



 **Metropolitan Council**

Created by the Minnesota Legislature in 1967, the Council coordinates regional planning and development in the seven-county area through joint action with the public and private sectors. The Council operates regional services, including wastewater collection and treatment, transit, and housing assistance to low-income individuals and families. The Council also establishes policies and provides planning and technical assistance to communities in the seven-county area for airports, regional parks, highways and transit, sewers, air and water quality, land use and affordable housing.

Contents

Summary	2
Improving Regional Mobility.	4
Protecting the Environment.	8
Creating Housing Opportunities.	12
Assisting Communities.	14
Preparing for Growth in the Region.	18
2002 Budget Overview.	20

Appendices (separate document)

- A. Study Recommendations
- B. Policy Plans and Amendments Adopted in 2002 and Related Review Comments of Affected Metropolitan Agencies
- C. 2003 Budget and Program Information
- D. Legislative Program
- E. Plans, Projects and Applications Submitted to the Metropolitan Council

Summary –

Council

posts

strong

year

for

reaching

goals



Improving Regional Mobility

- Bus ridership increased 6 percent in the north-central and northeast transit sectors as a result of restructuring service in 2001 to streamline operations and increase bus ridership. Metro Transit has been restructuring bus service, sector by sector, since 1998. The goal is better use of resources to create more efficient and effective routes.
- The Council allocated \$75.6 million in federal transportation funds for highway, transit and trail projects through a process that coordinates local, regional and state transportation needs. The projects increase regional mobility; improve safety for motorists, bicyclists and pedestrians; reduce congestion and auto emissions; and enhance public transit service.
- Metro Mobility was named "Transit System of the Year" in November by the Minnesota Public Transit Association. The award goes to the transit organization that has a top record in safety, cost, ridership, maintenance proficiency, administration, and achievement of objectives. An independent survey done in 2002 showed that 95 percent of Metro Mobility customers were satisfied or very satisfied with the service.
- The Hiawatha light rail transit project was two-thirds complete by the end of the year, on schedule and within budget. Partial service will begin April 2004, with full service to the airport and Mall of America beginning in late 2004.



Protecting the Environment

- The Council and the Minnesota Department of Natural Resources released an innovative Natural Resources Inventory and Assessment, a new tool to help agencies and local governments protect natural resources of regional and local importance. The goal is to balance growth with conservation. Of the 230,000 acres identified as having regional significance, about a third (73,500 acres) are not currently protected.
- The Metro Wastewater Treatment Plant earned a national Platinum Award for five consecutive years of perfect compliance with clean water discharge permits. The Metro Plant is the Metropolitan Council's fifth plant to earn the prestigious award, given by the Association of Metropolitan Sewerage Agencies. The plant treats about 75 percent of the Twin Cities region's wastewater.
- The new Eagles Point Wastewater Treatment Plant in Cottage Grove began initial operations. The Eagles Point facility will treat wastewater from Cottage Grove, much of Woodbury, and other developing areas of south Washington County.



Creating Housing Opportunities

- Metro HRA achieved full use of its federal Housing Choice vouchers for lower-income families in the face of a tight housing market and low vacancy rates for rental housing. One hundred percent of the agency's federally subsidized housing vouchers were in use in 2002, helping more low-income families find affordable housing and leveraging federal resources for the region.
- By the end of 2002, nearly 120 families were housed through the Council's Family Affordable Housing Program. The Council-owned homes, affordable to people with low incomes, are scattered throughout 10 cities in suburban Anoka, Ramsey and Hennepin Counties.
- Twenty area mayors on the Council's 2002 Mayors' Regional Housing Task Force issued a report describing best practices needed to achieve housing affordability. "There is a host of promising, yet infant, best practices emerging across the housing industry, from construction management to financing tools to zoning practices," the report states. "We possess the knowledge and capacity to make affordable housing a reality for our region."



Assisting Communities

- Partners in the Mississippi Riverfront Initiative, coordinated by the Council, announced priority development and open-space protection plans to preserve and revitalize the Mississippi River from St. Paul to just past Hastings. The project included participation from 4 counties and 21 communities along the 35-mile stretch of riverfront.
- The Council unveiled site plans for "opportunity sites" developed with extensive participation from local residents for development and redevelopment in six communities. The Council provided planning and design assistance to Brooklyn Center, Chaska, Hillcrest Village (Maplewood/St. Paul), Harriet Island/District del Sol (St. Paul), Ramsey and St. Anthony. The projects are model developments that mix various land uses and open space.
- The Council awarded \$15.7 million in Livable Communities grants to clean up polluted sites for redevelopment and jobs, support innovative redevelopment, and provide gap financing for local affordable housing projects. Since 1996, the program has leveraged more than \$3.2 billion in private and other public investment with state and regional funds of about \$100 million.



Preparing for Growth in the Region

- The Council developed forecasts of population, households and jobs for the region based on data from the 2000 census, providing a tool to help communities plan their future. The forecasts include regional totals for 2010, 2020 and 2030 and corresponding forecasts for each city, township and county in the seven-county area.
- The Council adopted *Blueprint 2030*, a plan and strategy for the region's growth. *Blueprint 2030* is a framework for supporting communities as they change and grow. The objectives of the *Blueprint* are to:
 - Integrate land use, transportation and natural resources.
 - Increase affordable and lifecycle housing.
 - Ensure efficient infrastructure and flexible staging in developing communities.
 - Increase reinvestment and infill development in older areas.
 - Protect natural resources.
 - Preserve rural areas and agricultural land.

The newly appointed Metropolitan Council members are reviewing the *Blueprint* document to determine whether it poses any substantive issues of concern that need to be resolved. The Council expects to complete this process by early June.

Improving regional mobility

Mobility options support region's growth

Transit and roadway investments play a key role in the region's economic competitiveness and quality of life. Coupled with land use decisions, these investments shape growth patterns.

The Council supports a balance of roadway and transit investments to facilitate the movement of goods and people through the region. Transit is critical for getting workers to jobs, making efficient use of existing roadways, improving air quality and protecting open space.

Northwest Corridor makes rapid progress

Plans are moving ahead swiftly for reconstruction and redevelopment of County Road 81 in northwest Hennepin County. The corridor serves seven diverse communities, from North Minneapolis to Rogers. The \$135 million project will integrate bus rapid transit (BRT) in the corridor.

Features will include:

- Exclusive bus lanes in the roadway median between Bass Lake Road and 85th Avenue.
- Signal prioritization that allows buses to move ahead first at green lights in areas of mixed bus/car traffic.
- Fare collection at station platforms to speed passenger loading.

The Council and Hennepin County are part of the Northwest Corridor Partnership, along with local mayors, businesses and institutions in the corridor. A Northwest Community Advisory Committee hosted a series of open houses in October for public review of corridor plans, which were well received.

The 2002 Legislature approved \$20 million in state bonding for the project. The funds will be spent on park-and-ride facilities, station and busway design, land acquisition, station construction and fare collection equipment. Metro Transit has already committed \$15 million to the project, along with the county's initial outlay of \$30 million. A \$5.75 million federal outlay awaits Congressional approval.



commuting



Light rail line on time and on budget

Construction of the 11.6-mile Hiawatha light rail transit (LRT) line was 65 percent complete by the end of 2002. The region's first LRT route will connect downtown Minneapolis with Minneapolis-St. Paul International Airport and the Mall of America, with a total of 17 stops.

Progress in 2002 includes:

- Most of the track has been laid between the northern terminus at First Avenue North and East 54th Street. Construction of 14 of 17 stations is under way.
- Construction of the Operations & Maintenance Facility, south of I-94 and east of Hiawatha Avenue, is complete.
- Boring is complete for two 1.4-mile tunnels underneath the airport.
- An estimated 100,000 visitors walked through an LRT vehicle mock-up on display at the State Fair. The vehicle was also shown through November at the Hennepin County Government Center.
- Private and public utility relocation was completed between First Ave. N. and Fort Snelling.

The line will open from downtown Minneapolis to Fort Snelling in April 2004, with full service scheduled for December 2004. Metro Transit will operate the service.

Agencies cooperate to allocate federal funds

Regional cooperation is business-as-usual in the transportation planning process. Under state law, the Council coordinates this effort, which involves municipal and county governments, and regional, state and federal agencies.

Every two years the Council solicits applications for federally funded (TEA-21) transportation projects in the seven-county area. After the applications are evaluated and ranked, the Council's Transportation Advisory Board (TAB) selects projects for funding.

