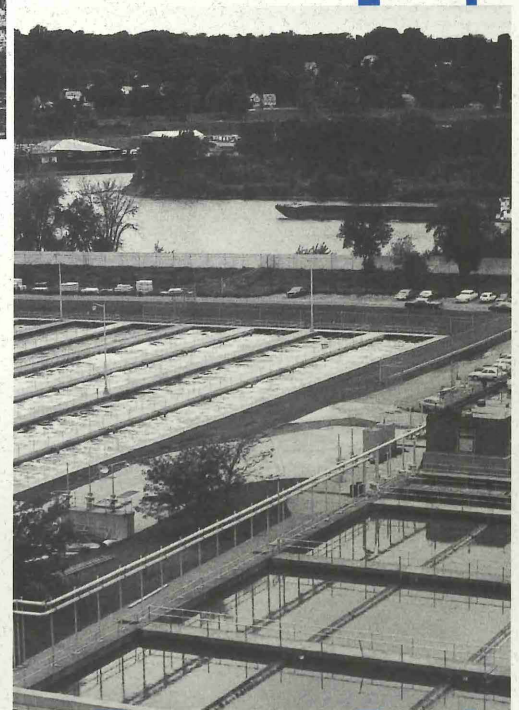
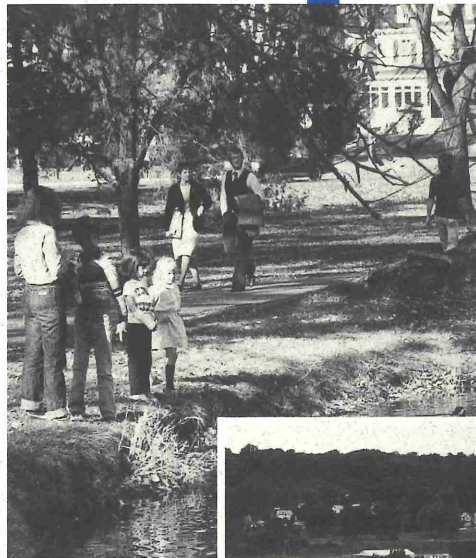




Metropolitan Council  
**1996 Annual Report**



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Metropolitan Council  
**1996 Annual Report**



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## Letter from the Chair

The Twin Cities region can celebrate 1996 as another growth chapter in its long-playing, steady success story. In 1996, the region experienced moderate economic growth and continued low unemployment rates well below the national rate.

With a mission to set a framework through which the Twin Cities area can remain economically prosperous and socially stable, the Metropolitan Council actively promotes a dynamic partnership of the many communities that make up the region. We collectively aim that energy at critical problems and opportunities.

In 1996 this regional partnership saw progress in long-term commitments:

- To get more affordable housing in communities with high employment growth
- To launch a nation-leading drive to clean up brownfields and replace them with job-producing industry
- To engage the public in discussion and debate over ways to shape the future growth and development of the metropolitan urban area.

### *Shaping Future Growth*

At the top of the Twin Cities region's 1996 accomplishments list is *Metro 2040*, the new regional growth strategy that gives communities flexibility to plan local growth and redevelopment, within important new assumptions about how the region will accommodate growth over the next 40 years. Also, communities will be able to foster development that meets needs of local residents while planning for delivery of more efficient public services.

*Metro 2040* creates an urban reserve with a 40-year boundary line, with a pledge to increase housing densities throughout the region and use land and sewer service wisely. In addition, the growth plan promotes job concentrations in activity centers along transportation corridors; defines an "urban core," making its vitality a reinvestment priority; identifies good agricultural lands and parks and open spaces for long-term environmental preservation.

### *Strengthening the Regional Economy*

In recent analyses of 10 metropolitan economies, federal officials singled out the Twin Cities area as a regionally minded urban center uniquely positioned to tap into the nation's new Information Age economy and a "...national model for the country as a whole." Cited was our long history of regional cooperation in working together to create jobs and economic prosperity.

Although job growth tapered off in 1996 as it did nationally, November's level still reflected a solid 1.6 percent in growth over the previous year or more than 25,000 additional jobs. Through the third quarter of 1996, the region's unemployment rate remained very low at 3 percent compared to 5.2 percent nationally.

This past year, the Metropolitan Council actively contributed toward this tradition of growth. As the Livable Communities program enters its second year, we have made

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... federal officials  
singled out the  
Twin Cities area as  
a regionally minded  
urban center ...

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... the Council  
is committed to  
provide technical  
assistance and  
problem-solving  
expertise to  
communities ...

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strides in affordable housing, economic revitalization and community development. We approved funding to clean up polluted land, and have made available tax breaks to business that locate or expand near transit routes with frequent service, helping to create jobs accessible by transit.

### *Providing more efficient services*

The Council continued its redesign of regional transit services to best meet changing customer needs. A new, competitive bidding process awarded operation of six high-subsidy suburban transit routes to private transit providers. This change is expected to save the region more than \$1 million in over two years.

Rescheduling work shifts and redesigning work processes in wastewater treatment will save another \$2 million. The savings are a result of employees thinking hard about how to keep sewer services reliable and environmentally sound—and keep the region's rates to users affordable and among the lowest in the nation. Today we can report rates 28 percent below national averages.

### *Serving our customers more effectively*

Our planning staff is increasingly 'out of the office' and in the community. They are visiting and consulting with city planning commissions, elected officials and local government staff and community groups. "Sector representatives" (our planners specifically assigned to clusters of communities) as well as staff from transit, wastewater and other areas spend considerable time working in the communities so they can gain maximum familiarity with local concerns and community planning issues. Whether it's housing or transportation or wastewater or land use and water management, the Council is committed to provide technical assistance and problem-solving expertise to communities so we can work together collaboratively in planning for growth and development in the future.

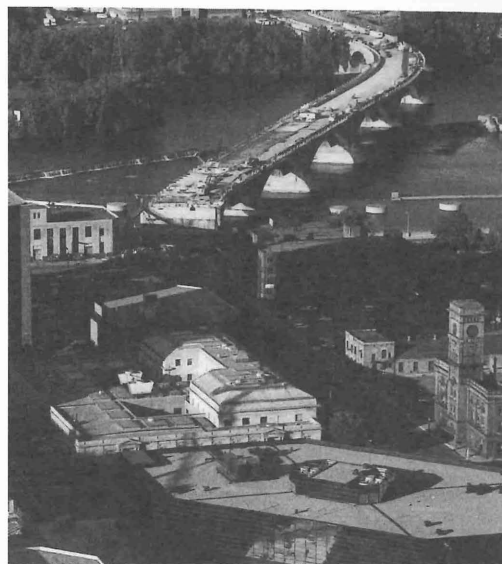
Looking back on 1996, we want to thank local officials and members of the public for the opportunity to make dramatic progress on many fronts critical to the region's future success. We appreciate the substantial public involvement, considerable thought and attention to how the Twin Cities area should grow and other important issues facing the region. If we can be smarter about shaping future growth, we can hold on to our treasured mobility, keep the region affordable as a place to live and do business, and sustain the high quality of living here.



Curt Johnson



## Twin Cities Area Regional Profile/1996



The Twin Cities region showed moderate economic growth and very low unemployment rates in 1996. The diversity of industries and number of Fortune 500 companies located in the metropolitan area provided a stable economic base.

Regional job growth slowed in 1996 while continuing low unemployment rates remained well below the national rate. The annual average employment level in the 13-county metropolitan statistical area expanded 2.9 percent between 1994-1995. Job growth tapered off in 1996, as it did nationally, but November's level still reflected a solid 1.6 percent in growth over the previous year, which is more than 25,000 additional jobs. Unemployment rates remained very low at 3 percent, compared to past trends for the metro area and 5.2 percent nationally during the third quarter of 1996.

Business earnings growth slowed in the third quarter as area economists anticipated, according to a report in *City Business*. Profits at 75 Minnesota-based companies increased by 8.12 percent in the third quarter compared to the same period in 1995. The lower rate in the third quarter slowed from the 17.34 percent in the first quarter and the amazing 21.4 percent in the second quarter.

Retail sales as an indication of consumer spending increased slightly, although most retailers expected only modest gains during the holiday season. In the third quarter, retail sales rose by only 2.2 percent from a year ago in the Twin Cities. Retail sales

increased 4.4 percent nationally.

The Associated Press reported consumers briskly buying in the first weeks of the holiday season. Retail analysts attributed later lackluster holiday sales to high levels of consumer debt and foul weather in some parts of the country as well as fewer shopping days. Many retailers may yet benefit from a burst of buying after Christmas to push up December sales.

Industries associated with electronic technology and services fared well in the third quarter. Firms nationwide continued to expand and upgrade their equipment bases. The notable exceptions were computer hardware and food-processing companies. Strong building activity kept construction payrolls growing in the third quarter. Construction jobs increased the fastest from a year ago, followed by services.

Service industries gained 12,100 jobs in the third quarter, nearly half the total number of jobs added over the year (25,600). Construction employment grew by 4,200 and retail trade by 4,000.

Building permits for 9,839 new housing units were issued during the first nine months of 1996. This was within 1 percent (less than 100 units) of the number issued from January-September in 1995. Among the nation's 25 largest metropolitan areas, single-family construction activity in the Twin Cities region ranked 9th, well above the region's population rank of 16th. In new housing permits, the Twin Cities region ranked 12th, slightly lower due to a weaker total market

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Among the  
nation's 25 largest  
metropolitan  
areas,  
single-family  
construction  
activity in the  
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ranked 9th . . .

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for multifamily housing. Existing home sales in the Twin Cities region continued to boom through November. Transactions were up 10.7 percent from 1995. Average home prices rose 3.9 percent to \$129,400 from the 1995 level of \$124,600.

The commercial and industrial market mid-year was characterized by strong absorption, slowing relocation rates and tenant expansions, according to Towle Real Estate, which tracks office market information on a quarterly basis. The overall office space vacancy rate stood at a 12-year low of 9.6 percent. The vacancy rate for the industrial market dropped to a 12-year low of 4.9 percent in the third quarter.

Although the region is growing at a slightly slower rate than that experienced in the 1980s, the Twin Cities area growth rate in the 1990s is relatively high compared to other large metropolitan areas. The Census Bureau estimates the 13-county metropolitan statistical area to rank 8th in percentage change in population in 1990-95 households among the 25 largest urban areas. As of April 1, 1995, the region's population was 2,448,967 in the seven-county area. From 1990-95, the population for the metro area increased 7 percent compared to a state growth rate of 4.1 percent. In the past 50 years, the Twin Cities region has ranked in the middle portion of large metro areas, ranking from 15th in the 1940s to 11th in the 1960s to 12th in the 1980s.

To accommodate sizable future growth projected for the region, the Metropolitan Council looked at several different growth options. Part of this effort entailed a major public discussion and debate involving more than 3,000 people, including local and state government officials, business and community groups, citizen activists and

interested residents. Activities ranged from community open houses, a series of focus groups where participants could express preferences and rank priorities using electronic keypad technology, and public meetings to distribution of informational materials outlining key issues and growth options through community and neighborhood newspapers. People provided input in public settings as well as by email, voicemail, fax, letter and testimony at public hearings.

A random survey of the region's residents indicated that they most valued the areas of natural environment and open spaces and the need to preserve and protect them. There was strong support for maintaining the vitality of the core of the region in Minneapolis and St. Paul and some of the older suburbs. People also showed a strong preference for single family housing, but a surprising willingness to live in areas with a broad range and mix of housing types. This was an indication of people anticipating a time when they would want to move into a different type of housing in their community.

Daily vehicle trips increased by nearly 2.4 percent between 1995 and 1996. Road construction and improvements such as the recent opening of the Bloomington Ferry Bridge and the Shakopee bypass added capacity and reduced congestion in these parts of the region.

However, for the region as a whole, congestion continued to increase. Transit ridership continued its historic decline between 1995-1996. For the first three quarters of the year, transit ridership declined 5.5 percent from 1995. Average vehicle occupancy rates (the number of persons in a car) according to the Minnesota Department of Transportation also declined in the central business districts in the AM peak hour between 1995-1996. In 1995 the average rate was 1.17 persons per vehicle, dropping to 1.15 in 1996. However, occupancy rates in the suburbs increased slightly over the same period, rising from 1.07 to 1.08 persons per vehicle in the AM peak hour.

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... the Twin Cities area growth rate in the 1990s is relatively high compared to other large metropolitan areas.

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... the Metropolitan Council made the biggest change in its growth-shaping plan in two decades ...

## Metropolitan Council in 1996

### *Metro 2040* growth strategy tops list of '96 accomplishments

With the region expected to add 650,000 more people by the year 2020, the Metropolitan Council made the biggest change in its growth-shaping plan in two decades. *Metro 2040*, the new regional growth strategy, creates an "urban reserve" with a 40-year boundary line, with a pledge to increase housing densities throughout the region to use the land wisely. This approach gives communities the flexibility to plan long term while fostering development that permits more efficient public services.

*Metro 2040* also promotes job concentrations in activity centers along transportation corridors, defines an "urban core," making its vitality a reinvestment priority, and identifies good agricultural lands, parks and open space for long-term environmental preservation.

The Council will carry out the strategy through its regional transportation and water resources management plans, both adopted in 1996, to guide future investments in highways, transit and

wastewater treatment facilities. In addition, the Council will work in partnership with metro area communities to help implement *Metro 2040* through local comprehensive planning for future growth and redevelopment.

### Transit advances

A competitive bidding process led the Council to award operation of six high-subsidy suburban routes to a private transit provider—a decision expected to save the region more than \$1 million over two years.

A *Guaranteed Ride Home Program* went region-wide in 1996. Regular bus and carpool/vanpool commuters are eligible for a limited number of free return trips home because of an unexpected emergency. The program, expected to bolster transit ridership because it addresses a barrier identified by many prospective customers to busing and pooling, has attracted more than 5,800 commuters through December.

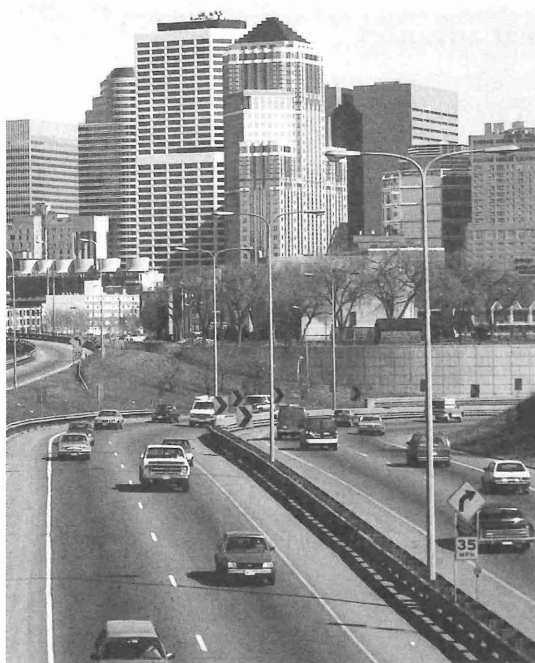


## Vital communities

During the first year of the Council's Livable Communities Program, participating communities agreed on specific goals for adding affordable rental and ownership housing units. Under the Home Buyers Tax Break Program, families now have an incentive—an income tax break—to buy a home in four older neighborhoods or communities affected by aircraft noise near Minneapolis-St. Paul International Airport. About 20 families have indicated interest in the older neighborhoods portion of the program so far.

