGN	Favorable
15697-2	VERMILLION TWP. REZONE TO GENERAL BUSINESS	In Process Dec. 31
15959-1	EMPIRE TWP. MANLEY CONDITIONAL USE PERMIT	Favorable
15959-2	EMPIRE TWP. LAND USE CHANGE, DANIEL DEVELOPMENT	Favorable
15959-3	EMPIRE TWP. LAND USE CHANGE, PETTER CONDITIONAL USE PERMIT	Favorable
15959-4	EMPIRE TWP. LAND USE CHANGE, RHOADS CONDITIONAL USE	Favorable
15959-5	EMPIRE TWP. LAND USE CHANGE, SACHS CONDITIONAL USE/MINERAL EXTRACTION	Favorable
15959-6	EMPIRE TWP. LAND USE CHANGE, AGGREGATES CONDITIONAL USE PERMIT	Favorable
15992-1	HASTINGS LAND USE CHANGE, SUNSET WEST DEVELOPMENT	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>
15942-1	MAC SCOPING EAW & DRAFT DECISION DOCUMENT - MPLS. - ST. PAUL AIRPORT	Staff Information
15977-1	MINN. DEPARTMENT OF TRANSPORTATION EA, CSAH 1 BETWEEN MISSISSIPPI BLVD. & 610	Unfavorable
16041-1	MAC FEIS, EXTENSION OF RUNWAY 4 / 22	In Process Dec. 31
15803-3	MINNEAPOLIS FEIS - CEDAR LAKE PLACE RESIDENTIAL SUBDIVISION	No Comment
15945-2	MINN. DEPARTMENT OF TRANSPORTATION EA, CSAH 21 FROM CSAH 39 TO CR 91	Unfavorable
15945-3	MINN. DEPARTMENT OF TRANSPORTATION EA, CSAH 21	In Process Dec. 31
15957-1	MINN. DEPARTMENT OF TRANSPORTATION EA, REPLACEMENT OF EASTBOUND I-94 BRIDGE OVER THE ST. CROIX	Favorable
15996-2	MAC SCOPING DECISION DOCUMENT, NEW AIRPORT COMPREHENSIVE PLAN	In Process Dec. 31
16013-1	SCOTT COUNTY EAW, CREEKS BEND GOLF COURSE	Staff Information
16073-1	SAVAGE AURA REVIEW - SAVAGE FEN, EAGLE CREEK & BOILING SPRINGS	Staff Information
16090-1	MINN. ENVIRONMENTAL QUALITY BOARD DEIS, UNIVERSITY OF MINNESOTA STEAM SERVICE FACILITIES	In Process Dec. 31
16096-1	MAC EA, ANOKA COUNTY - BLAINE AIRPORT - AIRPORT TRAFFIC CONTROL TOWER	Staff Information
14541-4	MINN. DEPARTMENT OF TRANSPORTATION SUPPLEMENT TO I-35 W DEIS	Favorable
15731-2	MINN. DEPARTMENT OF TRANSPORTATION FEIS, TH 610, I-94 TO TH 252	Favorable
15803-2	MINNEAPOLIS DEIS, CEDAR LAKE PLACE	Unfavorable
15942-2	MAC SCOPING DECISION DOCUMENT FOR MSP LONG TERM CP AED	In Process Dec. 31
15996-1	MAC ALTERNATIVE ENVIRONMENTAL DOCUMENT SCOPING NEW AIRPORT CP	In Process Dec. 31
15879-2	MISSISSIPPI NATIONAL RIVER AND RECREATION AREA FINAL COMPREHENSIVE MANAGEMENT PLAN & FEIS	Favorable

16014-2	LS POWER CO. DRAFT ENVIRONMENTAL REPORTS - CERTIFICATE OF NEED FOR GENERATING PLANT	Unfavorable
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V. Miscellaneous Referrals
D. Critical Area Plans and Projects

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14902-3	SOUTH ST. PAUL CRITICAL AREA STUDY	Favorable
16014-1	LS POWER CO. POWER PLANT SITING - COTTAGE GROVE COGENERATION PROJECT	Unfavorable