The board comprises local elected officials, representatives of regional and state transportation-related agencies, people representing transportation modes such as freight shipment and bicycling, and citizens.

The Council uses separate solicitation processes for funds targeted specifically for roadway improvements, traffic congestion mitigation (such as park-and-ride lots, and bus purchases) and transportation enhancement (such as trails and streetscapes). In 2001-02, the TAB selected 34 projects for funding that totaled \$75.6 million.

Many major highway projects in the region are funded through a related process coordinated by Mn/DOT. All roadway and transit projects that receive federal funding, regardless of where the projects originate, are incorporated into a regional Transportation Improvement Program (TIP). The TAB and the Council in 2002 approved the 2003-2006 TIP.

Bus service changes result in more riders

Metro Transit is engaged in a comprehensive, multi-year, sector-by-sector restructuring of bus service throughout the region. In 2002, bus ridership rose a very healthy six percent in the north-central and northeastern sectors of the region, where service restructuring was implemented in 2001.

Plans for restructuring service are under way in Sector 5, which includes Highland Park in St. Paul, south Minneapolis, Richfield, Bloomington and Edina. One goal is to seamlessly integrate bus and LRT service. Another is to implement daylong, high-speed, bi-directional service in the I-35W corridor, with plentiful cross-connections to other freeways and local buses.

Overall ridership on Metro Transit, the region's largest provider of bus service, was down 5.2 percent in 2002 from the previous year, due largely to greater unemployment and the lingering effects of a July 2001 fare increase. Ridership was growing again toward the end of the year.

efficiency



Other transit advances include:

- Fifty-seven employers offered discounted annual bus passes to their employees through the Council's MetroPass program. About 13,000 employees purchased the passes, which are tax-deductible for employers and cut demand for on-site parking. Nearly one-third of the students at the University of Minnesota purchased a U-Pass, also valid for unlimited rides, for the fall semester.
- More than one-quarter of the people attending the Minnesota State Fair arrived on Metro Transit buses in 2002. Ridership was up 11 percent, for a total of almost 903,000 rides given. Approximately 20,000 Twins fans attending the four in-town playoff games in September came by bus. During one weekday afternoon playoff game, 37 percent of the fans arrived by bus.
- The hiring of 10 additional full-time transit police to patrol the two major downtowns in April 2002 resulted in a 91 percent increase in citations and arrests for illegal activity in and around transit stops from April through September compared to a year earlier. The result is a safer and more pleasant environment for pedestrians, bus riders and local businesses.

- New "Smart Card" fare technology will be implemented on Metro Transit buses in late 2003, and will be at LRT and BRT stations in the future. Passengers will quickly pass stored-value cards across a target on the bus hand rail, speeding up the loading process. Buses will also continue to accept cash.
- Metro Transit is installing global positioning technology (GPS) on all buses to enable real-time fleet management on every route.
- Metro Transit is a charter member of the new 800 Mhz public radio system, which allows bus drivers and public safety officials from multiple jurisdictions to communicate during accident or crime incidents.
- The first of three diesel-electric hybrid buses purchased by Metro Transit began operating in 2002. Hybrid technology adds electrical energy to standard diesel engines, producing more power and fuel economy with fewer emissions and far less engine noise. The buses will ultimately be used as downtown Minneapolis circulators in conjunction with LRT starting in 2004.
- The Minnesota Public Transit Association gave Metro Mobility, the region's paratransit service for people with disabilities, its Transit System of the Year award. A customer survey in 2002 showed that 94.6 percent of riders were either satisfied or very satisfied with service. Trip denials were well below one percent. Ridership topped 1.1 million in 2002.



mobility



Aviation crucial to competitive economy

High-quality air transportation services to major domestic and international markets are essential to the region's ability to compete in the global marketplace. The Council works closely with the Metropolitan Airports Commission (MAC) and other airport owners to ensure that the region's system of airports provides state-of-the-art, secure and affordable services for business and leisure travelers, freight transport and general aviation activities.

The Council in 2002 postponed an update of its *Aviation Policy Plan* to allow for:

- Completion and adoption of the new *Blueprint 2030*.
- Finalizing of agreements and environmental review activities by the MAC required for projects at Flying Cloud, Anoka County-Blaine and St. Paul Downtown airports.
- Completion of the Council's special general-aviation light-aircraft study.
- Additional time for agencies to assess air-service and economic implications of significant aviation industry changes. The uncertainty created by the economic slowdown and effects of the September 2001 terrorist attacks is expected to have a major impact on industry and airport revenues in the foreseeable future. The Council will continue to monitor financial and safety impacts on system airports and coordinate closely in efforts to define capital improvement priorities.

Interagency coordination will continue in 2003 for activities concerning general aviation, air-service, air-cargo and regional distribution center initiatives, and land-use compatibility.



Protecting the environment

A beautiful natural environment

The Twin Cities metropolitan area boasts three majestic rivers, 950 lakes, rolling hills, extensive wetlands, native prairies and woodlands, and a multi-layered underground aquifer system. Many of these natural resources are part of what attracts so many people to live here.

The Council has long been a steward of natural resources. The regional system of wastewater collection and treatment helps ensure the health of the region's rivers. The Council works with communities and watershed management organizations to put into place practices that protect ground and surface water. Council investments in the region's renowned system of parks and trails help preserve beautiful natural habitats and provide recreational opportunities for millions of people each year.

A new tool to protect natural resources

The Council, the Minnesota Department of Natural Resources and other partners have teamed up to identify and evaluate natural areas in the region. The Natural Resources Inventory and Assessment (NRI/A), completed in 2002, identifies 230,000 acres of natural resources of regional importance, about one-third of which are currently unprotected. The goal is to assist communities in land-use decisions that balance growth with conservation.

Local governments now have the opportunity to use this regional-level information as a starting point from which to build more detailed maps of resources of local importance. Once local resources are identified, communities can take steps to conserve them, such as purchasing conservation easements, clustering development, and implementing best practices for stormwater management.

To support local efforts, the Council in 2003 will coordinate an NRI/A Task Force to help refine the data and identify implementation strategies. The Council will also continue to explore ways that communities and the region can connect natural features with natural-resource corridors to form a green infrastructure that, together with transportation corridors and other regional systems, will create sustainable development patterns for the future.

See NRI maps online at:
www.metrocouncil.org/planning/blueprint2030/documents.htm
or order them from the Regional Data Center at **651-602-1140**.

preservation

clean water

Wastewater facilities support regional growth

Every day, the Council collects and treats up to 300 million gallons of wastewater from homes, businesses and industries in 103 communities in the region, ensuring the protection of public health and the environment. With a goal of becoming one of the top five wastewater utilities in the nation, the Council has reduced its budget in recent years and maintained its competitiveness nationally for both labor costs and municipal rates. At the same time it achieved an outstanding record of compliance with environmental permits.

In 2002, the Council adopted the 2003 municipal wastewater rate at \$130 per 100,000 gallons, about six percent higher than in 2002. The new rate remains well below the rate of \$137.45 in 1996. The Council plans rehabilitation and expansion of wastewater facilities carefully to support regional goals of accommodating growth, protecting the environment and keeping infrastructure costs down. Capital budget expenses for work completed in 2002 amount to approximately \$120 million. Of this, 35 percent was earmarked for expansion, 51 percent for rehabilitation and 14 percent for quality improvement.

Metro Plant earns national recognition

The Metropolitan Wastewater Treatment Plant in St. Paul in 2002 became the Council's fifth plant to earn the very prestigious Platinum Award from the Association of Metropolitan Sewerage Agencies. The national award recognizes the Metro Plant for achieving five consecutive years of complete and consistent compliance with clean water discharge permits from 1997 through 2001. The plant treats about 75 percent of the region's wastewater. The other seven plants in the system had perfect records in 2002 with their discharge permits.

Other milestones achieved in 2002:

- The new Eagles Point Wastewater Treatment Plant began treating wastewater in September. The plant will serve Cottage Grove and much of Woodbury. Construction of a solids-processing facility, a new operations and maintenance facility, and a 10-mile interceptor from Woodbury to the new plant is scheduled to begin in 2003.
- Plans are moving forward for expansion of wastewater treatment facilities in fast-growing west-central Dakota County. Treatment capacity at the Empire Plant will be doubled. In order to help protect the Vermillion River, the Council will build an outfall pipe to convey treated wastewater to the Mississippi River.
- To accommodate rapid growth in northwest Hennepin County, the Council approved an extension to the Elm Creek Interceptor. The Council is working in partnership with the City of Rogers for the Council to acquire the Rogers Wastewater Treatment Plant.
- Construction continued on new solids-processing facilities at the Metro Plant that will achieve significantly lower emissions of greenhouse gases, particulates, mercury and other air pollutants, as well as generating from 15 to 20 percent of the plant's electrical energy needs.