Beginning in 1996, tax breaks are available to businesses that locate or expand near transit routes with frequent service, helping to create transit-accessible jobs.

In addition, the Council approved funding to clean up polluted land; build projects that demonstrate how to develop compact, higher-density neighborhoods; and build affordable-housing developments.



## Environmental quality

The Council's wastewater treatment plants achieved near-perfect compliance with environmental permits, resulting in national recognition of excellence from the U.S. Environmental Protection Agency (EPA) and the Association of Metropolitan Sewerage Agencies.

A Great River Celebration held this spring on Harriet Island underscored the completion of the 10-year water management project to separate combined storm and sanitary sewers in Minneapolis, St. Paul and South St. Paul. The project has dramatically reduced the average level of fecal bacteria in the Mississippi River, encouraging the reemergence of wildlife along the river.

## More regional milestones

Other Council achievements:

- Concluded, with the Metropolitan Airports Commission, the dual-track airport planning process, focusing now on future expansions at the current MSP airport site.
- Proposed alternative sites for a new southeast regional wastewater treatment plant.
- Won national and statewide recognition for public education, to reduce nonpoint-source pollution and improve water quality.
- With the Metro Radio Board, City of Minneapolis and Hennepin County, prepared to issue bids for a region-wide public safety radio system, paving the way for a shared backbone system by law enforcement, emergency medical and public works employees.




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... tax breaks are available  
to businesses that locate  
or expand near transit routes ...

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## Growth

### Regional growth strategy adopted

Less than two years ago, Metropolitan Council staff forecast growth of 650,000 people and 330,000 jobs between now and the year 2020. The region's population would increase to more than 3 million and its households to 1.3 million. Where should the new people live? Where should these new jobs be located? How should our community grow?

Culminating in a series of public hearings after a year-long public discussion and debate, the Council in December adopted a 25-year regional growth strategy. Preserving open-space, encouraging higher overall density, revitalizing the core area, and bringing about more development oriented to transit service were core values reflected by overall public sentiment and integral to the new growth plan.

The growth strategy is a hybrid of the best characteristics from three growth options the Council initially proposed for public consideration and discussion. Regional growth strategy highlights include:

*Designate good agricultural lands in the region as a permanent rural area* to be protected indefinitely from urban development

*Pledge to increase housing density throughout the urban area and in a new "urban reserve" area.* Increased density is necessary to accommodate new residents, to lower infrastructure costs in the reserve boundary area and to achieve more efficient and serviceable land uses

*Encourage higher density development along transportation corridors* (particularly those used by transit) and at activity centers within the corridors, especially those inside the I-494/I-694 beltway

*Promote job concentrations in activity centers along the transit corridors*

*Define an "urban core" for which reinvestment is a high priority*

*Define a base for city-level forecasts of population, households and employment for the year 2020 stemming from this planning strategy*

Perhaps the most important new element in the regional growth strategy is the concept of an "urban reserve," a time-sensitive boundary line encircling today's urban service area. Over the next 40 years, development within the reserve would be allowed to accommodate part of the expected population surge. After that time, however, further expansion would be prohibited.

Geographical areas identified in the strategy are illustrated in the accompanying map (on page 6). Brief description of each area's characteristics and intended land use are also included.

Local governments will begin a critical planning phase in 1997, updating their local comprehensive plans to incorporate this regional growth strategy. Under state law, communities must complete these updates by January 1999. The Council will collaborate with local governments to define the 2020 urban service area limits within the urban reserve boundary and how growth will occur in the next quarter century.




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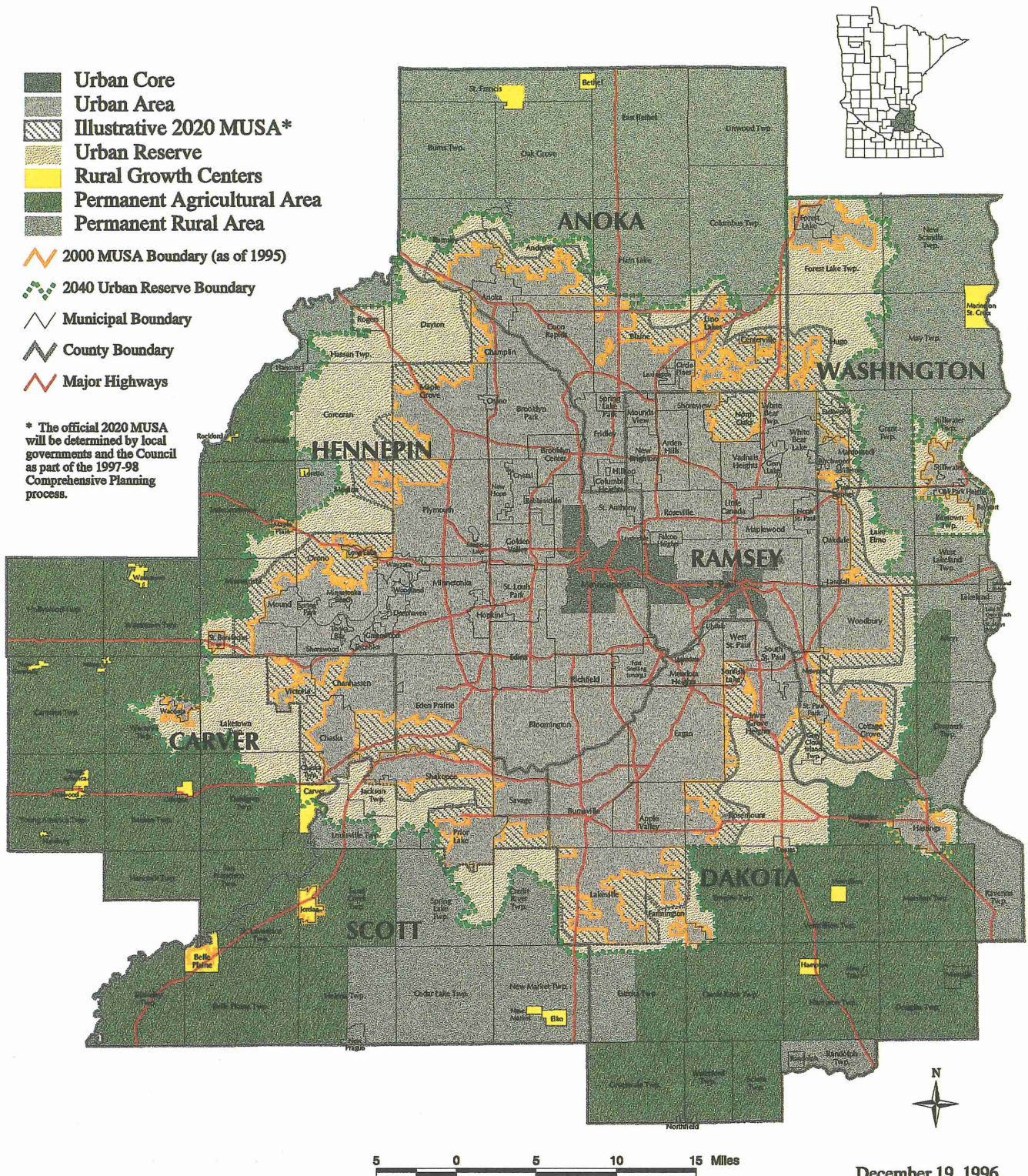
... the most important new element in the regional growth strategy is the concept of an "urban reserve" ...

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# Growth Management Strategy Policy Areas



December 19, 1996



## Policy Plans

### New transportation, water plans support regional growth strategy

Transportation mobility and sustainable water resources are the heart of new policy plans that support the Metropolitan Council's regional growth strategy.

Transportation is key to a strong economy. To help position the metropolitan area for a strong future, the Council will pursue five major transportation strategies:

*Reduce travel demand*, particularly during rush hour by increasing telecommuting, encouraging staggered work hours, locating housing closer to where jobs are, and promoting transit use, ridesharing, bicycling and walking.

*Increase transportation capacity by making better use of current resources and smoothing traffic flow*. For example, improve traffic signal timing and provide travel advantages for vehicles with two or more occupants.

*Improve the highway system without expanding major corridors* by removing traffic bottlenecks, replacing bridges, and repaving or rebuilding intersections and interchanges.

*Improve transit* by promoting higher-density development and revitalizing the urban core; developing a network of "transitways" (transit express routes); providing vans, paratransit vehicles and dial-a-ride service instead of big buses in low-density suburbs; and promoting competitiveness in delivering transit services.

*Expand highway capacity* by completing segments of the metro highway system, rebuilding expressways to freeway design and adding high-occupancy-vehicle lanes.

Future sustainable water resources, supported by a wide array of partnerships, joint projects and interagency collaborations,

are also extremely important to the region's future. The Council will pursue three strategies through a multi-faceted water management plan:

*Water Quality*. A two-fold approach to control pollution both from specific point sources (such as industrial discharges) and from "nonpoint" sources (such as urban and agricultural runoff) is essential. Techniques would be tailored for each of the region's 46 watersheds; the best mix of strategies identified for the entire Upper Mississippi River basin; and a continued excellent record of compliance with stringent environmental standards.

*Wastewater Service*. To contain costs, metropolitan wastewater service is focused on the region's urbanized area. As the urban area expands within the framework of the *Regional Blueprint's* growth strategy, sewer service will be extended to developed areas. The Council remains committed to maintain high-quality wastewater service at reasonable cost.

*Water Supply*. For urban development occurring beyond the productive Prairie du Chien-Jordan aquifer, possible water supply solutions include interconnecting municipal water systems. A process is in place for local and regional planning to protect community wellheads from pollution, and a Mississippi River Defense Network will help alert downstream communities to possible sources of contamination.




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Transportation  
is the key  
to a strong  
economy . . .

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## Airport

MSP International to remain region's major airport

Where to locate the region's major airport of the future was resolved in 1996, bringing a seven-year "dual-track" airport planning process to a close.

The Metropolitan Council and the Metropolitan Airports Commission recommended to the Minnesota Legislature that the region's future aviation needs be met by expanding Minneapolis-St. Paul International (MSP) rather than building a new major airport in Dakota County. The legislature, in turn, established guidelines for future development of MSP and prohibited development of a new major airport.

Among the key findings and conclusions:

- Expanding MSP would pose less financial risk than a new airport and offer more flexibility to changing market conditions
- Building a new major airport would cost \$2.2 billion more than expanding MSP
- Neither option would provide significant economic advantages over the other
- Both options could meet air travel demand to the year 2020, including high-end estimates of 48 million passengers and 640,000 operations annually.

A concept plan and development will now govern the future expansion of MSP.



**Metro Council  
and MAC  
recommended . . .  
. . . expanding  
Mpls.-St. Paul  
International  
rather than  
building a  
new airport . . .**

## Parks

New park lands acquisitions and improvements

With advice from the Metropolitan Parks and Open Space Commission, the Metropolitan Council plans system acquisitions and development and finances capital improvements for regional parks and open spaces. A combination of Council bond funds and state dollars are used. In turn, state funding is transferred to 10 local governments to operate and maintain the regional park system.

A number of new or redeveloped regional park and trail facilities opened in 1996, financed by a combination of Council bonds and state appropriations:

### *Big Rivers Regional Trail in Dakota County*

A total of \$335,000 of federal, state and Council money funded this four-mile-long trail, a former Soo Line Railroad right-of-way, along the Mississippi River from the Highway 55 bridge to Lilydale-Harriet Island Regional Park. The land was purchased by Minnesota Department of Transportation for the Highway 55/13/101 interchange and leased to Dakota County for \$1 for 50 years.

### *Burlington Railroad Regional Trail in St. Paul*

A total of \$1.4 million of federal, state and Council money funded this trail acquisition and development. A former Burlington Northern railroad right-of-way, the trail runs from Payne Av. and East 7th St. to Phalen Regional Park. The land is leased from the Ramsey County Regional Railroad Authority to the City of St. Paul Parks and Recreation Division.

Another trail acquisition is for land at the East 7th St. trailhead. A parking lot for the trailhead will be developed in 1997 with about \$80,000 remaining from the acquisition grant.

### *Improvements to Lake Elmo Park Reserve in Washington County*

A total of \$440,000 was granted for a large group picnic shelter, parking lot and restroom building. The landscaping was completed in the fall and the facility will open in spring 1997.

### *Improvements to Snail Lake Regional Park in Ramsey County*

A total of \$715,300 was granted for a large group picnic shelter, trails, a redeveloped beach and boat launch, a new bathhouse and concession building.

### *Improvements to Minnehaha Regional Park in Minneapolis*

A total of \$1.5 million was provided to realign Minnehaha Parkway, redevelop parking lots, landscaping and paths.



In April, the Legislature appropriated \$10.65 million of state bonds and Environmental Trust Fund revenue for regional park capital improvements. In May, the Council adopted a regional trails policy plan amendment, refining previous trail plans. About 75 miles of the 430-mile system are currently open for public use, and 75 additional miles are in acquisition or under development. The trail system's implementation depends on future approval of trail master plans, along with funding for future regional park capital improvement programs.

In August, the Legislative Commission on Minnesota Resources recommended that the 1997 Legislature appropriate \$3.5 million of Environmental Trust Fund money for regional park capital improvements, based on the Council's request of \$4.8 million. Late in the year, the Council amended the regional parks system plan by adding, under designation as "regional parks," Ceridian Recreation Area, in Washington County, and Mississippi West County Park, also in Washington County. The Council deleted from the plan the proposed Rum River South Regional Park in Anoka County.

In December, the Council approved a master plan amendment to the Snail Lake Regional Park that includes the St. Paul Water Utility property on Grass and Vadnais Lakes. This action culminates 20 years of negotiations between Ramsey County and the St. Paul Water Utility on enhancing recreational use of the land. The water utility will still own the property, but the Ramsey County Parks and Recreation Division will manage improved and expanded trail systems around these lakes, as well as improved shoreline fishing access.