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>
15221-2	KRAEMER, EDWARD & SONS, INC. REISSUE CN BURNSVILLE SANITARY LANDFILL - SW - 56	Favorable
15981-1	SCOTT COUNTY SOLID WASTE ANNUAL REPORT	Sent to OEA
15982-1	CARVER COUNTY SOLID WASTE ANNUAL REPORT	Sent to OEA
15983-1	HENNEPIN COUNTY SOLID WASTE ANNUAL REPORT	Sent to OEA
15984-1	RAMSEY COUNTY SOLID WASTE ANNUAL REPORT	Sent to OEA
15985-1	WASHINGTON COUNTY SOLID WASTE ANNUAL REPORT	Sent to OEA
15986-1	ANOKA COUNTY SOLID WASTE ANNUAL REPORT	Sent to OEA
15990-1	DAKOTA COUNTY LOCAL RECYCLING TONNAGE & WASTE CERTIFICATE REPORTS	Sent to OEA

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

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14976-3	BFI RECYCLING SYSTEM OF MINNESOTA, INC. MODIFICATION BFI RECYCLING TRANSFER FACILITY, SW - 358	Favorable
15221-3	KRAEMER, EDWARD & SONS, INC. BURNSVILLE LANDFILL EXPANSION SW - 56	Favorable

15822-2	VEIT CONTAINER CORP. AMENDMENT TO RECYCLING & TRANSFER FACILITY, SW - 439	Favorable
15970-1	RICHARDS ASPHALT SOLID WASTE TRANSFER FACILITY	Sent to OEA
15973-1	POOR RICHARDS INC. POOR RICHARDS TRANSFER FACILITY	Sent to OEA
15989-1	KEITH KRUPENNY & SONS DISPOSAL SERVICES SOLID WASTE TRANSFER STATION	Favorable
16023-1	HENNEPIN COUNTY BROOKLYN PARK TRANSFER STATION	Sent to OEA
15762-2	WASHINGTON COUNTY AMEND SOLID WASTE MANAGEMENT ORDINANCE #105	Sent to OEA
15946-1	HENNEPIN COUNTY AMEND HENNEPIN COUNTY ORDINANCE #12	Favorable
15939-1	GENERAL GROWTH MANAGEMENT, INC. SOUTHDALE SHOPPING CENTER	Favorable

V. Miscellaneous Referrals

F. Special Permits

1. National Pollution Discharge Elimination System and State Disposal System Permits

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15940-1	FAIRVIEW SOUTHDALE HOSPITAL WASTEWATER TREATMENT FACILITY	Favorable
15941-1	EDINA WASTEWATER TREATMENT FACILITY	Favorable
15943-1	HAMPTON WASTEWATER TREATMENT FACILITY	Favorable
15951-1	NHD PROPERTY MANAGEMENT, INC. CIMARRON MOBILE HOME PARK	Favorable
15956-1	NORTHERN IRON CORP. WASTEWATER TREATMENT FACILITY	Favorable
15961-1	AMERICAN NATIONAL CAN CO. MINNEAPOLIS PLANT #525	No Comment
15962-1	M.A. GEDNEY CO. WASTEWATER TREATMENT FACILITY	Unfavorable
15974-1	KOCH REFINING CO. WASTEWATER TREATMENT FACILITY	In Process Dec. 31
15998-1	ANCHOR GLASS WASTEWATER TREATMENT FACILITY	Favorable
16009-1	HENNEPIN ENERGY RESOURCE COMPANY WASTEWATER TREATMENT FACILITY	Favorable

16015-1	MWCC COTTAGE GROVE WASTEWATER TREATMENT FACILITY	Favorable
16017-1	ELKO / NEW MARKET WASTEWATER TREATMENT FACILITY	Favorable
16018-1	HAMBURG WASTEWATER TREATMENT FACILITY	Unfavorable
16020-1	INVER GROVE HEIGHTS DISTRIBUTION CENTER	Favorable
16030-1	DAYTON PARK PROPERTIES DAYTON MOBILE HOME PARK	Unfavorable
16034-1	TECHNICAL ORDNANCE, INC. NOERENBERG BURN SITE	Favorable
16043-1	FORD MOTOR CO. WASTEWATER TREATMENT FACILITY	Favorable
16044-1	STROH BREWERY WASTEWATER TREATMENT FACILITY	Unfavorable
16045-1	ROGERS WASTEWATER TREATMENT FACILITY	Unfavorable
16048-1	120 SOUTH SIXTH STREET PARTNERS ONE FINANCIAL PLAZA	Unfavorable
16051-1	MINNESOTA RUBBER CO. WASTEWATER TREATMENT FACILITY	Unfavorable
16059-1	SEAGATE TECHNOLOGY, INC. WASTEWATER TREATMENT FACILITY	Favorable
16066-1	U.S. NAVY NAVAL RESERVE ORDINANCE PLANT	Unfavorable
16078-1	MINNEAPOLIS GRAIN EXCHANGE WASTEWATER TREATMENT FACILITY	Favorable
16082-1	DEPARTMENT OF VETERANS AFFAIRS VETERANS AFFAIRS MEDICAL CENTER	Unfavorable
16083-1	MINNESOTA PIPELINE CO. HYDROSTATIC TEST WATERS	No Comment
16085-1	NEW PRAGUE WASTEWATER TREATMENT FACILITY	Unfavorable
16087-1	HOLIDAY COMPANIES NEWPORT TERMINAL CO.	Favorable
16092-1	KWONG TUNG FOODS, INC. WASTEWATER TREATMENT FACILITY	In Process Dec. 31
16093-1	NORTHERN STATES POWER COMPANY ALLEN S. KING GENERATING PLANT	Favorable