Grants support education, pollution reduction efforts

The Council in 2002 awarded \$916,000 in competitive grants to 21 organizations and \$520,000 in targeted grants to five organizations through its MetroEnvironment Partnership Grant program. The program goal is to improve the quality of the region's rivers and lakes by supporting educational efforts and implementation of projects such as rainwater gardens, runoff treatment ponds and wetland restoration.

Among the targeted grants was \$100,000 to the University of Minnesota Water Resources Center to develop a region-wide educational program for K-12 students using, among other tools, the Council's new Natural Resources Inventory and Assessment. A grant of \$250,000 went to Friends of the Mississippi River to manage Vermillion River streambank restoration and wetland restoration on the Council's Empire Wastewater Treatment Plant property in Dakota County.

Council partnership to reduce mercury

The Council and the Minnesota Dental Association (MDA) partnered to develop and adopt a voluntary program that is expected to significantly reduce the amount of mercury entering the region's wastewater from dental offices in the region. It is part of a larger mercury-reduction strategy adopted by the Council in 1998.

The MDA will administer the program, with monitoring and support from the Council. Through its MetroEnvironment Partnership Grant program, the Council awarded the MDA \$10,000 to market the program to dentists.



Park investments create new opportunities

The Twin Cities area's nationally renowned system of regional parks contributes significantly to the region's high quality of life. Preserving green space for wildlife habitat and recreation enhances the region's livability and its economic strength.

The regional park system includes 44 parks and park reserves, 25 trails and four special recreation areas. Parks are operated by 10 partner cities, counties and special park districts. They work with the Council, and its Metropolitan Parks and Open Space Commission, to acquire and develop parks and trails to protect natural resources and to provide outdoor recreation for public enjoyment. The regional park system receives over 29 million visits annually.

The Council added five trail corridors to the regional system in 2002: the Brooklyn Center/Robbinsdale Corridor, the Crystal/Robbinsdale Corridor, the New Hope/Crystal/Golden Valley Corridor, the Edina/Richfield Corridor, and the Northeast Diagonal Corridor encompassing the Burlington Northern Railroad right-of-way.

In 2002 the Minnesota Legislature approved \$6 million in bonds targeted for rehabilitation of 17 existing regional park facilities. The Council added \$4 million in regional bonding to support acquisition of additional parcels for existing parks. Among the largest grants were:

- \$1.8 million to rehabilitate the existing visitor center at Elm Creek Park Reserve and build a winter recreational area for ski lessons, tubing and other activities.
- \$903,000 to acquire land for regional parks and trails from willing sellers in Dakota County.
- \$800,000 to redevelop the Longfellow Garden/Lagoon area in Minnehaha Regional Park in Minneapolis.

The Council also allocated \$2 million of a total \$2.4 million as a 40-percent match to other funds to acquire land for existing and new regional parks in 2002-2003.

Under state law the Council is responsible for distributing state-allocated funds to park agencies for operation and maintenance of regional parks. The state allocated a total of \$8.3 million for 2002, which covers an average 12.8 percent of the annual cost of operating and maintaining regional parks.



Creating housing opportunities

Affordable housing a major priority

Affordable housing is fundamental to a strong economy and strong communities. Without affordable housing for people of all ages and incomes—including essential workers like teachers, police, and nursing aides—jobs may go unfilled and community vitality suffers. Workers who can't afford to live in or near the communities where they work are forced to commute longer distances, adding to traffic congestion. Children without stable housing are at great risk for poor school performance.

The Council works closely with communities, housing authorities, state and federal agencies, nonprofit partners and builders to expand the supply of affordable housing in the region. When the Council considers grant applications for transportation, brownfield cleanup and other funding, communities that are making significant efforts to develop affordable housing have some advantage. The Council targets some federal funds—\$3 million in the 2005-2006 biennium—for projects like walking paths, street construction, and park-and-ride lots at developments that include affordable housing. The Council also uses Livable Communities funds to provide gap financing for affordable housing developments.

Housing choice vouchers fully utilized

For the first time since 1997 the Council's housing authority, Metro HRA, achieved full use—for the entire year—of its available federal Section 8 Housing Choice vouchers by families and individuals with low incomes. HRA staff worked hard in the face of low vacancy rates and escalating housing costs to increase property-owner participation in the program.

In 2002 the program assisted an average of 6,800 households monthly. Rental assistance payments were made to more than 1,400 rental property owners, injecting \$44.5 million annually of federal, state and local funds into the regional economy.

Metro HRA serves low-income seniors, families and people with disabilities in Anoka, Carver, and suburban Hennepin and Ramsey Counties. The vouchers allow people to locate decent housing while paying 30 to 40 percent of their income for rent. All housing units in the program are inspected annually by HRA staff. Participating property owners are guaranteed a stable source of rental income. The program has a waiting list of 9,000 eligible households.



Juanita Garcia, center, and her family were the first to move into 150 suburban rental homes to be provided by the Metropolitan Council.

o p p o r t u n i t y

Affordable housing expanding for families in suburbs

The Council's Family Affordable Housing Program gives families with low incomes the opportunity to live in neighborhoods they otherwise would not have been able to afford. A side benefit is that other families in those same neighborhoods are abandoning stereotypes about people with low incomes.

To date, the Metropolitan Council has bought or executed purchase agreements for 119 out of an eventual 150 homes—single-family, townhouses, duplexes—scattered throughout 10 cities in suburban Anoka, Ramsey and Hennepin Counties. Residents qualify for the program based on certain income restrictions and leasing guidelines. A professional property management firm manages the housing leases and properties.

Opportunities for homeownership

Metro HRA is partnering with Dakota County for Homesteps, a pilot program that gives low- to moderate-income households an opportunity to become successful homeowners. Up to 50 households that are currently using Section 8 Housing Choice vouchers will participate.

Homesteps provides homeownership counseling and education, and offers participants a second mortgage through the Minnesota Housing Finance Agency and Family Housing Fund. The second mortgage provides up to \$30,000 per household for home rehabilitation, closing costs, down-payment assistance or affordability gap assistance. It must be repaid at the time the home is sold or when the first mortgage is paid in full. Participants are required to contribute at least \$1,500 toward the down payment or closing costs on their home.

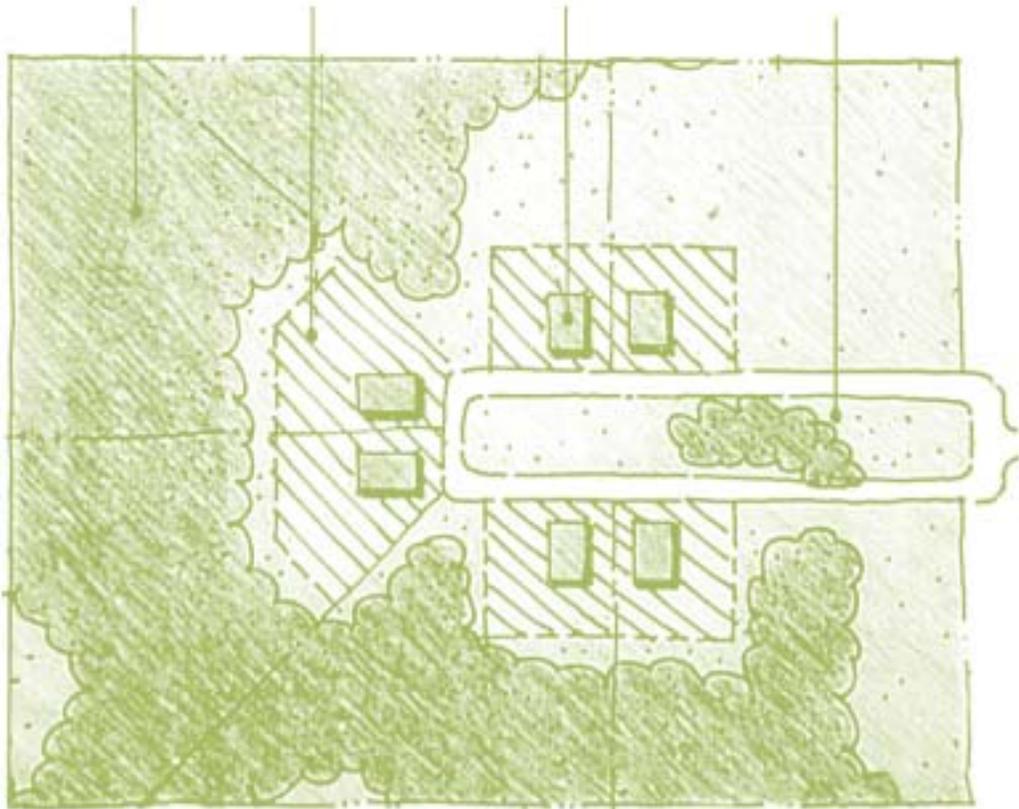
Inclusionary housing program approved for 2003

The Inclusionary Housing Incentive Program is an innovative program authorized by statute that waives the Council's wastewater service availability charge (SAC) for affordable housing units in inclusionary housing developments. In 2003, the SAC is \$1,275 per residential-equivalent unit.