Research analysis was also completed and published based on data collected at regional parks in 1995 on daily visitors and types of recreational use. Data collection for 1996 was completed and findings will be published in the spring of 1997. This data helps shape the regional parks system by prioritizing capital improvement projects and how best to spend operations and maintenance dollars.




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... Legislature  
appropriated  
\$10.65 million ...  
... for regional  
park capital  
improvements ...

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## Livable Communities Housing Goals, Incentive Grants

Program off to successful start

Now just past the one-year mark, the fledgling Metropolitan Livable Communities Act has brought about important progress in providing affordable housing, economic revitalization and community development. Of the developing communities targeted for participation since the program's 1995 inception, more than 90 percent have signed up. These communities, typically located where job growth is highest but where affordable and life-cycle housing are most needed, have committed to developing more than 12,000 additional affordable rental units and 52,000 units for ownership through the year 2010. In 1996, 97 communities voluntarily agreed to participate in the program with the Metropolitan Council.

By voluntarily setting housing goals, member communities are eligible to compete for financial incentives from any or all of the Livable Communities Fund's three accounts. One such source, the Local Housing Incentives Account, is available to help communities create affordable and life-cycle housing opportunities for moderate-income families. In 1996, the Metropolitan Council approved \$1 million in funding to help develop four projects:

... nearly  
\$6.5 million ...  
to help clean up  
100 acres of  
polluted land ...



the Hastings Family Townhomes in Hastings, with 31 affordable housing units; East Creek in Chaska with 14 affordable housing units; Westridge Market in Minnetonka with 20 affordable housing units; and Minnetonka Mills in Minnetonka with 21 affordable housing units. Also, projects in Bloomington, Cottage Grove, Maple Grove and South St. Paul received funding.

In reviewing funding applications, the Council worked closely with the Minnesota Housing Finance Agency, the Minneapolis-St. Paul Family Housing Fund and the Minneapolis Public Housing Authority, a partnership that helps coordinate housing investment in the region and simplifies the process of applying for resources.



## Livable Communities Demonstration Projects

Clean-up of polluted sites for  
business and job development

The Metropolitan Livable Communities Act made notable advances in 1996 recruiting member communities and promoting efficient development. The legislation provided three funding accounts: one dedicated to reclaiming "brownfields," or land blighted by industrial pollution; a second for encouraging more efficient land use, infrastructure and services; and a third, providing housing affordable to moderate-income families (see Livable Communities Housing Goals, Incentive Grants).

The *Tax Base Revitalization Account* provided nearly \$6.5 million during the year to help clean up 100 acres of polluted land at 11 Twin Cities locations in eight cities, including Minneapolis, Roseville, Lauderdale, Stillwater, St. Paul, Hastings, St. Louis Park and Brooklyn Park.





This helped create more than 1,700 new jobs at an average hourly wage of \$12.36, increase the local tax base by \$3 million and leverage nearly \$80 million in private redevelopment funds.

The *Livable Communities Demonstration Account* provided loans and grants to help communities develop compact, higher-density neighborhoods with certain "livability" features: walkable streets, parks and open space; a mixture of residential and commercial development; proximity to transit services and other transportation alternatives; and a range of housing types and costs to ensure that residents can live near their work places. The objective is to foster higher density development practices that reduce urban sprawl and create a stronger sense of community.

Early in 1996, the Metropolitan Council approved \$2.3 million for four demonstration projects: the Westridge Market project in Minnetonka (\$770,000); the Lake Street and Fourth Avenue neighborhood in Minneapolis (\$740,000); Phalen Village in St. Paul (\$650,000); and St. Louis Park's City Center (\$139,000). Another \$2.3 million was approved for a downtown revitalization project in Robbinsdale, Villages on the Ponds mixed use development in Chanhassen, Roseville Cornerstone redevelopment and Franklin Avenue "Main Street" revitalization in Minneapolis' Phillips neighborhood. The \$4.6 million Livable Communities funding will leverage nearly \$130 million in private development and more than \$40 million in other public investment.



## Home Buyers Tax Break Program

Tax breaks for families helping to rebuild neighborhoods

In their modest Columbia Heights rambler, Maria and Ramon Flores were surprised by a letter last October saying they qualified for an income tax break for up to five years. Just by moving to this older urban neighborhood, they were eligible for a \$1,200 saving. Why? Because they were helping to revitalize and stabilize it.

The new residents qualified for the Home Buyers Tax Break Program, created last year by the legislature. The incentive is part of the Livable Communities Act, an affordable-housing and community-development program initiated by the Metropolitan Council. Besides Columbia Heights, the tax break program is also available to home buyers in three other older urban areas: Minneapolis' Folwell and McKinley neighborhoods, and St. Paul's West Side. Nearly 1,000 homes in these core-city neighborhoods are eligible.

The program's aims are simple: to help people of modest means acquire a home; to strengthen older neighborhoods by introducing responsible, productive residents; and to foster a sense of community.

The program provides annual exemptions to married people who file jointly (up to \$15,000), single people (up to \$10,000) and single heads of households (up to \$12,500). Subject to income limits, the exemptions apply to home purchases made between September 1995 and July 1997. The Metropolitan Council took the lead in a partnership between neighborhood associations, realtors, assessors and the Minnesota Department of Revenue.




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**The \$4.6 million Livable Communities funding will leverage nearly \$130 million . . .**

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## Transit Redesign

### Matching service needs to a changing marketplace

**T**ransit Redesign, a comprehensive review of the region's transit service network and customer needs, rethinks transit delivery based on the region's changing travel patterns and customer needs.

While maintaining the region's economic base by providing access and mobility, regional transit became more competitive in 1996.

By developing partnerships with communities to plan appropriate service levels and offer better-matched services based on community needs, money saved by restructuring of transit service will be reinvested in core service, higher-density areas where more transit service is needed. For example, service in high-subsidy but more sparsely populated parts of the region continues but on a smaller scale, making use of smaller circulator-type vehicles that connect to big-bus service.

Certain routes may be contracted out to private providers who are able to offer service on a more limited scale or lesser cost. In September, the Metropolitan Council awarded National School Bus, Inc. the service contract for Woodbury, a high-subsidy route formerly operated by MCTO. Local shuttles will connect with MCTO express service. Approximately \$1.7 million will be saved over two years. These savings will be reinvested in the core transit system and used to restore or expand service on 11 regular routes in urban neighborhoods.

Over the next three years, four University of Minnesota express routes will be integrated into the regional transit service network. A reduced fare "U-Pass" was issued on a test basis for campus transit customers this past fall. Discussions are continuing on expanding the concept to include other college and university campuses in the region.

In White Bear Lake, midday service now is provided by circulator vehicles and dial-a-ride shuttles. Rush hour service between Maplewood Mall and both downtowns remain unchanged. Circulator routes in Brooklyn Park and Brooklyn Center now meet at Brookdale to provide suburb-to-suburb service and connections to downtown Minneapolis. Other transit redesign projects in the works include service restructuring for West St. Paul, Anoka County, the Lake Minnetonka area, northern Ramsey County and a public-school demonstration program in St. Paul. Also being looked at is using transit stations on I-35W to connect with local and limited stop transit services.



## MCTO Business Plan

### Setting a course for the future

**A**nother important product of transit redesign is the the *MCTO Business Plan 1997-1998*. After years of being reactive to change, Transit Operations has proactively fashioned a "road map" for its own future. Approved in mid-October, the plan sets forth goals and funding strategies—beginning with a balanced budget.

The plan also rules out a fare increase and all forced service reductions. For two years the agency has been reducing service levels to accommodate a shrinking budget. The Business Plan would allow MCTO to manage service on a performance basis, stabilizing operations and freezing fares at least until mid-1999. The result should be strengthened service and increased public confidence in regional transit.

... regional transit became more competitive in 1996.



Other provisions include deferring until 1998 the proposed closing of the 89-year-old Snelling garage; building a new St. Paul bus facility; increasing funds for employee training; and restoring a peak-operation level of 675 to 760 buses. From 1994 to 1996, the peak-period fleet had shrunk from 845 to 720.

The Business Plan was developed by senior staff and a number of issue-specific study groups. A parallel business plan has been compiled by the Council's Environmental Services division.



## \$20.5 Million for Transit Capital Bonding

Revenue accelerates  
transit development

**T**ransit Redesign was strengthened when the legislature authorized the Metropolitan Council to spend a sizable portion of a \$20.5 million transit capital fund on equipment and facilities for this effort.

The authorization supports the Council's strategy of using innovative techniques to strengthen transit markets while spending scarce public dollars more effectively.

Recommended projects would provide equipment and facilities for expanding bus service to local neighborhoods, coordinating transit with new development and redevelopment, providing transfer facilities between express or limited-stop service and local routes, and speeding express buses through highway congestion.

The \$20.5 million will help expand the metropolitan system of transit stations and park-and-ride facilities. In Apple Valley, these will be part of a 13-acre transit-oriented development that mixes housing, office space, retail stores, restaurants and day care. The Minnesota Valley Transit Authority would receive \$910,000 to buy land for the transit station. In Woodbury, a 75-car park-and-ride facility will support a joint Woodbury/Washington County/Council transit plan involving new equipment, service changes, and a reverse-commute employee shuttle to Woodbury employers. Cottage Grove will receive a 150-200-car park-and-ride facility and more express buses per day.

Other funded capital projects include replacement vehicles for Metro Mobility, accommodations for disabled customers at bus stops and shelters and better security lighting at key bus stops.

Also approved by the Council was a fleet of 25 small buses for use on the local legs of some commuter routes and as circulators in underserved areas.

Costing about \$1.7 million each, the smaller buses will be regionally owned and leased to transit providers.




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The \$20.5 million  
will help expand the  
metropolitan system of  
transit stations and  
park-and-ride facilities.

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## Transit Zones

Designated to  
spur economic growth

**D**esigned to strengthen commercial development and increase ridership along certain routes, legislation in 1995 granted lower property tax rates to businesses that are situated near busy transit routes. The law also required that the Metropolitan Council annually identify designated "transit zones," i.e., quarter-mile-long sections along either side of an existing transit route. In 1996, the Council compiled a list of 24 cities where the tax incentives would apply.

The goal of the tax break is to steer employment opportunities toward transit corridors, promoting job growth while increasing ridership and transit efficiency. The law reduces property taxes by 10 to 15 percent on new commercial/industrial construction and on improvements to existing commercial/industrial structures. Eligibility was limited to those with building permits issued in 1996.

The communities include Blaine, Bloomington, Brooklyn Center, Columbia Heights, Crystal, Edina, Falcon Heights, Fridley, Golden Valley, Hilltop, Hopkins, Inver Grove Heights, Lauderdale, Maplewood, Minneapolis, Richfield, Robbinsdale, Roseville, St. Anthony, St. Louis Park, St. Paul, South St. Paul, Spring Lake Park and West St. Paul.



## Metro Mobility

Providing paratransit service  
more efficiently

**I**n October the Metropolitan Council approved a policy change that made paratransit more reliable for hundreds of Metro Mobility customers. Paradoxically, it involved a limitation on the reservation period, cutting the time in which trips can be scheduled to no more than four days in advance.

Until then, federal rules had allowed customers to schedule rides up to 14 days in advance. The two-week window was too broad, allowing people to schedule trips "just in case" and then cancel them later. These trip denials nearly overwhelmed the system. By last summer, up to 10 percent of all trip requests were denied for lack of available seats and compounded by a lack of service after 36,000 service hours were cut in 1995.

In May, the U.S. Department of Transportation relaxed its reservation standard, allowing localities to set their own limits. But federal officials also required that public input be gathered for determining the new standards. To expedite the process, Metro Mobility received approval to offer on a trial basis, a four-day reservation system and hold public hearings simultaneously—enabling customers to comment on how the system was working based on actual experience.

Although some customers experienced problems, most felt the four-day reservation period was working well. Performance data indicated that trip denials dropped sharply, from 8 to 10 percent per month early in the year to less than 4 percent in July and August, while overall availability and dependability of service improved correspondingly. Moreover, MCTO also added more lift-equipped buses on several Minneapolis routes. Metro Mobility continues to urge limited-mobility customers to use regular-route accessible buses when possible.




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The goal  
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employment  
opportunities  
toward transit  
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promoting  
job growth . . .

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## Minnesota Rideshare

Making alternate transportation modes more competitive

In nearly 20 years of service to commuters and employers, Minnesota Rideshare has offered perhaps its best known service of matching rides with prospective car poolers, as well as a full range of information and services to employers and all types of commuters—bicyclists, transit users, telecommuters—with increasing success.

In 1996, Minnesota Rideshare worked with more than 500 employers, helping to manage travel demand for employees; served more than 2,100 commuters from throughout the Twin Cities area and collaborated with dozens of transportation and community organizations to increase awareness of alternate forms of transportation to driving alone. These activities range from commuter fairs, special outreach to employers and small business, special events such as B-BOP Day and assisting other transit providers in marketing incentives programs such as the regional Guaranteed Ride Home program to attract prospective poolers or bus riders. The myriad of inquiries and customers served totaled approximately 75,000.

During the last quarter, plans were finalized to change to the name *Metro Commuter Services* in 1997. This name change more accurately describes the diversity of services offered to commuters and employers as well as the broader customer base the program is serving.




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Minnesota Rideshare worked with more than 500 employers, helping to manage travel demand for employees . . .

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... the  
Twin Cities  
region's rates  
remain  
28 percent  
less than  
the national  
average ...

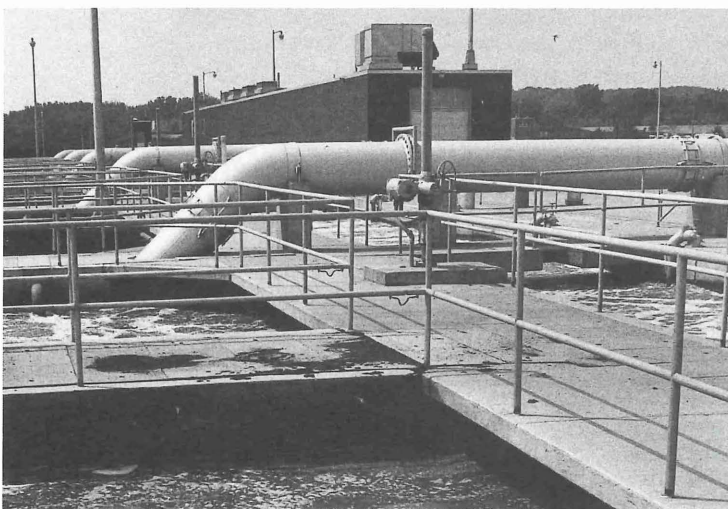
## Zero Rate Increase Approved

Holding the line on costs  
for 1997 wastewater service

The Metropolitan Council's commitment is to maintain strict environmental standards while holding the line on costs. In 1996 the Council approved a zero rate increase for wastewater service in 1997 and also set a goal of zero rate increases through 2000.