16097-1	MINNEAPOLIS WASTEWATER TREATMENT FACILITY	In Process Dec. 31
16098-1	LSP - COTTAGE GROVE, L.P. WASTEWATER TREATMENT FACILITY	In Process Dec. 31
16099-1	ARCHDIOCESE OF ST. PAUL AND MINNEAPOLIS CHURCH OFFICE, ARCHBISHOP'S RESIDENCE AND CONVENT	In Process Dec. 31
15950-1	LAKE ELMO WASTEWATER TREATMENT FACILITY	Unfavorable
15993-1	WASHINGTON COUNTY DREDGE SPOIL FACILITY	Favorable
16016-1	MINN. POLLUTION CONTROL AGENCY GENERAL STATE DISPOSAL SYSTEM PERMIT	Favorable
16079-1	KING'S COVE KING'S COVE MARINA	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>
15934-1	ST. PAUL EXPANSION OF WATERGATE MARINA	Favorable
15935-1	DUFFERIN DEVELOPMENT CO. FILL MATERIAL, DUFFERIN PARK	Unfavorable
15944-1	ST. PAUL RECONSTRUCT A STORMWATER DRAINAGE SYSTEM IN WETLANDS	Favorable
15945-1	SCOTT COUNTY RECONSTRUCT CSAH 21 FROM E. OF CSAH 39	Unfavorable
15948-1	PROGRESS LAND CO., INC. FILL & EXCAVATE WETLANDS, 260 LOT PRAIRIE CREEK	Unfavorable
15953-1	KRAEMER, EDWARD & SONS, INC. EXPAND EXISTING LANDFILL IN ISOLATED WETLAND	No Comment
15963-1	KING, WILLIAM KING'S COVE MARINA	Unfavorable
15964-1	GOOD VALUE HOMES, INC. PLACE FILL & EXCAVATE IN WETLAND, MEADOWBROOK APARTMENTS	Unfavorable
15966-1	INDEPENDENT SCHOOL DISTRICT 112 NEW CHASKA HIGH SCHOOL	Unfavorable
15976-1	MINNEAPOLIS PARK & RECREATION BOARD PLACE FILL IN WETLAND, THEODORE WIRTH GOLF COURSE	Unfavorable
15978-1	COWLES MEDIA PLACE FILL MATERIAL, DEVELOPMENTS	Favorable

15979-1	FARMINGTON CONSTRUCT A DRAINAGEWAY	Unfavorable
15988-1	SCOTT COUNTY HIGHWAY DEPARTMENT EXTEND CSAH 27	Unfavorable
16003-1	MAPLE GROVE PLACE FILL IN WETLAND, BLASS LAKE ROAD TO CR 47	Favorable
16004-1	THE ROTTLUND CO. PLACE FILL IN WETLANDS, SUMMERFIELD DEVELOPMENT	Favorable
16006-1	LINO LAKES PLACE FILL IN WETLANDS ADJACENT TO RICE LAKE, TH 49 AND CSAH 23	Unfavorable
16011-1	GENERAL PUBLIC DREDGING PROJECTS	Unfavorable
16019-1	BROOKLYN PARK EXCAVATE WETLANDS	Unfavorable
16021-1	SIENNA CORP. FILL & EXCAVATE WETLANDS - BEARPATH	Favorable
16025-1	SIENNA CORP. GRADE & FILL 162 ACRE SITE - EAST FARMINGTON PUD	Unfavorable
16038-1	MCCONNELL, MARY INSTALL A MOORAGE BUOY ON THE ST. CROIX RIVER	Favorable
16046-1	ANDERSON CORPORATION INSTALL TWO DRY HYDRANTS ON BANKS OF ST. CROIX RIVER	Favorable
16047-1	RAMSEY COUNTY UPGRADE OF CR I	Favorable
16055-1	MINN. DEPARTMENT OF NATURAL RESOURCES FILL MATERIAL - CONSTRUCT FISHING AREA	Favorable
16056-1	AFTON MARINA AND YACHT CLUB, INC. DREDGE MATERIAL FROM BED OF ST. CROIX RIVER	Favorable
16057-1	HENNEPIN COUNTY PARKS FILL WETLANDS, LAKE MINNETONKA REGIONAL PARK	Favorable
16058-1	RICHFIELD EXCAVATE WETLANDS - WOOD LAKE	Unfavorable
16065-1	NOONAN, K. INSTALL BOAT DOCK - ST. CROIX RIVER	Favorable
16070-1	SHAMROCK DEVELOPMENT, INC. FILL MATERIAL INTO WETLANDS ALONG SPRINGBROOK CREEK - RETAIL DEVELOPMENT	Unfavorable
16071-1	MAPLE GROVE PARKS & RECREATION BOARD FILL WETLAND TO CONSTRUCT A TRAIL & BRIDGE	Unfavorable
16091-1	NORRIS, ELSIE L. INSTALL A DOCK IN THE ST. CROIX RIVER	Favorable