An inclusionary housing development is newly constructed housing or converted vacant buildings with a variety of prices and designs serving families with a range of incomes and housing needs. To be eligible for the program, it must demonstrate identifiable cost-avoidance or reduction through easing of local restrictions that would otherwise add to the cost of the housing.

Assisting communities

As the region grows, the Council's partnerships with communities, foundations, businesses and nonprofits are creating exciting opportunities for innovative development and redevelopment, affordable housing, and preservation of critical natural resources.



Investing to enhance community vitality

New job centers stand where pollution once created a negative tax value for communities. Older cities are creating new town centers that combine housing, shops, walkways, access to transit and open space, and provide gathering places and a sense of community. Cities across the region are building housing affordable to essential workers like teachers, health aides and police officers, as well as families with lower incomes.

All these activities are spurred by the Council's Livable Communities Program. Since 1996, the Council has invested more than \$100 million in state and regional funding to clean up polluted land for redevelopment, produce affordable housing and create walkable, transit-oriented development, leveraging more than \$3.2 billion in private and other public investment. In 2002, the Council gave grants totaling:

- \$5.3 million to eight communities to clean up a total of 129 acres at 24 sites for redevelopment and job creation. The funds leveraged \$217 million in private investment. The projects will create 1,754 jobs with an estimated average hourly wage of \$14.00. The region's net tax capacity is expected to increase by \$28 million.
- \$8.2 million to eight communities for mixed-use, transit- and pedestrian-friendly developments that demonstrate efficient growth and incorporate livability features that citizens say they want.
- \$539,000 to 12 communities to support projects in the predevelopment stage that show promise as demonstration projects.
- \$1.7 million to 11 communities and a multi-city consortium to support development, redevelopment and rehabilitation of rental and ownership housing for households with low and moderate incomes.

Mayors endorse best practices

A group of 20 mayors appointed by the Metropolitan Council to the 2002 Mayors' Regional Housing Task Force issued a report entitled *Affordable Housing: Making It a Reality*. The report looks at affordable housing best practices from the U.S. and Canada in the areas of construction, funding, sustaining affordability over time, and the role of cities.

The task force recommendations are aimed at helping best practices take hold and increasing investments in communities for housing that meets the needs of people of all ages and income levels. The report calls on partners, including state and federal government, to meet the challenge of providing affordable housing. It urges cities to take a leadership role.

Visit www.metrocouncil.org/planning/housing/housingplan.htm to read the entire report.

Selected Recommendations

- City officials should become familiar with new construction practices and consider how their cities' procedures might be adapted to facilitate the use of the new practices.
- Cities should streamline approval processes for new construction techniques.
- Communities can utilize the expertise and research of various organizations to identify incentives for spurring new construction techniques.
- Cities should become more knowledgeable about land trusts and other mechanisms to preserve housing affordability.
- Cities should review land use and zoning policies, as well as development approval processes, to ensure they enable development of affordable housing.
- Communities need to work to preserve existing affordable housing.
- Elected leaders need to demonstrate commitment and drive to produce more affordable housing.

Opportunity sites serve as models

The Council partnered with communities, chosen through a competitive process, to demonstrate efficient, quality growth options at six “opportunity sites.” In 2001, local residents and business owners around each site attended a local workshop, where they helped plan walkable, transit-oriented neighborhoods with a mix of uses and open space. The sites can serve as models for other development and redevelopment projects in the region.

In 2002, consultants Calthorpe Associates used the design alternatives created at the workshops to produce specific site plans for community review and implementation.



Each participating city received reports that detailed the concept plans, reviewed the workshop process, and discussed the market assessment, transportation modeling and other technical studies done during plan development. The Council expects to continue working with communities to implement the plans. The sites are in St. Paul, St.Paul/Maplewood, Chaska, St. Anthony, Ramsey and Brooklyn Center.

This project received major funding support from the McKnight Foundation.

Revitalizing the riverfront

The Council coordinated the Mississippi Riverfront Initiative to support the revitalization and preservation of the river corridor from St. Paul to the confluence of the St. Croix River just south of Hastings. The initiative builds on the extensive planning efforts already completed by local communities, nonprofits, business and industry, and government agencies.

A broad coalition of stakeholders from four counties and 21 communities came together in 2002 to set priorities for riverfront implementation and investment. A steering committee and working groups helped shape criteria for selecting priority projects and implementation strategies, and evaluated the proposed projects. A workshop convened local and regional stakeholders to review and comment on the compiled projects and plans. An online discussion was held to generate public feedback on the process.

From 150 identified projects along the corridor, the steering committee selected several for priority implementation and investment:

- River Bluff Stewardship, St. Paul
- Bruce Vento Nature Sanctuary, St. Paul
- Wakota Bridge Redevelopment Area, South St. Paul
- Mississippi River Regional Trail, South St. Paul/Inver Grove Heights/Rosemount/Nininger Township
- Pine Bend Bluffs Natural Area, Rosemount/Inver Grove Heights
- South Washington Watershed District Greenway Plan, Woodbury/Cottage Grove
- Hastings River Flats
- Hastings Red Rock Commuter Rail Station

The Council will continue to support implementation of the projects with technical assistance and funding from existing programs, including Livable Communities.

This project received major funding support from the McKnight Foundation.

Preparing for growth in the region

Blueprint 2030: A plan for growth and change

The Council—in collaboration with local officials, business people, community organizations and literally thousands of citizens—created and adopted a new growth strategy for the region called *Blueprint 2030*. The *Blueprint* lays out a long-term framework for growth that reduces stress on the natural environment, improves travel to work and other destinations, creates and rebuilds vibrant and safe communities, and saves billions of dollars in taxes.

The new *Blueprint* emphasizes:

- Growth patterns that improve mobility, create connections among local land uses, sustain the natural environment, and expand choices in housing types and locations.
- Focusing growth and redevelopment in urban and rural centers along transportation corridors.
- Expanded choices of lifecycle and affordable housing that meet changing demographic trends and market preferences, and support the region's economic competitiveness.
- Accommodating growth in developing communities through a connected, sustainable pattern of land use based on the efficient provision of infrastructure and flexible, balanced staging of development.
- Focusing reinvestment in fully developed communities and older areas to ensure their continued vitality.
- Conserving and protecting natural areas in ways that sustain a healthy natural environment and enhance the quality of life.
- Sustaining rural communities and preserving productive agricultural lands as a long-term asset of the region.

Blueprint 2030 was adopted in December 2002. The Council is pausing at this point in the process so that the newly appointed Metropolitan Council members can become familiar with the *Blueprint* document and resolve any substantive issues of concern.



An aerial photograph of a city, heavily tinted with a green color. The image shows a mix of urban development, including buildings, parking lots, and roads, interspersed with green spaces and trees. The overall scene is viewed from a high angle, looking down on the city's layout.

planning

Forecasts show continued strong growth

Forecasts were developed by the Council in 2002 that anticipate an additional 930,000 people in the metro area by 2030. The forecasts are based on data from the 2000 census, growth trends, information from local comprehensive plans and land use data. The Council expects that a large share of growth will take the form of redevelopment and that growth in the rural area will slow.

Growth options show tradeoffs

A three-year initiative activated hundreds of citizens to get involved in decisions about how this region will grow in the future. In 2002—after extensive public input at 10 workshops in 2001 attended by local officials, developers, builders, environmentalists and citizens—the Council produced three scenarios of how the region could grow and redevelop over the next 30 years.