The policy of zero rate increases comes at a time when the volume of wastewater treated actually increases one percent per year on average—or about one *billion* gallons per year. Other costs also tend to increase at the rate of inflation, about three or four percent per year. Further, according to a national survey in 1994, the Twin Cities region's rates remain 28 percent less than the national average among similarly sized jurisdictions.

Significant changes took place in 1996 within the Environmental Services Division and the Council to become more efficient, better organized and more accountable to the public—for the short-term and long-term. The increased efficiency of Council wastewater services is presented in the *MCES Business Plan* and five-year operating strategy called the "Plan For Allocating Resources" to ensure that resources are used to maximum benefit.



## MCES Business Plan

The Business Plan and Plan for Allocating Resources share two key strategies:

- That *all* the Division's efforts to reduce water pollution will be leveraged to achieve maximum results. Whether at treatment plants, in surface water pollution abatement, through grant funds or interagency partnerships.
- That division efforts will be positioned to become more competitive and efficient in the short-term and long-term—doing more with less and creating new ways of doing business when necessary to achieve long-term goals.

The two plans simultaneously support and result from the Council's *Regional Blueprint* and *Water Management Policy Plan*.



## Rehabilitation of Metro Plant Systems and Protocols

Increased efficiency,  
controlling costs

Almost 100 *billion* gallons of wastewater flowed through the Metropolitan Wastewater Treatment Plant in St. Paul in 1996. But while the wastewater remained constant, almost every other aspect of the plant underwent change—change in technology, change in the use of labor and change in the way work gets done. Why? To increase efficiencies and hold the line on costs.

The total rehabilitation of Metro Plant business systems and protocols began several years ago and will continue for several more through the *Program Management Project*. A joint effort of management and labor from the Environmental Services division, the project has drawn together more than





## Wastewater Treatment Permit Compliance

Near-perfect performance  
by treatment facilities

The Metropolitan Council's Environmental Services Division (MCES) demonstrated near-perfect performance in 1995 and 1996 while treating over 100 *billion* gallons of wastewater from 2.5 million residents in 104 communities each year.

At the 1996 annual meeting of the Minnesota Pollution Control Agency (MPCA), seven of MCES' nine wastewater treatment plants received Certificates of Commendation for outstanding performance in 1995—awards granted only to plants that achieved full compliance with their permits during the year.

Facilities recognized were the Metro Plant—treating 80 percent of the Twin Cities' wastewater—and those at Blue Lake (in Shakopee), Chaska, Hastings, Rosemount, Seneca (Eagan) and Stillwater. The other two facilities, in Cottage Grove and Empire Township barely missed the mark.

The compliance record at MCES' nine plants averaged 99.8 percent in 1996 against stringent federal and state water-quality standards. The record tops the level achieved at 99.6 percent in 1994 and 1995 extending the string of high scores from 1993 (99.8 percent), 1992 (99.8), 1991 (99.5), and 1990 (99.4).

The certificates acknowledge outstanding operation, maintenance, and management of wastewater collection and treatment facilities.

Also during the year, MCES received major environmental awards from Region 5 of the U.S. Environmental Protection Agency, and Association of Metropolitan Sewerage Agencies (AMSA) recognizing permit compliance and a strong regional treatment system.



250 employees from across the division to create new business systems, new protocols and new working relationships. In July 1996, the entire project was turned over to internal management after working with an engineering consultant during the start-up phase.

As an integral part of the *MCES Business Plan* and the five-year "Plan For Allocating Resources," the *Program Management Project* also fits into the division's larger commitment to continuous quality improvement, sustainability, increasing competitiveness and reducing costs.

Why now? The Metro Plant may need up to \$1 billion in capital improvements over the next 20 years, according to estimates. To help meet the demands of the business with a smaller staff and fewer resources, *Program Management* will reengineer nearly every aspect of the plant's daily operations.

Among the major multi-year tasks under way is developing a "Master Plan" that coordinates all aspects of the plant's operations for the next 40 years. Other work includes building a powerful computer system to replace the outdated version used today and streamlining the delivery process for capital improvements.

Eventually, the lessons learned from *Program Management* will be used at the eight other treatment plants. Metropolitan Council estimates indicate the changes will save ratepayers \$7 million annually through cost efficiencies. Tangible savings on the order of \$4 million have already been realized.




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... changes  
will save  
ratepayers  
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annually  
through cost  
efficiencies ...

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## Guaranteed Ride Home

Emergency rides home guaranteed to frequent poolers or bus riders

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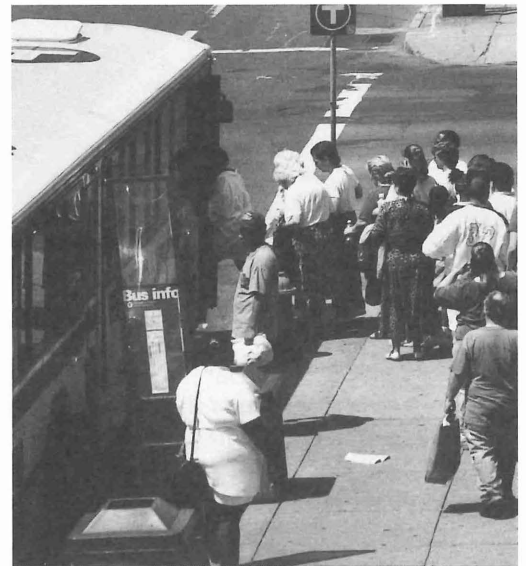
The program is open to commuters who carpool or bus at least three times a week.

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Taking the uncertainty out of alternate transportation to driving alone, the Metropolitan Council endorsed a *Regional Guaranteed Ride Home Program* in conjunction with other transit providers and transportation organizations in the region. The new program provides that, in the event of an emergency, any enrolled bus rider or carpooler is assured of a ride home, either by bus or by taxi regardless of where they live or work in the region. In 1996, 5,800 commuters enrolled in the program.

*Guaranteed Ride Home* allays one of the concerns most often cited by those not using alternate travel modes: fear of being stuck without a ride home. Enrollees receive two coupons to be used in emergencies, either for a free bus ride or for up to \$20 reimbursement in cab fare. The program is open to commuters who carpool or bus at least three times a week.

Minnesota Rideshare administered the first phase of the program and with the Minnesota Department of Transportation, funded reimbursements and start-up costs for the first six months. Later in 1997, transit providers and the Metropolitan Council will share the reimbursement costs. This *Regional Guaranteed Ride Home* program in most cases will eventually replace 11 separate guaranteed ride home programs that are employer-specific or limited to certain freeway corridors.



## Ride To Rewards

Increasing ridership through loyalty

MCTO put two time-honored business principles to use: (1) that keeping current customers is cheaper than acquiring new ones and (2) that customer referrals are the best form of advertising. Unable to finance large media campaigns to attract new customers, it concentrated limited resources on making current ones happier in a new program called "Ride to Rewards."

"Ride to Rewards" members register by providing their route(s), travel patterns and home address. In return, frequent riders received discounts on future passes, along with notices from Transit Operations about service changes and special promotions. In Phase II of the program, customers were further rewarded for referrals of prospective customers, receiving discounts on SuperSaver fare cards for recruiting non-riders to use the bus.

"Ride to Rewards" now includes more than 16,000 regular customers. MCTO communicates with these frequent riders on a quarterly basis, offering free rides, discounts on events sponsored by MCTO and partner organizations as well as route-specific bus service information.





## Employer Discount Fare Program

A popular transit perk for business returns in a new package

In July the Metropolitan Council endorsed MCTO resurrecting a popular marketing offer directed toward employers, a discount fare program called *TransitWorks!* Employers purchase SuperSaver 31-Day Passes and Stored Value Cards and, in turn, offer them to workers at a 5-to-10 percent discount. The benefits flow to businesses and employees alike. Employees receive an added savings off the already-reduced bus fare, while the discount—in effect a subsidy for commuting costs—is deducted from the employers' taxable income, usually lowering the rate.

The program should help transit compete better with automobile commuting, which is subsidized by employers who, as a business perquisite, pay employees' parking fees. To be eligible, companies must have at least five employees participating, and by state law, enrollees must agree to offer the SuperSavers through payroll deductions.

A similar program existed a few years ago, when employees could purchase fare cards at an 8.3 percent savings. But in 1991 the discount was dropped in favor of SuperSaver fares, which could be purchased directly rather than through payroll deductions and which offered a 30-cent-per-ride discount to fare card holders. Two years later, however, the margin fell to 20 cents per ride, virtually wiping out the gains of the program. Predictably, participation dwindled. Before the elimination of the employer discount in 1991, some 450 businesses offered bus fares through payroll deduction; by 1995, that number dropped by half.

*TransitWorks!* took on new luster due to legislation passed last spring that now allows suburban systems to keep a higher percentage of property tax revenues when they build ridership on routes that carry

customers to suburban workplaces. The change is expected to help providers increase their "reverse-commute" service and also work more closely with local employers.



## Environmental Education

Region is the classroom as employees take on educator role

In 1996, employees from the Metropolitan Council's Environmental Services Division made the entire region their classroom. In venues from classrooms to special events, employees taught a variety of environmental lessons to thousands of Twin Citians—adults and students alike—covering wastewater treatment, water quality monitoring and reducing surface water runoff.

A special two-day celebration, *Waterways: Celebrating Arts and the Environment* was held in collaboration with the Walker Art Center and Hennepin Parks July 13-14. The celebration brought together regional arts and environmental enthusiasts and 900 general public participants for events at the Walker, the Minneapolis Sculpture Garden, and French Regional Park. The work of local artists, educators, urban planners and policymakers helped raise environmental consciousness and make the connection between a vital economy, healthy environment, and thriving arts community for an overall high quality of life in the metropolitan area.

*Waterways* activities included the *Eco Info Fair*, where more than a dozen hands-on exhibits featured wetlands restoration, eco-system management, urban forestry, wastewater treatment, and how to reduce surface water runoff pollution. A panel discussion brought together artists and environmentalists who shared insights on how they can help each other toward a common goal of a cleaner

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... employees taught a variety of environmental lessons to thousands of Twin Citians ...

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... employees  
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nationwide ...

environment. At dusk, an in-the-water performance by Eiko and Koma, masters of contemporary Japanese *"Butoh,"* at French Regional Park captured region-wide public attention. MCTO was a partner in the celebration, too, by providing public transportation for a nominal fee.

Other 1996 environmental educational efforts included:

*The "Great River Celebration" at Harriet Island on May 17*

Public recognition of the completion of a 10-year, \$332 million project to separate the metropolitan sanitary and storm sewer systems in the Twin Cities to handle the discharge of an estimated 4 billion gallons of combined sewage and stormwater into the Mississippi River every year. As a result, lunker walleye and other fish have come back to the cleaner river, wildlife including eagles and herons have returned, fecal coliform levels have been reduced by two-thirds and interest has been renewed in recreation and riverfront economic development.

*"Two Rivers Peninsula Point Historical Park," on the site of the former Anoka Wastewater Treatment Plant, was dedicated in Anoka on July 17*

Commemoration of the area's rich historical legacy, paying tribute to the benefits of sound wastewater management and featuring various exhibits.

*Classroom sessions at "UnderWater World" at the Mall of America in Bloomington started in November*

Environmental Services division employees offered the first of a series of courses taught in collaboration with the Midwest Tarlton Institute for Marine Education, the nonprofit division of the aquarium. Courses will cover wastewater collection and treatment, wetlands preservation, nonpoint source pollution prevention, and other water-quality topics. The first class, *"Meet Your Local Scientist,"* was presented to elementary and junior high school students in November.

*Nationwide environmental educators network and curriculum*

Environmental Services division employees were among a select group of 25 environmental educators nationwide who taught environmental curriculum developed by national experts. MCES helped coordinate statewide and regional environmental education programs. In 1996, MCES held two "teach the teachers" sessions—one at the Seneca Plant and another at the Minnesota Zoo. The ultimate aim was to expand the "classroom" exponentially via teachers and their students, carrying key environmental messages to parents, reaching thousands of homes.

*"River Rangers" environmental education program for elementary students*

Several employees taught at a dozen classrooms in the region. River Ranger curriculum featured water conservation, wastewater treatment, and water quality protection in an entertaining and educational setting.

*The book, FLUSH! Treating Wastewater*

MCES helped bring to fruition a new book describing wastewater collection and treatment. Developed for children and marketed to schools and libraries, the first edition sold out in a matter of weeks, requiring reorders and indicating a promising future for the 56-page hardcover book.





## Transit Curriculum

### Transit curriculum to target special-needs customers

The Metropolitan Council and a consortium of transit and transportation organizations is developing a curriculum to teach high school students with special needs how to use the Twin Cities regular-route bus system.

Aimed at students with limited English skills or developmental or physical disabilities, the venture is sponsored by the Metropolitan Transit Education Committee (MTEC) an intergovernmental group formed in 1993 to raise public awareness about transit and to carry out educational projects to increase ridership.

Scheduled for completion in 1997, the curriculum project will help to enable special-needs customers to use transit, boosting ridership and linking these riders to jobs, schooling and social activities.

The new curriculum builds on MTEC's standard 5th through 8th grade transit curriculum. The gradeschool curriculum has been distributed to 300 teachers since it was first made available. The St. Paul Pioneer Press *Pioneers in Education* program also distributed curriculum materials to 12 schools in the St. Paul school district.



## Water Quality Grants

### Joint actions to restore the region's waterways

In 1996, the Metropolitan Council offered grants on a competitive basis to local units of government and not-for-profit agencies to help restore the region's waterways.

Programs—addressing both surface water runoff, or “nonpoint” source pollution and point source pollution—supported new strategies of the Environmental Services Division. These strategies are to work

closely with local units of government and other partners, and to leverage MCES resources for maximum benefit of the region's overall water quality.

The *Twin Cities Water Quality Initiative* (TCQI) began in 1994 for public and not-for-profit groups for technical improvements and educational efforts to improve the environment. After three years of a five year program, TCQI has invested about half of its \$8 million budget in dozens of projects to address surface water runoff pollution.

In 1996 the Council approved 18 new grants totaling \$1.5 million. The grants ranged from \$4,400 to inspect septic systems in Lakeville, to \$304,000 for a multi-year watershed study by the University of Minnesota. The 1996 projects extended a list of prior program accomplishments that included tree planting, erosion monitoring, watershed mapping, water testing and stream-bank cleanup. All projects come under the scrutiny of a 15-member technical review committee which includes representatives from a variety of state environmental agencies.