16095-1	SUBURBAN HENNEPIN REGIONAL PARK DISTRICT REHABILITATE THE COON RAPIDS DAM	In Process Dec. 31
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V. Miscellaneous Referrals
G. Regional Park Master Plan

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15994-1	SUBURBAN HENNEPIN REGIONAL PARK DISTRICT AMENDMENT TO NORTH HENNEPIN REGIONAL TRAIL MASTER PLAN	Favorable
16054-1	ANOKA COUNTY PARKS MISSISSIPPI RIVER REGIONAL TRAIL MASTER	Favorable
16062-1	ANOKA COUNTY PARKS RUM RIVER CENTRAL REGIONAL PARK MASTER PLAN	Favorable
16069-1	WASHINGTON COUNTY GREY CLOUD ISLAND PARK MASTER PLAN	Favorable
16084-1	ANOKA COUNTY RICE CREEK CHAIN OF LAKES REGIONAL PARK RESERVE	In Process Dec. 31

V. Miscellaneous Referrals
H. Housing Bond Plans and Programs

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15933-1	MPLS. COMMUNITY DEVELOPMENT AGENCY HOUSING BOND PROGRAM, CATHOLIC ELDERCARE ON MAIN	Favorable
15965-1	MINNETONKA HOUSING BOND PROGRAM, BEACON HILL HOUSING PROJECT	Favorable
15999-1	OAKDALE HOUSING BOND PROGRAM, OAKDALE VILLAGE PROJECT	Favorable
16007-1	MINNEAPOLIS HOUSING BOND PROGRAM, FINDLEY PLACE	Favorable
16008-1	ACCESSIBLE SPACE, INC. SECTION 811 - 25 UNITS, WHITE BEAR LAKE	Favorable
16012-1	DAKOTA COUNTY HOUSING BOND PROGRAM, WESTWOOD RIDGE APARTMENTS FACILITY	Favorable
16027-1	DAKOTA COUNTY HOUSING BOND PROGRAM	Favorable
16028-1	CARVER COUNTY HOUSING BOND PROGRAM	Favorable
16029-1	SCOTT COUNTY HOUSING BOND PROGRAM	Favorable
16031-1	WASHINGTON COUNTY HOUSING BOND PROGRAM	Favorable

16032-1	BLOOMINGTON HOUSING BOND PROGRAM	Favorable
16049-1	ST. PAUL HOUSING BOND PROGRAM, HIGHLAND PROJECT	Favorable
16050-1	MINNEAPOLIS / ST. PAUL HOUSING BOND PROGRAM	Favorable
16063-1	BROOKLYN CENTER MULTIFAMILY HOUSING REVENUE BONDS	Favorable
16064-1	NEW BRIGHTON RENTAL HOUSING REVENUE BONDS	Favorable
16080-1	MINNEAPOLIS HOUSING BOND PROGRAM, PARK PLAZA APARTMENTS	Favorable
16081-1	MINNEAPOLIS / ST. PAUL 1995 SINGLE FAMILY JOINT BOARD PROGRAM	Favorable

V. Miscellaneous Referrals

I. Special Facilities

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15975-1	CANTERBURY PARK HOLDING CORP. CLASS A & CLASS B RACING LICENSES	Favorable