One model, Option 1, combines the development plans of all individual cities, townships and counties in the seven-county area. Options 2 and 3 were based on the type of development that people who attended the workshops said they like: growth concentrated along transportation corridors; walkable neighborhoods; good access to schools, jobs, parks and other amenities; more transit options; more housing choices; and a community or neighborhood identity.

A report, *Regional Development Options*, details the scenarios and their financial implications for the region over the next 30 years. By reinvesting in land currently underused and by developing more compact, connected land use patterns, the region could accommodate growth on less than half the land currently planned for it. Reinvesting would preserve 150 square miles of existing agriculture and undeveloped land. By preserving this land, the region could save more than \$3 billion in sewer, water and road infrastructure costs.

This project received major funding support from the McKnight Foundation.

2002 budget overview

The Metropolitan Council serves the public in five principal areas:

1. Increasing efficiency of regional services and investments by maintaining a AAA credit rating, making efficient and effective capital improvements, and providing cost-competitive services.

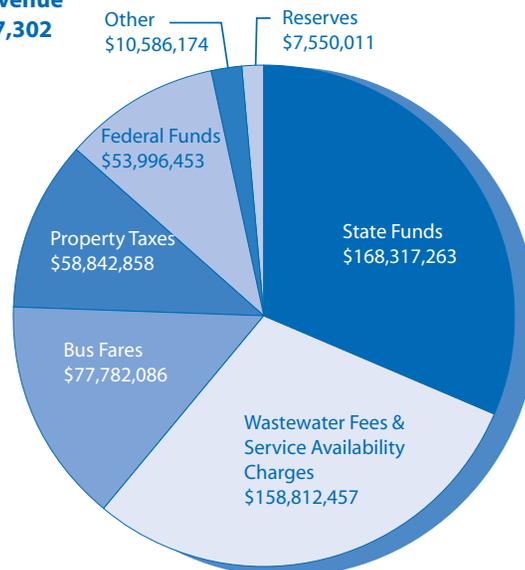
2. Providing and coordinating regional transit services and travel demand management through Metro Transit and Metro Commuter Services; working with transit providers, transportation agencies and businesses to reduce traffic congestion and improve air quality; and providing transportation service to people with disabilities through Metro Mobility.

3. Managing and protecting water resources by collecting and treating wastewater, and by working with communities and coordinating watershed management to improve water quality and supply.

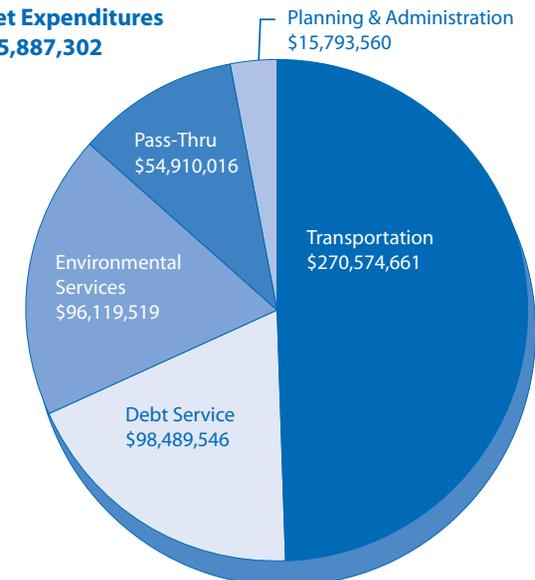
4. Providing affordable housing choices by working with communities and employers to increase the supply of affordable housing, and providing affordable housing opportunities to low- and moderate-income families through the Metro Housing and Redevelopment Authority.

5. Working with communities to plan, develop and redevelop for growth that creates neighborhoods that are walkable, convenient to transit, jobs, shops and services, incorporate green space, and include affordable housing, and that saves on infrastructure costs.

**2002 Budget Revenue
Total = \$535,887,302**



**2002 Budget Expenditures
Total = \$535,887,302**



Council contacts

Metropolitan Council Contact Information

General Offices
(651) 602-1000
TTY (651) 291-0904

Chair and Regional Administrator's Offices

(651) 602-1554
FAX (651) 602-1358

Environmental Services

(651) 602-1005

Metro Transit

(612) 349-7400

Metro Mobility Service Center

(651) 602-1111

Customer information and reservations for transit services for certified riders with disabilities

Transit Information Center

(612) 373-3333

Metro Commuter Services

(651) 602-1602

Commuting options, employer trip-planning and travel-demand management

Metro HRA

(651) 602-1428

Housing Choice vouchers for low-income individuals and families

Regional Data Center

(651) 602-1140

Maps, CD-Roms, reports and publications
Email: data.center@metc.state.mn.us

Metro Information Line

(651) 602-1888

Pre-recorded information on upcoming meeting schedules and agendas, job openings, Metro HRA information

Public Comment Line

(651) 602-1500

24-hour voice mail for comments, ideas, suggestions

www.metrocouncil.org for regional information
www.metrotransit.org for direct link to transit information
www.metrocommuterservices.org for direct link to employer travel-demand information

Upon request, this publication will be made available in alternative formats to people with disabilities.

Concept and Design: Linda White

Image credits: Background sketch, cover—Calthorpe Associates; background photo, page 8—Three Rivers Park District; far-right photo, page 11—Woodlake Nature Center; sketch, page 14—Calthorpe Associates; background sketch, page 15—Elness Swenson Graham Architects.

The graphic preparation and printing of this publication cost \$3,972 for a total of 1,000 copies.

This publication is printed on recyclable paper.



*The mission
of the
Metropolitan
Council
is to
improve regional
competitiveness
in the
global economy
so that
this is
one of the
best places
to live,
work,
raise a family
and
do business.*



Metropolitan Council

Publication 14-03-001

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



**Metropolitan Council
2002 Annual Report**

Appendices



Metropolitan Council

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

General phone	651 602-1000
Regional Data Center	651-602-1140
TTY	651 291-0904
Metro Info Line	651 602-1888
E-mail	<i>data.center@metc.state.mn.us</i>
Web site	<i>www.metrocouncil.org</i>

Publication no. 14-03-002

Printed on recycled paper with at least 20% post-consumer waste.

On request, this publication will be made available in alternative formats to people with disabilities. Call the Metropolitan Council Data Center at 651 602-1140 or TTY 651 291-0904.

Contents

Appendix A. Study Recommendations	A-1
2001 Transportation System Performance Audit.....	A-1
Long-Range Development Scenarios.....	A-3
Report of the 2002 Mayors' Regional Housing Task Force.....	A-4
Appendix B. Policy Plans and Amendments Adopted in 2002 and Related Review Comments of Affected Metropolitan Agencies	B-1
<i>Blueprint 2030</i>	B-1
<i>Regional Recreation Open Space Policy Plan</i>	B-4
Appendix C. 2003 Budget and Program Information	C-1
Appendix D. Legislative Program	D-1
Appendix E. Plans, Projects and Applications Submitted to the Metropolitan Council, January 1 through December 31, 2002	E-1

Appendix A. Study Recommendations

2001 Transportation System Performance Audit

This audit, submitted to the Minnesota Legislature pursuant to Minn. Stat. 473.1466, consists of the Metropolitan Council's review the performance of the regional transportation system of the Twin Cities Metropolitan Area. It includes a review of the transportation system performance since the last performance audit in 1997, a comparison of the performance to peer urban areas, and a comparison of service to existing standards or benchmarks. The full report is available on the Council's website at: www.metrocouncil.org/planning/transportation/Audit2001/Audit2001.htm

The following highlights summarize the audit's major findings and conclusions.

Demographic and Development Trends Affecting Transportation

- The population of the metro area is expected to grow by 24 percent (1.1 percent per year) from 2000 to 2020, and the number of households is expected to increase by 32 percent (1.4 percent per year). This will mean more trips taken, more automobiles on streets and highways, more demand for transit, and more freight to be moved.
- High concentrations of lower income persons, with low automobile ownership, exist in the core cities where transit service is most extensive. However, entry-level jobs are generally dispersed throughout the region and are not as well served by transit, especially in the reverse-commute direction. Also, there are many areas with lower income persons who are not well served by high frequency transit.
- The Twin Cities is the urban area with the highest percentage of the population employed (78.3 percent). An employed person makes over 38 percent more trips than a person who is not employed. Consequently, the growth in trips has increased faster than the population as a whole and faster than peer regions.