Environmental Services strengthened its commitment to helping local governments reduce the problem of clean water seeping into local sanitary sewer systems. In 1996, the Council offered matching grants of \$400,000 to reduce inflow and infiltration of clean water into the sanitary system through sump pumps or roof rain leaders, stormwater flowing in through sewer access holes and cracked or leaky sewer pipes.

Studies have shown that one uncorrected house can cost a city up to \$1,200 per year in extra costs that are shared by all homeowners in the community. That figure explodes to a regional cost of \$2 million per year across the Twin Cities—money that could be saved through corrective action costing as little as \$100-\$200 per home.




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## Southeast Regional Wastewater Treatment Plant

Proposed project moves ahead;  
site selection anticipated by  
spring 1997

Site selection progressed steadily in 1996 for a new regional wastewater treatment plant to serve the fast-growing southeast metropolitan area. The need for the plant was identified in a 1994 Metropolitan Council planning study to initially serve the communities of Cottage Grove, Woodbury and Lake Elmo. If built, it will be the region's first new plant in 20 years and the only one planned through 2040.

The new plant could open in 2002 at an estimated cost of \$60 million, and would replace the existing plant at Cottage Grove, which is expected to reach capacity about the same time. The new plant will be designed to handle 10 million gallons of wastewater a day initially but could expand to handle up to 60 million gallons a day by 2040.

The southeast treatment plant has served as a case study for bringing together the Council's various responsibilities for environmental protection, growth management, community development and transportation. By working closely with the community, the Council has tried to address local issues, while also proceeding in an environmentally sound and economically efficient manner to serve the entire region.

The site-selection process included significant public participation from communities in the plant's projected service area. A series of public information meetings were held during the year to solicit public input on the various sites. Among the top concerns raised by residents living near the proposed sites were odors and environmental impact. Council members and staff working on the project addressed the concerns with comprehensive design plans that include

state-of-the-art wastewater treatment and odor control facilities.

Fifteen possible sites were identified for the plant in 1996, and five sites were recommended for further study this past fall. Two sites emerged in December for even more study before planners recommend a final site for Council consideration in 1997.

The top two site choices were:

(1) in a search area near the existing plant in Cottage Grove; and (2) on Lower Grey Cloud Island, adjacent to a proposed regional park.

More public information meetings are expected in early 1997. The Council will schedule a formal public hearing in the spring before approving a final site.



## Public Safety Radio System

Development of  
'backbone' network begins

Development of a region-wide public safety radio system took a major step forward in the effort to improve communications among highway troopers, drug enforcement officers, local police, paramedics and firefighters.

In November, the Metropolitan Radio Board struck an agreement with Hennepin County and the City of Minneapolis to jointly issue bid specifications later in 1996 for both the local radio systems and the regional "backbone" network, which will serve state and regional agencies.

The agreement means the public will be served more efficiently in public safety and emergency situations when the county and city systems begin operating on the regional network at the same time as state and regional agencies. As a result, 10,000 public safety radios will be on the initial network when it begins operations in late 1998.

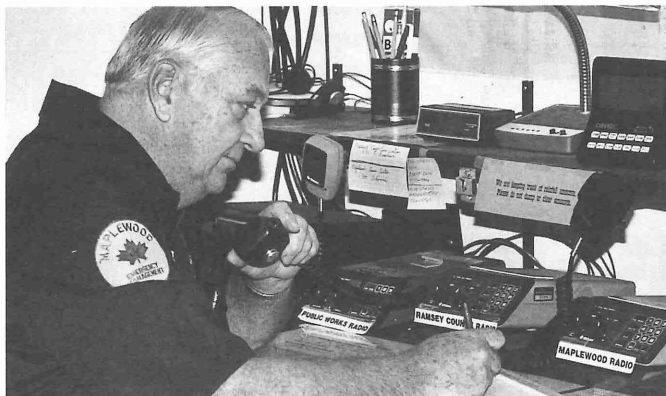
If built, it will  
be the region's  
first new plant  
in 20 years . . .



Hennepin County and Minneapolis will be on board earlier than expected—when the system starts up—confirming the need for coordinated communications that the regional system is designed to address.

The Minnesota Legislature established the Metropolitan Radio Board in 1995 to develop a region-wide, two-way public safety radio system that would allow instant communications among multiple

jurisdictions involved in public safety incidents. Most jurisdictions currently use independent radio systems that are incompatible with those of other units of government and technologically outdated. Other local units of government in the metro area will be able to participate in the regional system as their needs dictate and as they upgrade their own communications systems.




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... the public will be served more efficiently in public safety and emergency situations ...

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## Geographic Information

### Forging a single regional geographical data world

The Metropolitan Council continued to develop in 1996 a stakeholder-governed geographic information system (GIS) to serve the seven-county Twin Cities area. The Council had initiated the system in 1995 with help from other government and private entities. The project, MetroGIS, is a collaborative regional effort currently funded by the Council. The Council launched MetroGIS to promote a collaborative and cost-effective way to share data that is valuable across jurisdictions.

Data and cost-sharing agreements with individual counties are currently being negotiated. Agreements with Carver, Dakota, Ramsey and Scott Counties have been completed. Discussions have been initiated with Anoka, Hennepin and Washington Counties.

Once operational, MetroGIS will be an independent entity governed by its own participants. Data will be easily accessible to local governments and other organizations in the seven-county region. Benefits include a variety of computer generated maps and analyses to provide greater understanding of the region, reduce duplication of effort, maximize publicly funded resources, vastly expand access to geographical information and provide focus on regional issues.

Currently, nearly 100 people from across the region make up its advisory teams, coordinating committee and policy board. As MetroGIS becomes operational over the next few years, issues such as access, what information to share, and common standards for data sharing, as well as garnering public and financial support will be addressed.

A web site offering more information on this effort has been established for MetroGIS. Find it at <http://www.state.mn.us/intergov/metrogis/intro.htm>




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MetroGIS to promote a collaborative and cost-effective way to share data ...

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## Improved Public, Electronic Access to Regional Information

Web page at  
<http://www.metrocouncil.org>  
makes cyberspace connection

In 1996, the Metropolitan Council established a web site to provide information electronically on the Twin Cities area research data and regional issues, including:

- Current and forecasted population, households and employment for cities, townships, counties in the seven-county area,
- Socioeconomic characteristics,
- Publications, reports and geographic information system (GIS) maps,
- A searchable directory of regional parks and recreational activities,
- Key staff contacts for more information.

### Instant updates through the Metro Information Line at 229-3780

The Metro Information Line offered the public prerecorded regional information and news available 24 hours. The range of topics included reports and publications from the Regional Data Center, coming Council meetings, Council actions, job openings and subsidized housing.

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... the public now has e-mail access to request any of the Data Center's 200 reports, publications, maps and fact sheets ...

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### Regional Data Center e-mail, comment line offered increased access and input

In 1996, the Regional Data Center expanded public outreach opportunities by offering electronic access to the public. Besides visiting in person, by phone at 291-8140 or mail, the public now has e-mail access to request any of the Data Center's 200 reports, publications, maps and fact sheets, as well as custom research services. More than 8,400 public inquiries were made to the center in 1996 and 14,583 publications, reports and brochures distributed with 2,873 data requests fulfilled.

The public conveyed opinions and comments on regional issues via e-mail to the Regional Data Center at [data.center@metc.state.mn.us](mailto:data.center@metc.state.mn.us).

A Public Comment Line at 291-6536 was provided in 1996 as a service to the public wanting to call with opinions on regional issues, comments for public hearings or requests for additional information. The telephone service is available 24 hours.

### A regional news and information media partnership

A special partnership with neighborhood and community newspapers presented news and information about Council programs and services and regional growth challenges and options facing the region. A series of articles, brochures and flyers inserted into 30 local newspapers described regional issues, regional programs and services, proposed growth options and opportunities for public involvement. The series reached more than 250,000 households.





# 1996 Budget Overview

## Background

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

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

The Metropolitan Council is proud of its employees and partnerships with 189 local communities, other regional agencies and state government to serve the public more effectively. By working together with business and the community, the Metropolitan Council continues its commitment to bring about innovation, improved performance and cost efficiency in regional planning and services.



## Regional Services

The Metropolitan Council serves the public in six principal areas:

- 1) *planning for the future*  
guiding regional development and managing growth with communities
- 2) *bringing about a coordinated regional transit system and better travel demand management*  
working closely with transit providers, other travel organizations and employers; serving as the largest provider of transit service; regional transit system providing nearly 225,000 bus rides daily, with about 965 buses on the streets during peak hours; providing slightly more than 1.1 million rides annually for the disabled community through Metro Mobility
- 3) *managing water resources to ensure water quality and adequate supply and treating 300 million gallons of wastewater daily*  
keeping rivers and lakes clean and families healthy; working with others to reduce and prevent pollution of our waterways
- 4) *providing affordable housing*  
serving 117 communities and 4,914 households through Section 8 housing and family help programs
- 5) *keeping the cost of financing regional projects as low as possible*  
maintaining a triple-A credit rating; reflecting sound fiscal management and prudent financial investments
- 6) *acquiring and developing regional parks and open space*  
working with local government partners to develop and maintain regional parks and open space for the public to enjoy (more than 14.7 million visitors in 1995); sharing of resources and expertise with state government in planning for public recreation needs and natural resources management



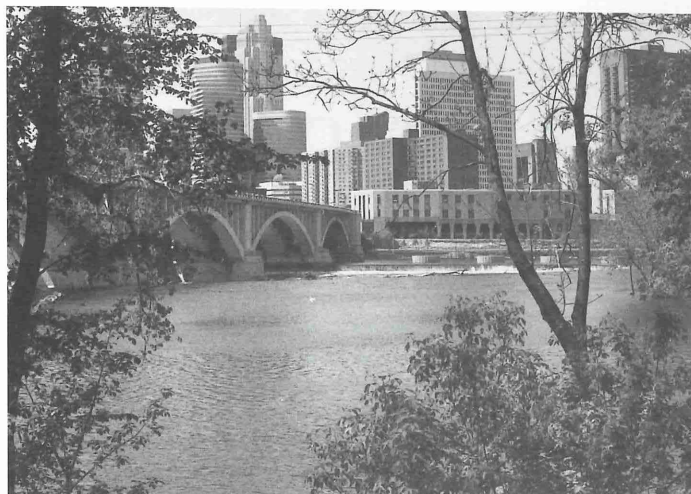
The Council is proud of its regional role in working with others to keep the economy healthy.

# Metropolitan Council 1996 Operating Budget as Amended

	OPERATING BUDGET Regional Administration & Community Development				Environmental Services Division
	General Fund	HRA	Total		
<b>REVENUES</b>					
Property Tax	8,512,500	8,512,500	—	8,512,500	—
State	204,100	—	204,100	204,100	—
Federal	3,170,500	87,800	3,082,700	3,170,500	—
Local-MAC/MSFC Chargebacks	65,500	65,500		65,500	—
Sewer Service Charges		—		—	93,373,124
Industrial Strength Charges		—		—	9,050,000
Fares		—		—	—
Special Fares		—		—	—
Contract Rev./MCTO Provided Opt Out Service		—		—	—
Interest	230,000	180,000	50,000	230,000	600,000
Other	620,500	620,500	—	620,500	911,800
<b>TOTAL REVENUE SOURCES</b>	<b>12,803,100</b>	<b>9,466,300</b>	<b>3,336,800</b>	<b>12,803,100</b>	<b>103,934,924</b>
<b>EXPENDITURES</b>					
Salaries & Benefits	13,252,426	11,983,277	1,269,149	13,252,426	56,500,349
Contracted Services	2,462,378	2,405,378	57,000	2,462,378	9,081,922
Materials & Supplies		—	—	—	9,467,423
Rent & Utilities	924,000	795,600	128,400	924,000	14,949,153
Transit Assistance		—		—	—
Other	4,523,701	3,015,850	1,507,851	4,523,701	8,796,601
Capital Expenditures	1,271,500	1,271,500		1,271,500	1,768,805
Organizational Expense Allocation	(7,889,737)	(8,334,737)	445,000	(7,889,737)	2,837,014
Interfund/Interdivisional Charges	(347,568)	(297,568)	(50,000)	(347,568)	533,657
	14,196,700	10,839,300	3,357,400	14,196,700	103,934,924
Potential Use of Reserves		—		—	—
Use of Fund Balance	1,393,600	1,373,000	20,600	1,393,600	—
<b>Balance</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>



Transportation Division	Council Total	1997
69,282,105	77,794,605	72,609,194
44,547,760	44,751,860	44,775,460
2,350,000	5,520,500	8,270,500
250,000	315,500	186,500
—	93,373,124	92,997,000
—	9,050,000	10,050,000
46,774,340	46,774,340	48,927,340
—	—	—
—	—	—
827,000	1,657,000	1,366,100
7,538,519	9,070,819	7,534,937
171,569,724	288,307,748	286,717,031
107,352,619	177,105,394	182,930,918
647,328	12,191,628	15,040,813
—	9,467,423	9,312,014
171,229	16,044,382	15,440,041
34,156,690	34,156,690	26,928,267
22,961,633	36,281,935	36,391,460
—	3,040,305	4,618,924
5,052,723	—	—
—	186,089	(4,704,965)
170,342,222	288,473,846	285,957,472
—	—	—
—	1,393,600	450,000
1,227,502	1,227,502	1,209,559



... managing water resources to ensure  
water quality and adequate supply ...

... working with local government  
partners to develop and maintain  
regional parks and open space ...



## 1996 Council members and their districts:

**Curt Johnson**; Chair – **Roger Scherer**; northwestern Hennepin County – **Bill Schreiber**; Robbinsdale, Crystal, New Hope, Brooklyn Center, Brooklyn Park – **Mary Hill Smith**; Edina, Hopkins, eastern Lake Minnetonka communities – **Julius C. Smith**; Lakeville, Eden Prairie, Carver County, most of Scott County – **Neil Peterson**; Shakopee, Savage, Bloomington, Richfield – **Martha M. Head**; Golden Valley, St. Louis Park, southwestern Minneapolis – **Barbara Butts Williams**; downtown and north Minneapolis, portion of south Minneapolis – **Carol A. Kummer**; eastern half of Minneapolis – **David Hartley**; Anoka County except Coon Rapids – **Richard Packer**; Coon Rapids, Fridley, Hilltop, Columbia Heights, St. Anthony, New Brighton, Mounds View – **Esther Newcome**; several communities in northern Ramsey County – **Charles Arnason**; almost all Washington County, portions of N. St. Paul, Maplewood – **Diane Z. Wolfson**; southern half of St. Paul – **Stephen B. Wellington, Jr.**; northern half of St. Paul, Lauderdale, Falcon Heights – **Kevin Howe**; Mendota, Mendota Heights, Eagan, Lilydale, Burnsville, Apple Valley – **Terrence Flower**; south Washington County, large portion of Dakota County.