Travel Trends

- The growth in vehicle miles traveled is projected to be much larger than the growth in population or households.
- The length of trips, which increased 0.6 percent per year from 1970 to 1990, increased by a estimated annual 0.4 percent from 1990 to 2000. It is expected that the average trip length will grow slightly less than that from 2000 to 2020 (a 0.3 percent per year increase).
- Single-occupant vehicle trips are projected to increase much faster than high-occupancy vehicle trips.

Highway System

- Twin Cities congestion is increasing substantially faster than congestion in peer regions. Congestion levels can be expected to increase based on the shortfall of planned lane-miles compared to regional population growth.
- The percentage of trips taken as single-occupant vehicle trips continues to increase as both the total number of trips increases and the percentage of trips taken as single-occupant trips increases.
- In 1999, Twin Cities citizens experienced 38.4 million hours of delay due to the volume of traffic on the roadway system.
- Despite increasing the region's lane miles by 16 percent from 2000 to 2020, the number of lane miles with congestion is projected to increase 135 percent
- For the past three years, Twin Cities residents cited congestion as the biggest problem in the region by an annual study conducted by Metro State University.

- The number of functionally obsolete bridges in the region (height or capacity limitations) increased from 191 to 326 between 1995 and 2000. The number of structurally deficient bridges increased from 135 to 168 bridges in that time period.

Transit System

- About half of transit service is urban local service and generates about 75 percent of transit ridership. Express service is currently about 14 percent of transit service but generates 17 percent of ridership and is the fastest growing segment of ridership.
- Gross cost per passenger increased at a rate lower than the rate of inflation from 1996 to 2000.
- From 1996 to 2000, passengers per revenue hour for peer systems increased 2.5 percent while it increased 15.1 percent for Twin Cities systems overall. As a result, the Twin Cities systems moved from 79 percent to 89 percent of the peer average—a remarkable achievement.
- The Twin Cities cost to provide transit service was 9.4 percent less expensive than the peer average on a cost per hour of service basis. Twin Cities operating costs per passenger are on par with its peers.
- The Twin Cities ranks high in the percentage of costs recovered from fares. Fare recovery is 31 percent higher than the average for the peers. Twin Cities subsidies per capita are 23 percent lower than average for its peers.

Freight System

- Measured in terms of its 2001 “logistics quotient,” the Twin Cities area ranked 9th among the 100 metropolitan areas examined and first overall among its peers cities.
- In 2000, 91 million tons of freight flowed in and out the region by truck to domestic and international markets.
- Within the Twin Cities region defined by the U.S. Department of Commerce, 37 million tons of freight was carried by truck. An additional 3.4 million tons were shipped by truck/rail intermodal as containerized freight. The total tons shipped had an estimated value of \$192 billion.
- Congestion affects the efficiency of freight mobility in the region and access to freight terminals. Traffic bottlenecks have been identified at approximately 57 locations on the regional highway system.
- In 2000, a total of 62 million tons of freight was moved in and out of the region by rail with a total value of \$53 billion.
- Air cargo traffic through Minneapolis-St. Paul International Airport declined of 3.4 percent during the past five years, while the industry grew almost 50 percent worldwide. MSP competes with Chicago for air freight traffic generated by the region.
- Commercial river navigation is the primary mode to move commodities such as grain from the Twin Cities Port to international markets. At current levels of growth, capacity at the existing 43 terminals is projected to be sufficient until 2010.
- Although overall barge traffic declined by 21 percent between 1990 and 2000, between 1995 and 1999 tonnage shipped increased by 20 percent.

Bikeways and Pathways

- The Twin Cities area has become increasingly involved in including bikeway components into the transportation system. As of 2001, 45 percent of the local comprehensive plans adopted by cities, townships and counties included a bicycle policy section. The use of federal transportation funds for bikeway facilities increased by 40 percent in the 1997-2000 time period compared to the previous three-year cycle.

Long-Range Development Scenarios

The Berkeley, California, consulting firm of Calthorpe Associates lead a public-involvement process intended to produce alternative scenarios for the region's growth over the next 20 years and beyond. These scenarios were used to develop the Metropolitan Council's growth strategy described in its *Blueprint 2030*. (See the discussion about the *Blueprint* in Appendix B and in the main annual report document.)

Participants in stakeholder workshops, focus groups, community dialogues and Council advisory groups identified a number of common themes, which were then confirmed through public opinion research. The themes emerging from the public process were:

- Preserving the character of communities and their sense of place.
- Expanding choice and opportunity for the region's citizens.
- Enhancing the region's prized connections to its land and waters.
- Achieving balance in how the region meets its future needs—for example, a transportation system that balances investments in highways with investments in transit; and investments and incentives that balance the needs of urbanization with the desire to preserve rural and agricultural lands.
- Responding to challenges with effective, workable solutions.
- Incorporating public participation and partnerships with the region's communities in setting directions for action.

Using the themes and ideas generated at the workshop meetings, Calthorpe Associates created three alternative development scenarios for the Twin Cities region—two based on public participation in the workshops and a third based on the 2020 comprehensive plans of local governments in the metropolitan area. (See the summary consultant report on the Council's website at: **[URL in boldface. New URL needed for new index page containing links to the PDF files for the regional scenario reports.]**)

Each scenario for the future illustrates a different way in which the Twin Cities could accommodate the region's next 280,000 households and 360,000 jobs (the amount of growth expected to the year 2020). Ranging from auto-oriented to transit-oriented, the scenarios vary in land consumption, levels of reinvestment, walkable development, density, and other development characteristics. The land use variations in each scenario hold different consequences for regional housing diversity, transportation choice, air quality, public infrastructure costs, agriculture and environmental preservation.

- **Option 1** (current plans scenario) represents the region's future—through 2020—contained in 193 local comprehensive plans developed with intensive effort after hundreds of meetings in local communities. Option 1 shows signs of shifting away from recent development patterns—away from developing at low densities; separating housing, shopping and offices; and investing most in newer areas. This scenario has promising elements (for example, 25 percent of the new housing would be within walking distance of parks, jobs and stores).
- **Option 2**, which emerged from the Council-sponsored workshops, has a balance of compact, auto-oriented development and a greater amount of development emphasizing connections between destinations, especially along transit corridors. It also offers choices for more kinds of housing and reuses underutilized land in urban centers.
- **Option 3**, which is also based on the workshops, goes further in focusing more-compact activity centers along transit corridors. It incorporates the greatest amount of reinvestment and saves the most rural land. It also provides the greatest potential for housing diversity. Both workshop scenarios preserve known green corridors in the region.

Each scenario underwent extensive land use and transportation modeling to measure these consequences and better understand the implications of various regional development patterns. The comparisons conducted by Calthorpe Associates showed that:

- Under Options 2 and 3, the region could save more than \$3 billion in sewer, water and road infrastructure alone. Local communities would experience most (94 percent) of the savings from road and sewers that would not be needed under these scenarios. (Note: These estimates do not include the costs for other publicly provided services such as schools, police or fire protection.)
- By reinvesting in currently underutilized land and by developing with more housing units per acre, the region could significantly reduce its consumption of land for urbanization. As represented in Options 2 and 3, the region could accommodate growth on less than half the land currently planned for it. Reinvesting would preserve 150 square miles of existing agriculture and undeveloped land.
- Option 1 develops significantly more agricultural land and prime agricultural soils than the Options 2 and 3. The agricultural land developed in Option 1 is comparable to all of the new land developed in Option 2, and is nearly 10 percent more than all the new land developed in Option 3. In Option 1, nearly 57,000 acres (89 square miles) of prime agricultural soils were developed, while only 34,000 (53 square miles) and 32,000 acres (50 square miles) are developed in Options 2 and 3, respectively.
- Options 2 and 3 dramatically cut the number of vehicle miles traveled in the region, compared with Option 1. They would reduce the amount of daily travel 2.2 million vehicle miles (Option 2) and more than 3 million vehicle miles (Option 3).
- Air quality indicators substantially improve under Options 2 and 3. Auto emissions—including hydrocarbons, volatile organic compounds, carbon monoxide and nitrogen oxides (the raw materials for the creation of ozone)—are reduced 53 percent by Option 2 and 74 percent (more than 70 tons per day) by Option 3. Most notable is the reduction of carbon monoxide—66 percent and 92 percent, respectively.