Curtis (Curt) Johnson



Roger Scherer



Bill Schreiber



Mary H. Smith



Julius C. (Jules) Smith



Neil Peterson



Martha M. Head



Barbara Butts Williams



Carol A. Kummer



David Hartley



Richard (Rick) Packer



Esther Newcome



Charles (Chuck) Arnason



Diane Z. (DeDe) Wolfson



Stephen B. Wellington, Jr.



Kevin Howe



Terrence (Terry) Flower



**Metropolitan Council**

Mears Park Centre,  
230 East Fifth Street  
St. Paul, MN 55101

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**Curtis Johnson**, chair

**James Solem**, regional administrator

**Richard Johnson**, associate regional administrator

**General offices:**

Regional Administration and Planning

(612) 291-6359

Chair/Regional Administrator's Office

(612) 291-6554

Environmental Services, general offices

(612) 222-8423

Transit Operations, general offices

(612) 349-7400

**Customer information:**

Metro Mobility Service Center

(612) 221-1932

Transit Information Centers

(612) 373-3333

Housing & Redevelopment Authority

(612) 291-7428

Regional Information & Resource Center

(Data Center) (612) 291-8140

Metro Commuter Services

(formerly Minnesota Rideshare)

(612) 349-RIDE

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

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

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

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Graphic design *by* Cliff



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Twin Cities Area.  
Annual report to the

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# **Metropolitan Council Annual Report Appendix**

**January 1997**

## **Metropolitan Council Members**

**Curtis Johnson, Chair**

**Roger Scherer - District 1**

**Bill Schreiber - District 2**

**Mary Hill Smith - District 3**

**Julius C. Smith - District 4**

**Neil Peterson - District 5**

**Martha M. Head - District 6**

**Barbara Butts Williams - District 7**

**Carol A. Kummer - District 8**

**David Hartley - District 9**

**Richard Packer - District 10**

**Esther Newcome - District 11**

**Charles Arnason - District 12**

**Diane Z. (DeDe) Wolfson - District 13**

**Stephen B. Wellington, Jr. - District 14**

**Kevin Howe - District 15**

**Terrence F. Flower - District 16**

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

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

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**Referral Appendix for Annual Report**  
**Referrals Received January 1, 1996 Through December 31, 1996**

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**I. Federal Grant and Loan Request**

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

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

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16381-1	EBENEZER SOCIETY SECT. 811 - VALLEY ROSE APTS.	Favorable
16376-1	EPISCOPAL GROUP HOMES, INC. SECT. 811 - HOUSING FOR DISABLED ADULTS	Favorable
16377-1	BECKLUND OUTREACH SECT. 811 - HOUSING FOR DISABLED PERSONS	Favorable
16380-1	REGINA MEDICAL CENTER 202 - ELDERLY HOUSING	Favorable
16384-1	IMPACT SERVICES, INC. 202, COON RAPIDS SENIOR HOUSING (148 UNITS)	Favorable
16388-1	AHEPA NATIONAL HOUSING CORP. 202 - ELDERLY HOUSING	Favorable

**1. Federal Grant and Loan Requests**

**B. U.S. Dept. of Transportation**

**Highway Programs**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16398-1	TAB 1997 Unified Planning Work Program (UPWP)	Favorable

**II. State Grant and Loan Requests**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16274-1	SCOTT COUNTY REPLACE BRIDGE LT10'B - CR 69	Favorable
16275-1	SCOTT / CARVER COUNTY REPLACE BRIDGE 5364 OVER MINNESOTA RIVER - CSAH 9/45	Favorable
16283-1	SCOTT COUNTY REPLACE BRIDGE 9226 - CSAH 37	Favorable

16286-1	HENNEPIN COUNTY REPLACE BRIDGES L8900, 1ST ST. S., 92348, 4TH AVE. S., 99037, ROYALSTON	Favorable
16300-1	DAKOTA COUNTY REPLACE BRIDGE L3200 - CSAH 54	Favorable
16301-1	DAKOTA COUNTY REPLACE BRIDGE 6478 - CR 81	Favorable
16302-1	DAKOTA COUNTY REPLACE BRIDGE L3276 - BISCAYNE AVE.	Favorable
16318-1	WASHINGTON COUNTY REPLACE BRIDGE 90738 OVER BURLINGTON NORTHERN RAILROAD	Favorable
16392-1	SCOTT COUNTY REPLACE BRIDGE 3464 OVER CREDIT RIVER	Favorable
16399-1	SCOTT COUNTY REPLACE BRIDGE L3131 - CSAH 46	Favorable

**III. Independent Agency Plans and Programs**  
**A. Metropolitan Agency Plans and Programs**

16256-1	MAC 1996 CAPITAL IMPROVEMENT PROJECTS, 1997 CAPITAL IMPROVEMENT PROGRAMS	Favorable
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**III. Independent & Metropolitan Agency Plans and Programs**  
**B. Independent Agency Watershed Management Plans and Ground Water Plans**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14102-2	SIX CITIES WATERSHED MANAGEMENT ORG. WATERSHED MANAGEMENT PLAN	Staff Information
14102-3	SIX CITIES WATERSHED MANAGEMENT ORG. WATERSHED PLAN	Favorable
14351-3	GUN CLUB LAKE WATERSHED DISTRICT ORG. UPDATE TEXT & FIGURES	In Process
14418-2	SUNRISE RIVER WATERSHED MANAGEMENT ORG. WATERSHED PLAN	In Process
15120-2	MINNEHAHA CREEK WATERSHED DISTRICT REVISED WATER RESOURCES MANAGEMENT PLAN	Staff Information
15166-2	CARNELIAN - MARINE WATERSHED DISTRICT AMEND TO REVISE PLAN TO INCLUDE 1D OF TABLE (LOUISE LAKE OUTLET)	Staff Information



16033-2	RILEY-PURGATORY-BLUFF CREEK WATERSHED DISTRICT WATER MANAGEMENT PLAN	Favorable
16072-2	NINE MILE CREEK WATERSHED DISTRICT 509 WATERSHED PLAN	Favorable
16177-2	VADNAIS LAKE AREA WATER MANAGEMENT ORG. FINAL WATER MANAGEMENT PLAN	Favorable
16260-1	CENTRAL RAMSEY WMO / SOUTHWEST RAMSEY WMO WATERSHED MANAGEMENT PLANS	In Process
16337-1	RAMSEY - WASHINGTON METRO WATERSHED DISTRICT WATERSHED MANAGEMENT PLAN	Favorable
16363-1	RICE CREEK WATERSHED DISTRICT WATER RESOURCE MANAGEMENT PLAN AMENDMENT	Favorable
16364-1	BIG CARNELIAN MARINE WATERSHED DISTRICT WATERSHED PLAN	Favorable
16405-1	SOUTH WASHINGTON WATERSHED DISTRICT WATERSHED MANAGEMENT PLAN	Favorable

#### **IV. Local Government Plans and Projects**

##### **A. Water Management Plans**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16204-6	ST. LOUIS PARK CP AMEND., WATER RESOURCE MANAGEMENT PLAN	Favorable
16261-2	SAVAGE WATER RESOURCE MANAGEMENT PLAN	Favorable
16294-4	HUGO STORM WATER MANAGEMENT PLAN	In Process
16413-1	MINNETONKA WATER MANAGEMENT PLAN	Favorable
16415-1	NEW HOPE SURFACE WATER MANAGEMENT PLAN	Favorable
16437-1	ST. PAUL ST. PAUL DOWNTOWN AIRPORT WATER MANAGEMENT PLAN	Favorable

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

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
14444-3	AFTON CP AMEND., CAROL LAITALA	Staff Information
14735-4	OAK PARK HEIGHTS WATER SUPPLY PLAN	Favorable
14797-3	NEW BRIGHTON WATER SUPPLY PLAN	Favorable
14835-9	STILLWATER CP AMEND., ORDERLY ANNEXATION AGREEMENT	Favorable
14872-5	ST. BONIFACIUS WATER SUPPLY PLAN	Favorable
14872-6	ST. BONIFACIUS CP AMEND., WEINZIERL DWELLING MUSA ADDITION	Favorable
14872-7	ST. BONIFACIUS CP AMEND., PLAN REVISION	Favorable
14872-8	ST. BONIFACIUS CP AMEND., ST. BONIFACIUS ESTATES LAND USE CHANGE	Favorable
14885-6	HUGO WATER CONTINGENCY & CONSERVATION PLAN	Favorable
14920-3	COLUMBIA HEIGHTS CP AMEND., WATER SUPPLY EMERGENCY & CONSERVATION PLAN	Favorable
15046-3	YOUNG AMERICA WATER SUPPLY PLAN	Favorable
15086-2	BELLE PLAINE WATER SUPPLY PLAN	Favorable
15087-6	WHITE BEAR LAKE MUNICIPAL WATER SUPPLY PLAN	Suspended
15087-7	WHITE BEAR LAKE CP AMEND., ORDINANCE 96-4-932 - COMMERCIAL TO MEDIUM DENSITY	Favorable
15088-8	COTTAGE GROVE CP AMEND., PARKS & PRIVATE OPEN SPACE TO RURAL RESIDENTIAL-69.9 ACRES	Favorable
15088-9	COTTAGE GROVE CP AMEND., 5 ACRES OF ADDITIONAL PARKLAND	Suspended



15093-5	MEDINA WATER SUPPLY PLAN	Favorable
15099-9	BURNSVILLE EFH CO.-SINGLE FAMILY RESIDENTIAL & HIGHWAY BUSINESS TO GENERAL BUS.	Favorable
15196-3	NEWPORT CP AMEND., WATER SUPPLY PLAN	Favorable
15331-5	WATERTOWN WATER SUPPLY PLAN	Favorable
15347-9	ROSEVILLE CP AMEND., OWASSO HILLS	Favorable
15468-8	ROSEMOUNT CP AMEND., DAKOTA COUNTY HRA SENIOR HOUSING	Favorable
15468-9	ROSEMOUNT CONSERVATION & EMERGENCY MANAGEMENT PLAN	Favorable
15484-8	CHAMPLIN CP AMEND., LAND USE / MUSA	Favorable
15484-9	CHAMPLIN CP AMEND., INDUSTRIAL TO COMMERCIAL (9.63 ACRES)	Favorable
15501-2	HOPKINS WATER EMERGENCY & CONSERVATION PLAN	Favorable
15541-9	HASTINGS CP AMEND., 96-13 - MODIFY MUSA BOUNDARY	Favorable
15595-5	HASSAN TWP. CP AMEND., INTERIM STRATEGY	Favorable
15595-6	HASSAN TWP. CP AMEND., 1996 RESPONSE TO MODIFICATION	Favorable
15595-7	HASSAN TWP. CASTLE RIDGE ESTATES	Favorable
15635-3	ST. FRANCIS CP AMEND., TURTLE RUN - MIXED USE DEVELOPMENT	In Process
15689-3	MENDOTA HEIGHTS CP AMEND., REZONING OF LAND TO R-3 & CHANGE R-3 DESCRIPTION	Favorable
15690-3	ORONO CP AMEND., #6 MUSA BOUNDARY REVISIONS	Favorable
15796-8	ANDOVER CP AMEND., 1,315 MUSA - SEWER	Favorable

15802-6	BLOOMINGTON WATER SUPPLY EMERGENCY & CONSERVATION PLAN	Favorable
15802-7	BLOOMINGTON CP AMEND., BLOOMINGTON CHURCH OF GOD WESTWIND TOWNHOMES 6TH	Favorable
15802-8	BLOOMINGTON CP AMEND., HOME DEPOT RETAIL STORE	Favorable
15844-2	MAYER WATER SUPPLY PLAN	favorable
15865-6	CHANHASSEN CP AMEND., VILLAGES ON THE PONDS	Favorable
15873-5	WACONIA WATER SUPPLY PLAN	Favorable
15873-6	WACONIA CP AMEND., 40 ACRES MUSA - BENT CREEK RESIDENTIAL DEVELOPMENT	Favorable
15899-3	OAK GROVE TWP. CP AMEND., CROSS ROADS CHURCH	Favorable
15899-4	OAK GROVE CP AMEND., LONERGAN PROPERTY BUILDABILITY	Staff Information
15910-2	BROOKLYN CENTER CP AMEND., WATER SUPPLY PLAN	Favorable
15936-3	BAYPORT WATER EMERGENCY & CONSERVATION PLAN	Favorable
15949-2	HOPKINS CP AMEND., NURP	Favorable
15949-3	HOPKINS CP AMEND., ALLIANT TECH PARKING LOTS	Favorable
15949-4	HOPKINS CP AMEND., 6TH - 7TH AVES. S.	Favorable
15949-5	HOPKINS CP AMEND., 6TH - 8TH AVES. N.	Favorable
15949-6	HOPKINS CP AMEND., BOWLING ALLEY	Favorable
15949-7	HOPKINS CP AMEND., PROPERTY N. OF ST. THERESE	Favorable
15949-8	HOPKINS CP AMEND., DIAMOND LAKE	Favorable



15959-9	EMPIRE TWP. RESIDENTIAL TO COMMERCIAL-CREATE MINERAL EXTRACTION OVERLAY DISTRICT	Favorable
15960-2	DAYTON CP AMEND., PROVISION OF SEWER SERVICES TO NORTH SIDE OF DIAMOND LAKE	Favorable
15960-3	DAYTON CP AMEND., SWER SERVICES TO NORTH DIAMOND LAKE	Favorable
15960-4	DAYTON CP AMEND., PLAN UPDATE (INFORMAL REVIEW)	Staff Information
15991-2	WAYZATA CP AMEND., 1996 REVISION	Favorable
15995-6	PRIOR LAKE CP AMEND., 1995-2010 UPDATE - CIP	Favorable
16036-5	MINNETRISTA WATER SUPPLY PLAN	Favorable
16103-2	CARVER CP AMEND., WATER SUPPLY PLAN	Favorable
16121-3	COLUMBUS TWP. CP AMEND., #4 - NEW ZONING CLASSIFICATION COMMERCIAL/LIGHT INDUSTRIAL	Favorable
16131-5	SHAKOPEE CP AMEND., SHAKOPEE/CHASKA INTERCEPTOR AGREEMENT LAND TRADE PART II	Favorable
16131-6	SHAKOPEE WATER SUPPLY PLAN	Favorable
16142-9	EAGAN EMERGENCY & CONSERVATION PLAN	Favorable
16143-3	CIMARRON MOBIL HOME PARK/LAKE ELMO CP AMEND., WATER SUPPLY PARK	Favorable
16143-4	LAKE ELMO CP AMEND.,MAINTENANCE FACILITY	Favorable
16143-5	LAKE ELMO CP AMEND., OPEN SPACE DEVELOPMENT (CLUSTER HOUSING)	Favorable
16143-6	LAKE ELMO WATER SUPPLY PLAN	Favorable
16143-7	LAKE ELMO CP AMEND., 96-42 108 PARCEL OF LAND FROM OPEN SPACE DEVEL. TO PUBLIC	Favorable

16148-3	ROGERS CP AMENDMENT, GRACO, INC.	Favorable
16148-4	ROGERS CP AMEND., KEMMETMUELLER	Favorable
16148-5	ROGERS CP AMEND., RITCHIE WEBER	Favorable
16161-3	SHOREVIEW CP AMEND., LAND USE TEXT & MAP	Favorable
16161-4	SHOREVIEW CP AMEND., CONSERVATION & EMERGENCY MANAGEMENT PLAN	In Process
16163-8	LAKEVILLE CP AMEND., SANITARY SEWER POLICY PLAN	Favorable
16163-9	LAKEVILLE CP AMEND., HOSANNA ADDITION	Favorable
16184-2	JORDAN CP AMEND., WATER EMERGENCY AND CONSERVATION PLAN	Suspended
16201-3	COLOGNE WATER SUPPLY PLAN	Favorable
16204-3	ST. LOUIS PARK CP AMEND., MPLS. JEWISH DAY SCHOOL REQUEST	Favorable
16204-4	ST. LOUIS PARK WATER CONTINGENCY & CONSERVATION PLAN	Favorable
16204-5	ST. LOUIS PARK CP AMEND., ESTABLISHMENT OF R75 LAND USE CATEGORY	Favorable
16211-2	NORWOOD WATER SUPPLY PLAN	Favorable
16212-5	INVER GROVE HEIGHTS CP AMEND., VSB FINANCIAL, INC.	Favorable
16212-6	INVER GROVE HEIGHTS WATER SUPPLY PLAN	Favorable
16212-7	INVER GROVE HEIGHTS CP AMEND., BRIDGEWOOD	Favorable
16212-8	INVER GROVE HEIGHTS CP AMEND., SOUTHERN LAKE ESTATES	Favorable
16225-5	MAPLE GROVE CP AMEND., HOUSING AGREEMENT LAND USE PLAN	Favorable

16225-6	MAPLE GROVE CP AMEND., NEIGHBORHOOD CREATION MAP	Favorable
16225-7	MAPLE GROVE CP AMEND., DITTES PROPERTY	Favorable
16230-2	EDEN PRAIRIE CP AMEND., SOUTHWEST METRO TRANSIT HUB	Favorable
16230-3	EDEN PRAIRIE CP AMEND., STARING LAKE TOWNHOMES	Favorable
16230-4	EDEN PRAIRIE CP AMEND., IMPACT MARKETING	Favorable
16230-5	EDEN PRAIRIE CP AMEND., REALITY INTERACTIVE	Favorable
16241-2	APPLE VALLEY CP AMEND., THE SUMMIT	Favorable
16241-3	APPLE VALLEY CP AMEND., FISCHER MARKET PLACE	In Process
16243-2	RICHFIELD CP AMEND., UPDATE (INFORMAL REVIEW)	Staff Information
16248-2	FARMINGTON CP AMEND., PRAIRIE CREEK 4TH ADDITION TRUNK SEWER	Favorable
16248-3	FARMINGTON WATER SUPPLY PLAN	Favorable
16248-4	FARMINGTON CP AMEND., MUSA 1152 ACRES	In Process
16250-1	BIRCHWOOD VILLAGE CP AMEND., WATER EMERGENCY & CONSERVATION PLAN	Favorable
16261-3	SAVAGE CP AMEND., GEORGE HUMPHREY'S MUSA	Favorable
16261-4	SAVAGE CP AMEND., PLAN UPDATE	In Process
16261-5	SAVAGE WATER SUPPLY PLAN	Favorable
16264-1	CIRCLE PINES WATER CONTINGENCY & CONSERVATION PLAN	Favorable
16265-1	SHOREWOOD WATER CONTINGENCY & CONSERVATION PLAN	Favorable



16267-1	PLYMOUTH CP AMEND., CITY CENTER CONCEPT PLAN & DESIGN GUIDELINES	Favorable
16267-2	PLYMOUTH CP AMEND., CARLSON NORTH BUSINESS CENTER	Favorable
16267-3	PLYMOUTH WATER SUPPLY PLAN	Favorable
16267-4	PLYMOUTH CP AMEND., SILVERTHORNE MUSA ADDITION	Favorable
16267-5	PLYMOUTH CP AMEND., 5.76 ACRE FROM LIMITED BUSINESS TO SERVICE BUSINESS	Favorable
16267-6	PLYMOUTH CP AMEND., 13.96 ACRES FROM PLANNED INDUSTRIAL TO SERVICE BUSINESS	Favorable
16267-7	PLYMOUTH LAND USE GUIDE PLAN - HOUSEKEEPING & TRANSPORTATION PLAN - AIR TRANS.	Favorable
16267-8	PLYMOUTH CP AMEND., 20.38 ACRES FROM RURAL DENSITY/AGRICULTURAL TO LIVING AREA2	Favorable
16267-9	PLYMOUTH CP AMEND., ELIM CARE, INC.	Favorable
16270-1	ANOKA CONSERVATION & EMERGENCY MANAGEMENT PLAN	Favorable
16272-1	WILLERNIE WATER SUPPLY PLAN	Favorable
16276-1	JOINT WATER COMMISSION WATER SUPPLY PLAN	Favorable
16279-1	COON RAPIDS CONSERVATION & EMERGENCY MANAGEMENT PLAN	Favorable
16280-1	VERMILLION WATER SUPPLY PLAN	Favorable
16284-1	MOUNDS VIEW WATER SUPPLY EMERGENCY & CONSERVATION PLAN	In Process
16285-1	CHASKA WATER SUPPLY & DISTRIBUTION PLAN	Favorable
16285-2	CHASKA CP AMEND., MUSA LAND TRADE - GOLF COURSE HOUSING	Favorable

16289-1	SPRING PARK WATER EMERGENCY & CONSERVATION PLAN	Favorable
16290-1	EAGAN CP AMEND., BUSINESS PARK, I-494/TH 55/ TH 149 AREA	
16290-2	EAGAN CP AMEND., BLACKHAWK 4TH ADDITION	Favorable
16290-3	EAGAN CP AMEND., MCKEE ADDITION	Favorable
16290-4	EAGAN CP AMEND., DAUGHTERS OF PENELOPE #35	Favorable
16290-5	EAGAN CP AMEND., WOODCREST CHURCH	Favorable
16291-1	NORTH ST. PAUL WATER SUPPLY EMERGENCY & CONSERVATION PLAN	Favorable
16294-1	HUGO CP AMEND., REVISED COMPREHENSIVE PLAN	In Process
16294-2	HUGO COMPREHENSIVE STORMWATER MANAGEMENT PLAN	In Process
16294-3	HUGO COMPREHENSIVE SANITARY SEWER/WATER SUPPLY PLAN	In Process
16299-1	JORDAN CP AMEND., BOHNSACK / HARTMAN SUBDIVISION	Favorable
16304-1	LAKEVILLE CP AMEND., FARMINGTON ELEMENTARY	Favorable
16304-2	LAKEVILLE CP AMEND., KILKENNY POND 2ND ADDITION	Favorable
16304-3	LAKEVILLE CP AMEND., SUPER AMERICA (CEDAR AVE./CSAH 50)	Favorable
16304-4	LAKEVILLE CP AMEND., AIRLAKE DEVELOPMENT	Favorable
16304-5	LAKEVILLE AMENDMENT TO CONNECTION OF KINGSLEY COVE	Favorable
16310-1	VICTORIA WATER SUPPLY PLAN	Suspended
16311-1	MAPLE PLAIN WATER SUPPLY PLAN	Favorable

16313-1	SCOTT COUNTY CP AMEND., JACKSON TWP.	Favorable
16313-2	SCOTT COUNTY CP AMEND., CEDAR LAKE TWP.	Favorable
16313-3	SCOTT COUNTY CP AMEND., LOUISVILLE TWP.	Favorable
16313-4	SCOTT COUNTY CP AMEND., HELENA TWP.	Favorable
16313-5	SCOTT COUNTY CP AMEND., CREDIT RIVER TWP.	In Process
16313-6	SCOTT COUNTY CP AMEND., BLAKELY TWP.	Favorable
16313-7	SCOTT COUNTY CP AMEND., NEW MARKET TWP.	Favorable
16313-8	SCOTT COUNTY CP AMEND., SAND CREEK TWP.	Favorable
16313-9	SCOTT COUNTY CP AMEND., ST. LAWRENCE TWP.	Favorable
16317-1	CENTERVILLE CP AMEND., MUSA EXPANSION	Favorable
16317-2	CENTERVILLE CP AMEND., INFORMAL REVIEW	Staff Information
16321-1	WASHINGTON COUNTY CP AMEND., PLAN REVISIONS	Favorable
16323-1	OSSEO WATER SUPPLY PLAN	Favorable
16323-2	OSSEO CP AMEND., PLAN UPDATE (INFORMAL REVIEW)	Staff Information
16323-3	OSSEO INFORMAL REVIEW	In Process
16324-1	HAMBURG WATER SUPPLY PLAN	Favorable
16327-1	SCOTT COUNTY BELLE PLAINE TWP. - OFFICIAL TWP. MAP	Favorable
16327-2	SCOTT COUNTY SPRING LAKE TWP. - OFFICIAL TWP. MAP	Favorable



16334-1	NEW MARKET/ELKO JOINT COMPREHENSIVE PLAN & PUBLIC FACILITIES PLAN	Favorable
16335-1	BAYTOWN TWP. CP AMEND., UPDATE	Favorable
16339-1	NEW GERMANY WATER SUPPLY PLAN	Favorable
16351-1	PLYMOUTH REVISED HOUSING PLAN	Favorable
16352-2	ST. LOUIS PARK 1997-2001 CIP	Favorable
16354-1	ROCKFORD CP AMEND., HOUSING AMENDMENT/DENSITY	In Process
16361-1	BAYPORT CP AMEND., PLAN REVISION	Favorable
16369-1	CRYSTAL CP AMEND., HIGH DENSITY RESIDENTIAL TO LOW DENSITY RESIDENTIAL	Favorable
16370-1	WHITE BEAR TWP. WATER SUPPLY PLAN	Suspended
16370-2	WHITE BEAR TWP. BERNTSON PROPERTY AMEND., 1 MAP	Favorable
16373-1	ROCKFORD WATER SUPPLY PLAN	Favorable
16393-1	LONG LAKE WATER SUPPLY PLAN	Favorable
16395-1	WOODBURY CP AMEND., MARKGRAFS LAKE 3RD ADDITION	Favorable
16397-1	MINNEAPOLIS CP AMEND., 41 ACRE SITE - QUARRY PROJECT	Favorable
16417-1	CIRCLE PINES CP AMEND., CHANGE ZONE TO R-4 TO C-1 (3/4 IF 1 ACRE)	Favorable
16422-1	LAUDERDALE 1996 PLAN (INFORMAL REVIEW)	Staff Information
16432-1	COTTAGE GROVE CP AMEND., WEST DRAW TASK FORCE	Favorable
16446-1	GEM LAKE CP AMEND., PLAN UPDATE	In Process

16449-1	ROSEMOUNT CHIPPENDALE/42 PARTNERSHIP MIXED PUD - MCNAMARA ADDITION	In Process
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**V. Miscellaneous Referrals**

**A. Special Transportation Projects**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16325-1	ANOKA COUNTY ACCESS REQUEST CSAH14/I-35W INTERCHANGE	In Process

**V. Miscellaneous Referrals**

**B. Land Use Changes - Airport Search Areas**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15671-4	NININGER TWP. LAND USE CHANGE, WEST HASTINGS ELECTRICAL SUBSTATION - NSP	Favorable
15959-8	EMPIRE TWP. LAND USE CHANGE, SOUTHERN HILLS GOLF COURSE	Favorable

**V. Miscellaneous Referrals**

**C. State and Federal Assessments, Scopings and Statements**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16041-8	MAC FEIS - DRAFT DUAL TRACKING	Favorable
16225-4	MAPLE GROVE SOUTH WEAVER AREA DRAFT AUAR	Favorable
16243-3	RICHFIELD EAW, WOOD LAKE DREDGING & WETLAND ENHANCEMENT PROJECT	Favorable
16253-1	HENNEPIN COUNTY EA, CSAH 152 (BROOKLYN BLVD.)	Favorable
16326-1	MAPLE GROVE GRAVEL MINING AREA ALTERNATIVE URBAN AREA WIDE REVIEW	Staff Information
16391-1	BURNSVILLE EAW - DOEBEL 2ND ADDITION (HOLIDAY STATIONSTORE & MCDONALDS)	Favorable
16403-1	RAMSEY COUNTY EAW, HIGHWAY 96	Favorable
16409-1	ST. PAUL EAW, SCIENCE MUSEUM OF MINNESOTA, RELOCATION/EXPANSION PROJECT	Unfavorable

16410-1	MINN. POLLUTION CONTROL AGENCY SHAKOPEE SANITARY SEWER EXTENSION	Favorable
16411-1	MN/DOT / CARVER COUNTY EA, TH 5 / CSAH 30	Favorable
16416-1	CARVER COUNTY EA, CSAH 11 FROM TH 5 TO CSAH 10	Favorable
16418-1	MAC 1997-2003 CIP	Notes
16418-2	MAC EMPLOYEE PARKING STRUCTURE (MSP)	Unfavorable
16418-3	MAC TAXIWAY W CONSTRUCTION (MSP)	Unfavorable
16420-1	RILEY - PURGATORY - BLUFF CREEK WATERSHED DISTRICT STARING LAKE OUTLIT / PURGATORY CREEK RECREATION AREA	Favorable
16421-1	ROSEMOUNT EAW, MCNAMERA ADDITION PUD	Unfavorable
16425-1	MINN. DEPARTMENT OF TRANSPORTATION DEIS-RECONSTRUCT 100 BETWEEN GLENWOOD AVENUE N. & 50TH AVE. N.	Favorable
16431-1	SCOTT COUNTY EAW - NORWAY HILLS ESTATES	Unfavorable
16439-1	GOLDEN VALLEY HIDDEN LAKE DEVELOPMENT	In Process
16442-1	APPLE VALLEY FISCHER MARKETPLACE	In Process
16443-1	MINN. POLLUTION CONTROL AGENCY MAPLE GROVE SOUTHWEST INTERCEPTOR PHASE II	In Process
16295-1	ST. PAUL SCOPING DOCUMENT & DRAFT SCOPING DECISION DOCUMENT - PHALEN BLVD.	Favorable
16430-1	ST. PAUL DISTRICT / US CORPS OF ARMY ENGINEERS CHANNEL MAINTENANCE MANAGEMENT PLAN FOR 9 FOOT CHANNEL PROJECT	In Process
16448-1	ANOKA COUNTY EA, CSAH 17 (LEXINGTON AVE.)	In Process