(NOTE: The air quality differences identified among Options 1, 2, and 3 relate only to a comparison of incremental differences. The difference in total emissions between the development options is about a 3 to 4 percent reduction. Given the precision of the regional travel demand model, these differences are insignificant.)

- Access to transit is strongly emphasized in Options 2 and 3. Option 1 does not reflect the Council's current transit system plan, which was not available when communities prepared their comprehensive plans. Under Option 2, more than 13,000 new households would be located within one-quarter mile (walking distance) of light-rail, express busways and other major transit corridors; under Option 3, this would be true for 23,000 new households. Similarly, 60,000 households in Option 2 would be added to areas within one-quarter mile of existing bus stops; 90,000 new households under Option 3.
- Compared to Option 1, Options 2 and 3 place more households near regional parks and open space. Option 2 places 20 percent more households within a 2.5-mile radius of regional parks than Option 1; Option 3, 40 percent more households. The number of households within one-half mile of regional and state trails would increase 150 percent (to 25,000 new households) in Option 2 over Option 1, and more than the 200 percent in Option 3 (to 32,000 new households).

Report of the 2002 Mayors' Regional Housing Task Force

In April 2002, the Metropolitan Council appointed the final member of 20 metro-area mayors to the Mayors' Regional Housing Task Force, continuing the work on regional housing that metro mayors began in 2000. The 2002 task force, with some new geographic representation, reviewed the current status of housing, evaluated strategies to increase affordable housing and, developed an action plan to carry out its recommendations. The mayors' report, *Affordable Housing: Making it a Reality*, was released on October 23, 2002.

The task force report is discussed in the main annual report document, with the full text available on the Council's website at: www.metrocouncil.org/planning/housing/housingreport2002.pdf

Appendix B. Policy Plans and Amendments Adopted in 2002 and Related Review Comments of Affected Metropolitan Agencies

Blueprint 2030

Revised Policy Plan. *Blueprint 2030*, adopted by the Metropolitan Council on December 18, 2002, describes a framework for growth that reduces stress on the natural environment, improves mobility in the region, and offers the potential of saving billions of dollars in taxes as the region grows. The *Blueprint* is summarized in the main annual report document.

Comments from Affected Metropolitan Agencies. Comments were received only from the Metropolitan Parks and Open Space Commission, as follows:

October 7, 2002

Ted Mondale, Chair
Metropolitan Council
Mears Park Centre
230 East Fifth Street
St. Paul, MN 55101

Re: Metropolitan Parks and Open Space Commission testimony on *Blueprint 2030*

Dear Chair Mondale:

The Metropolitan Parks and Open Space Commission has reviewed the draft *Blueprint 2030* at its meetings on September 9 and 23 and October 7. The Commission endorses the *Blueprint 2030* and offers the following comments to clarify and strengthen the plan. We have general comments and specific comments for the Council's consideration:

General: The document is silent on reuse of closed landfills and contains no statements on solid waste management. We understand that solid waste management policy/planning in the metropolitan area has been transferred to the Office of Environmental Assistance. However, we feel that the *Blueprint 2030* should address solid waste management in some way since it is a by-product of growth. At a minimum, we suggest that the Council request the Office of Environmental Assistance to coordinate their regional solid waste policy plan with the *Blueprint 2030*.

General: The terms "regionally significant natural resources" and "locally significant natural resources" need to be defined. From the Commission's perspective, lands set aside for mining aggregate resources and prime agricultural lands need to be separated from lands containing high quality terrestrial or aquatic habitat. In cases where aggregate resources and quality habitat exist, the Council needs to balance the benefits of each.

General: We suggest a chart to accompany the Strategy Tables that states who should implement them.

General: There were little or no statements regarding trails in any sections regarding parks and environment. If the trail discussion is mostly related to transportation, then more information should be provided on who funds trails and their definitions. The Commission offers to work with the Council's Transportation division on the joint use of rights of way to meet transportation and recreation purposes.

Page 12-13, lines 514-527: In this section the quantity of water is deemed adequate, yet later and throughout, the protection of recharge areas (like parks) is emphasized. Which is it? How will more development not lead to more impervious surfaces without mitigation? One of the best forms of mitigation is to increase park acreage. This gives the cost of more park land and easements another strong rationale. We do not see that addressed. Also the issue of carbon sequestration, urban heat island cooling, and other energy issues can be a strong rationale for parks and open spaces.

Page 13, lines 541-569: Natural resource corridors are vital and they link parks too. We would like to see a map including those corridors similar to the map for transit and growth corridors. Link current parks (including local) and also the 73,000 acres of Metro Natural Resource Inventory areas. Also please encourage municipalities to provide open space through their park land dedication ordinance powers. As areas become urbanized, municipalities can require developers to set aside park and open space lands, which in turn provide access to open space called for in the *Blueprint*.

Page 15, "opportunities section": Does the Council's transportation policy plan support trail right of way acquisition as part of transit and roadway projects? Strengthen that link since such action would provide additional transportation modes and provide recreational benefits.

Page 14, lines 583-597: Add more emphasis on natural resource protection by other jurisdictions besides regional park implementing agencies. For example, incorporation of natural resource areas into nearby local parks and trails, plus State parks/trails and Scientific and Natural Areas.

Page 21, lines 893-899: The Regional Workshop Scenarios place more households near regional parks and open space compared to the Current Plans Scenario. Care should be taken to protect natural resource areas, viewsheds, corridors, and links to local parks before siting housing.

Page 23, lines 971-973: Please encourage municipalities to provide parks for active and passive uses (athletic fields, neighborhood scale parks) as the region's population grows. Regional parks and park reserves do not provide such recreational amenities, but municipal governments do.

Page 27, lines 115-119: We suggest that "incentive programs" be replaced with "discretionary grant" programs in order to be inclusive and more accurately portray what these grant programs do. Please give examples of "regional goals" to clarify this statement.

Page 31: We suggest that the Council consider adding a strategy in this section that would support a revision of the property tax system that reduces the incentive for communities to promote the construction of higher value housing in order to obtain more tax revenues compared to lower valued homes. For example, a fiscal disparities program could be proposed that would share a portion of the property taxes derived from homes over a certain value with other municipalities comparable to what is done with sharing property tax revenue on commercial/industrial property.

Page 32, lines 1299-1300: Please clarify what "give priority" means. Does it mean the Council will give priority for grants to redevelop regional parks in the reinvestment area over grants to develop parks in the developing area? Or, does it mean that the Council will give priority to grants for park projects located in cities that are accommodating forecasted growth over those cities that are not accommodating forecasted growth? Regarding regional park land acquisition investments, the Metropolitan Council needs to assist local governments to help them meet forecasted growth.

Page 32, Policy 3. Lines 1289-1309: Many of the areas that are to contain limited growth still have possibilities for large park acquisitions. We are thinking of Dakota, Washington and Anoka Counties. How will the Council support the large investments that these may require? We do not see any discussion of additions to the system, other than two circles on the map. In fact on Page 34, there is no mention of large scale protections, and in the Agricultural Preservation Area preserving high-quality soils for agricultural use is the primary focus, but we know that agricultural preservation and natural resource preservation can work together.

Page 34, lines 1395-1397: Please recognize that established units in the natural resource based regional park system require additional investments to complete acquisition and to develop recreation facilities in rural areas to meet metro area-wide outdoor recreation needs.

Page 34, lines 1382-1385 and lines 1392-1393: Please encourage setting aside parks and open space in these policy areas since they are needed to accommodate growth.

Page 38, lines 1546-1574: Policy 5 on page 37 is a good recitation of the problems. However, the "New Measures Needed" section on page 38 does not really address the problems. Natural resources and pollution issues sometimes need to be separated in discussion.

Page 39, lines 1579-97: Please recognize that established units in the natural resource based regional park system require additional investments to complete acquisition and to develop recreation facilities in rural areas to meet Metro area-wide outdoor recreation needs.

The farm as natural habitat and the concept of a good working environment in rural areas is endorsed by the Commission. All areas that are privately owned can benefit from education on stewardship and incentives, especially if they border Natural Resource Inventory lands, Parks, Trails, corridors. How can the Metropolitan Council help with private land stewardship?

Tables on pages 47, 51, 55, 58, 60: If the Metropolitan Council has the authority to "require" instead of "encourage" local governments to implement best management practices that protect the health and integrity of natural systems (air, water, soil, wildlife), please insert "require" for "encourage". For example, when the Council reviews local comprehensive plans, it should require local governments to implement best management practices that protect the health and integrity of natural systems. If the Council doesn't have this authority to require local governments to implement best management practices please consider seeking that authority from the Legislature.