**V. Miscellaneous Referrals****C. National Pollution Discharge Elimination Permit**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
13866-1	RED OWL STORES, INC. COOLING WATER DISCHARGE	Favorable
16252-1	SEAGATE TECHNOLOGY WASTEWATER TREATMENT FACILITY	Favorable
16266-1	NRG ENERGY CENTER, INC. NORTH RIVERFRONT PLANT	Favorable
16268-1	VICTORY ENVELOPE, INC. WASTEWATER TREATMENT FACILITY	Favorable
16269-1	TRAVELERS REALTY INVESTMENT CO. NCL / TOWN SQUARE	Favorable
16277-1	BROOKFIELD MARKET, INC. GAVIIDAE COMMON	Favorable
16278-1	QUALITY PARK PRODUCTS WASTEWATER TREATMENT FACILITY	Favorable
16281-1	NORTHERN STATES POWER COMPANY FIFTH STREET SUBSTATION	Favorable
16292-1	PORT AUTHORITY OF CITY OF ST. PAUL ENERGY PARK UTILITY CO.	Favorable
16305-1	HENNEPIN COUNTY WASTEWATER TREATMENT FACILITY	Favorable
16306-1	HONEYWELL, INC. HONEYWELL / PLYMOUTH OPERATIONS	Favorable
16308-1	WOODLAKE SANITARY SERVICES, INC. FLYING CLOUD SANITARY LANDFILL	Unfavorable
16309-1	ST. PAUL RAMSEY MEDICAL CENTER WASTEWATER TREATMENT FACILITY	Favorable
16312-1	WASTE MANAGEMENT OF MINNESOTA, INC. ANOKA SANITARY LANDFILL	Unfavorable
16315-1	H.B. FULLER CO. H.B. FULLER CO. WILLIAM LAB I	Favorable
16319-1	WHITTAKER CORP. WASTEWATER TREATMENT FACILITY	Favorable

16320-1	UNIVERSITY OF MINNESOTA CIVIL & MINERAL ENGINEERING BUILDING	Favorable
16322-1	ST. LOUIS PARK REILLY TAR GROUND WATER REMEDIATION SITE	Favorable
16328-1	NORTHERN STATES POWER CO. HIGH BRIDGE GENERATING PLANT	Favorable
16338-1	SHIELY CO. SHAKOPEE QUARRY	Favorable
16341-1	NWC LIMITED PARTNERSHIP NORWEST CENTER	Favorable
16342-1	SHIELY CO. LARSON PLANT	Favorable
16345-1	LIFECORE BIOMEDICAL INC. WASTEWATER TREATMENT FACILITY	Favorable
16346-1	ANDERSON CORPORATION WASTEWATER TREATMENT FACILITY	Favorable
16347-1	QUEBECOR PRINTING ST. PAUL INC. WASTEWATER TREATMENT FACILITY	Favorable
16350-1	PAB ENTERPRISES INC. & SKB ENVIRONMENTAL WASTE FACILITY	Favorable
16360-1	NORTHWEST AIRLINES, INC. OVERHAUL BASE/BUILDING C (NORTHWEST DRIVE)	Favorable
16365-1	NORTHERN STATES POWER CO. RIVERSIDE GENERATING PLANT	Favorable
16375-1	WENDT PROFESSIONAL LABORATORIES, INC. WASTEWATER TREATMENT FACILITY	Favorable
16378-1	NORTHERN STATES POWER CO. WASTEWATER TREATMENT FACILITIES	Favorable
16382-1	COLOGNE WASTEWATER TREATMENT FACILITY	Favorable
16387-1	JORDAN WASTEWATER TREATMENT FACILITY	Favorable
16400-1	ST. JOSEPH'S HOSPITAL WASTEWATER TREATMENT FACILITY	Favorable
16408-1	RAHR MALTING CO. WASTEWATER TREATMENT FACILITY	No Comment

16423-1	MINNESOTA BREWING CO. WASTEWATER TREATMENT FACILITY	Favorable
16424-1	MINNEGASCO WASTEWATER TREATMENT FACILITY-GROUNDWATER TREATMENT PLANT	Favorable
16427-1	LAKETOWN TWP. COMMUNITY WASTEWATER TREATMENT FACILITY	Favorable
16428-1	SHIELY CO. NELSON PLANT, DREDGE MATERIAL DISPOSAL & MINING AREA	Favorable
16429-1	ROGERS WASTEWATER TREATMENT FACILITY	Favorable
16433-1	MCLAUGHLIN GORMLEY KING CO. WASTEWATER TREATMENT FACILITY	Favorable
16438-1	RICHARDS ASPHALT CO. WASTEWATER TREATMENT FACILITY	Favorable
16440-1	AMOCO CORP. AMOCO SERVICE STATION NO. 5016	Favorable
16441-1	HFS PROPERTIES GOLDEN RULE	Favorable

**V. Miscellaneous Referrals**

**C. National Pollutant Discharge Elimination**

**1. State Disposal System Permit**

16282-1	FRIDLEY / RICE CREEK WATERSHED DISTRICT LOCKE LAKE DREDGE	Favorable
16414-1	VILLAGE GREEN NORTH MOBILE HOME PARK WASTEWATER TREATMENT FACILITY	Favorable
16445-1	MINNEHAHA CREEK WATERSHED DISTRICT PAINTER CREEK	In Process
16451-1	FRIDLEY/RICE CREEK WATERSHED DISTRICT LOCKE LAKE DREDGE	In Process

**V. Miscellaneous Referrals**

**D. Special Permits**

**1. Corps of Army Engineers**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15837-2	POST CONSTRUCTION, INC. FILL & EXCAVATE WETLANDS (REVISED) SUNNYBROOK ROAD	Favorable



16058-2	RICHFIELD REVISED WOOD LAKE COMPLEX	Unfavorable
16058-3	RICHFIELD REVISED WOOD LAKE COMPLEX	In Process
16152-2	NATIONWIDE PERMITS ISSUE NATIONWIDE PERMIT FOR DEVELOPMENT OF SINGLE FAMILY HOMES	Favorable
16251-1	VAN ZEE HOMES, INC. FILL 0.35 ACRE OF WETLAND - EAGLE CREEK BLUFF	Favorable
16255-1	7C COMPANY FILL MATERIAL - HWY 10/RETAIL DEVELOPMENT	Unfavorable
16261-1	SAVAGE ROAD & BRIDGE CROSSING OVER EAGLE CREEK - EAGLE CREEK ADDITION	Favorable
16288-1	HENNEPIN PARKS FILL MATERIAL-CONSTRUCT 10 MILES OF PUBLIC TRAIL IN ELM CREEK PARK	Favorable
16293-1	LAURENT BUILDERS, INC. PLACE FILL, STONEBROOKE ADDITION (PUD)	Unfavorable
16314-1	DOW, JOHN C. PLACE DOCK IN ST. CROIX RIVER	Favorable
16329-1	DAKOTA COUNTY FILL MATERIAL - CSAH 31/MINOR ARTERIAL HIGHWAY	Favorable
16330-1	SUNLITE PROPERTIES FILL MATERIAL	Favorable
16332-1	KENNEDY, LAURENCE R. PERMIT TO INSTALL A SEASONAL DOCK IN THE ST. CROIX RIVER	Favorable
16333-1	MAC FILL MATERIAL, ST. PAUL DOWNTOWN AIRPORT AT HOLMAN FIELD	Unfavorable
16336-1	ST. CROIX HARBOR ASSOCIATION CONSTRUCT BOAT HARBOR IN BAY OF ST. CROIX RIVER	Favorable
16343-1	BAYPORT MARINA ASSOCIATION PLACE ROCK RIPRAP ALONG THE SHORELINE	Favorable
16344-1	HENNEPIN COUNTY PLACE FILL IN WETLANDS	Favorable
16355-1	GORAL, DONALD L. PLACE DOCK IN ST. CROIX RIVER	Favorable
16356-1	MIER, ROBERT C.	Favorable

16358-1	DISCHARGE FILL MATERIAL - TH 10 & TH 242 ANDERSON, DICK RETAIN BOAT MOORAGE FACILITIES ON THE ST. CROIX RIVER	Favorable
16359-1	RAMSEY COUNTY PLACE FILL MATERIALS INTO WETLANDS, OLD HIGHWAY 5	Favorable
16367-1	SCOTT COUNTY RECONSTRUCT CSAH 18 EXTENDING FROM CSAH 42 TO TH101/SHAKOPEE BYPASS	Favorable
16379-1	MINN. DEPARTMENT OF TRANSPORTATION CONSTRUCT NEW CROSSING OVER ST. CROIX RIVER	Unfavorable
16386-1	AFTON DISCHARGE FILL, CONSTRUCT ACCESS PATH	Favorable
16390-1	MAPLE GROVE PLACE FILL ADJACENT RICE CREEK-SOUTHWEST RICE LAKE TRAIL	Favorable
16396-1	STILLWATER YACHT CLUB PERMIT TO INSTALL BUOYS IN ST. CROIX RIVER	Favorable
16404-1	LEONARD, THOMAS J. REPLACE DOCK IN ST. CROIX RIVER	Favorable
16434-1	MINN. DEPARTMENT OF TRANSPORTATION FILL MATERIAL TO CONSTRUCT TH 10 (EGRET BLVD. TO I 35 W)	Favorable
16435-1	MINN. DEPARTMENT OF TRANSPORTATION TH 610 BETWEEN 252 & 169	Favorable
16444-1	HENNEPIN COUNTY RECONSTRUCT CSAH 15	In Process
16450-1	RILEY-PURGATORY-BLUFF CREEK WS STARING LAKE OUTLET SITE	In Process

#### **V. Miscellaneous Referrals**

##### **E. Regional Park Master Plans**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
15830-2	MINNEAPOLIS PARK & RECREATION BOARD UPPER MISSISS. REGIONAL TRAIL RIVERFRONT GRAIN BELT SITE	Favorable
16366-1	ANOKA COUNTY MISSISSIPPI WEST REGIONAL PARK MASTER PLAN	Favorable
16371-1	WASHINGTON COUNTY CERIDIAN RECREATION AREA FEASIBILITY & MASTER PLAN STUDY	Favorable

16372-1	WASHINGTON COUNTY SQUARE LAKE COUNTY PARK/REGIONAL SPECIAL RECREATION FEASIBILITY	Favorable
16401-1	RAMSEY COUNTY HIGHWAY 96 REGIONAL TRAIL	Favorable
16402-1	RAMSEY COUNTY SNAIL LAKE REGIONAL PARK MASTER PLAN	Favorable
16406-1	DAKOTA COUNTY NORTH URBAN REGIONAL TRAIL	In Process

**V. Miscellaneous referrals**

**F. Housing Bond Plans and Programs**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16257-1	VADNAIS HEIGHTS HOUSING BOND PROGRAM - COTTAGES OF VADNAIS HEIGHTS	Favorable
16258-1	ST. PAUL HOUSING BOND PROGRAM - SUN CLIFFE APARTMENTS	Favorable
16259-1	MAPLEWOOD HOUSING BOND PROGRAM - CAREFREE COTTAGES OF MAPLEWOOD III	Favorable
16263-1	BROOKLYN CENTER HOUSING BOND PROGRAM - PRESBYTERIAN HOMES & ASSISTED LIVING	Favorable
16271-1	PLYMOUTH HOUSING BOND PROGRAM - FOX FOREST APTS.	Favorable
16273-1	LITTLE CANADA HOUSING BOND PROGRAM - THE PROVINCES, 118 UNITS	Favorable
16287-1	HOPKINS HOUSING BOND PROGRAM - MULTIFAMILY, 14TH AVENUE N.	Favorable
16296-1	PLYMOUTH HOUSING BOND PROGRAM-MULTIFAMILY, AT THE LAKE APTS.	Favorable
16297-1	ANOKA COUNTY HRA HOUSING BOND PROGRAM-ELDERLY, BUNKER LAKE BLVD. NE	Favorable
16298-1	SCOTT COUNTY HOUSING BOND PROGRAM - SINGLE FAMILY	Favorable
16303-1	CARVER COUNTY HOUSING BOND PROGRAM - PHASE II	Favorable



16307-1	MINNEAPOLIS HOUSING BOND PROGRAM - PHASE II	Favorable
16316-1	ST. PAUL HOUSING BOND PROGRAM - PHASE II	Favorable
16331-1	MINNEAPOLIS HOUSING BOND PROGRAM - TENSION ENVELOPE BUILDING PROJECT	Favorable
16340-1	DAKOTA COUNTY HOUSING BOND PROGRAM - SINGLE FAMILY HOUSING	Favorable
16348-1	CHAMPLIN HOUSING BOND PROGRAM	Favorable
16374-1	SPRING LAKE PARK HOUSING BOND PROGRAM - NOAHS ARK AFFORDABLE HOUSING	Favorable
16383-1	ST. PAUL HOUSING BOND PROGRAM - MULTIFAMILY, KENDRICK APTS.	Favorable
16394-1	ST. PAUL HOUSING BOND PROGRAM - GUILD HALL & MARY HALL	Favorable
16407-1	ROBBINSDALE HOUSING BOND PROGRAM - BRIDGEWAY APTS.	Favorable
16412-1	CHASKA HOUSING BOND PROGRAM - AUBURN COURTS PROJECT	Favorable
16419-1	NEW HOPE HOUSING BOND PROGRAM - PARK ACRE APTS.	Favorable
16426-1	STILLWATER HOUSING BOND PROGRAM	Favorable
16436-1	MINNEAPOLIS HOUSING BOND PROGRAM - REHABILITATE NICOLLET TOWERS	Favorable

**V. Miscellaneous Referrals**

**F. Special Facility**

<u>Referral Number</u>	<u>Applicant/Description</u>	<u>Council Action</u>
16262-1	BLOOMINGTON VARIANCE TO REDUCE SETBACKS & FINAL SITE, 108 ROOM HOTEL, 2600 E. 80	