Page 49, Table 2, second bullet: Please recognize that new parks and open spaces need to be created in infill redevelopment areas to serve growth there. The term "reinvest" implies that existing parks and open space infrastructure is adequate, which is not the case.

Page 57, lines 1962-69: Acquisition of conservation easements presents an important and perhaps less costly alternative to fee-title acquisition to protect open space. This tool should be included elsewhere in the plan with regard to protecting natural resource areas.

Page 57, lines 1971-1975: Please recognize that established units in the natural resource based regional park system require additional investment to complete acquisition and develop recreation facilities in rural areas, including the Agricultural Preservation Area to meet the outdoor recreation needs of the Metropolitan region.

On line 1972, either strike "limited" or add "limited to".

Page 65, lines 2183 to 2185: Please delete "have incentive-based tools" and replace it with "buy land or interests in land to protect natural resource areas."

Page 65, line 2186: Please state the basis of protecting 25,000 acres. If it is a best guess, please state what additional analysis should be done to come up with an achievable and realistic goal. On line 2185, we suggest deleting the estimated cost of conservation easements. Finally, we recommend that the plan acknowledge and support efforts of private non-profit organizations and local governments to acquire and oversee enforcement of conservation easements.

We thank the Council for the opportunity to review and comment on the draft *Blueprint 2030*. The Commission looks forward to assisting the Council in implementing strategies related to parks and open space.

Sincerely,

Dave Engstrom, Chair
Metropolitan Parks and Open Space Commission

Regional Recreation Open Space Policy Plan

Amendments to Policy Plan. The Metropolitan Council amended this policy plan to add the following five trail corridors to the regional trail system:

1. The Brooklyn Center/Robbinsdale Corridor.
2. The Crystal/Robbinsdale Corridor.
3. The New Hope/Crystal/Golden Valley Corridor.
4. The Edina/Richfield Corridor.
5. The Northeast Diagonal Corridor encompassing the Burlington Northern Railroad right of way, which is being planned for transit and trail use and which can connect to regional trails on the Mississippi River in Minneapolis with Grass-Vadnais-Snail Lake Regional Park and Highway 96 Regional Trail in Ramsey County.

Adding the trail corridors numbered 1 through 4, above, to the regional system will enable Three Rivers Parks to prepare individual trail master plans that define the final alignment, estimated acquisition (if any) and development costs and address specific development and trail management issues for those trails. Subsequent approval by the Council of individual trail master plans would be the basis for the Council to consider financing that trail's acquisition/construction through the regional parks capital improvement program. Three Rivers Parks and Ramsey County will prepared a joint master plan for the Northeast Diagonal Corridor (numbered 5, above).

Comments from Affected Metropolitan Agencies. No comments received.

Appendix C. 2003 Budget and Program Information

The *Metropolitan Council 2003 Unified Operating Budget*, submitted to the Minnesota Legislature in February 2003, contains detailed budget information and a general description of the Council's proposed program of work in 2003.

Both the budget and the work program are being revised to reflect cuts necessitated by the state budget deficit. The Council is expected to amend its 2003 budget in March 2003.

Appendix D. Legislative Program

The Metropolitan Council's legislative proposals are still under development as of February 2003. They will address appropriations, bonding, policy issues and statutory housekeeping matters.

**Appendix E. Plans, Projects and Applications Submitted to the
Metropolitan Council, January 1 through December 31, 2002**

Appendix E Contents

- Federal Grant and Loan Requests
 - U.S. Dept. of Agriculture
 - U.S. Dept. of Housing and Urban Development
 - U.S. Department of Transportation

- Independent and Metro Agency Plans and Programs

- Local Government Plans and Projects
 - Comprehensive Plan Amendments
 - Revised Comprehensive Plans
 - Water Supply Plans

- Miscellaneous Referrals
 - Critical Area Plans and Projects
 - Housing Bond Plans and Programs
 - Regional Park Master Plans and Budgets
 - Solid Waste Plans and Reports
 - State Disposal System Permits
 - Special Permits
 - Special Transportation Projects
 - State and Federal Assessments and Statements
 - State Grant and Loan Requests

Federal Grant and Loan Requests

U.S. Dept. of Agriculture

Except Housing Programs

Referral	Applicant/Description	Council Action
18702-1	U.S. HUD REALIFE COOPERATIVE OF OSSEO	Favorable

Housing Programs

Referral	Applicant/Description	Council Action
18343-2	MINNEAPOLIS COMMUNITY DEVELOPMENT AGENCY MANY RIVERS APARTMENTS PROJECT	Favorable
18700-1	ST. PAUL LIVING CHOICE COOPERATIVE OF ARUNDEL	Favorable
18701-1	MAPLE GROVE MAPLE GROVE COOPERATIVE	Favorable
18703-1	BLOOMINGTON FRIENDSHIP VILLAGE PROJECT	Favorable
18726-1	RAMSEY COUNTY HOUSING REDEVELOPMENT CHESTNUT HOUSING	
18727-1	RAMSEY COUNTY HOUSING REDEVELOPMENT ST. PAUL LEASED HOUSING ASSOC., LP PROJECT	Favorable
18827-1	US DEPARTMENT OF HUD SUMMERHILL COOPERATIVE OF APPLE VALLEY	Favorable
18855-1	BLOOMINGTON BRISTOL VILLAGE APARTMENTS HOUSING PROGRAM	
18863-1	MINNEAPOLIS VOA SENIOR HOUSING - 1900 CENTRAL AVE.	Favorable
18864-1	ROSEVILLE HUD 213 NEW CONSTRUCTION APPLEWOOD POINTE OF	Favorable

**Federal Grant and Loan Requests
U.S. Dept. of Housing & Urban Development
Multifamily Housing Program (221d4)**

Referral	Applicant/Description	Council Action
18678-1	APPLE VALLEY THE LEGACY OF APPLE VALLEY	Favorable
18720-1	CHASKA NORTH MEADOWS APARTMENT	Favorable
18734-2	GLASER FINANCE BOTTINEAU LOFTS - MINNEAPOLIS HUD APPLICATION	Favorable
18753-1	BROOKLYN CENTER HUD 221D(4)	Favorable
18757-1	BURNSVILLE HOUSING PROGRAM FOR GRAND MARKET APARTMENTS	Favorable
18831-1	ST. PAUL ARBOR POINTE APARTMENTS	Favorable
18835-1	US DEPARTMENT OF HUD GRAMERCY CLUB AT ELM CREEK	Favorable
18869-1	LITTLE CANADA THE LODGE OF LITTLE CANADA FHA/HUD 221 (D)(4)	Favorable

Water Program

Referral	Applicant/Description	Council Action
18717-1	HUGO WATER PERMIT	Favorable
18858-1	US ARMY CORPS OF ENGINEERS MNDOT PERMIT TO FILL 13.06 ACRES OF WETLANDS EXCAVATE 2.92 TRIB.	Favorable
18859-1	US ARMY CORPS OF ENGINEERS MNDOT PERMIT DISCHARGE FILL AND DREDGE ADJACENT TO NINE MILE CREEK	Favorable

U.S. Dept. of Transportation

Airport Program

Referral	Applicant/Description	Council Action
18677-1	METROPOLITAN AIRPORTS COMMISSION CIP 2002	Favorable
18839-1	METROPOLITAN AIRPORTS COMMISSION CIP	Favorable

Highway Programs

Referral	Applicant/Description	Council Action
18707-1	EDEN PRARIE TH 212 RAMP RECONSTRUCTION AT VALLEY VIEW ROAD	

Independent and Metro Agency Plans and Programs

Watershed District Plans

Referral	Applicant/Description	Council Action
18794-1	SOUTH WASHINGTON WATERSHED DISTRICT MINOR PLAN AMENDMENT	Favorable
18796-1	PIONEER - SARAH CREEK WATERSHED DISTRICT DRAFT 2ND GENERATION WATERSHED PLAN	Favorable
18866-1	SHINGLE CREEK & WEST MISSISSIPPI WATERSHED MGMT. COMMISSION WATER RESOURCES MANAGEMENT PLAN	Favorable
18872-1	ELM CREEK WATERSHED MANAGEMENT COMMISSION WATERSHED MANAGEMENT PLAN DRAFT 2ND GENERATION	Unfavorable
18873-1	DAKOTA COUNTY SOIL WATER CONSERVATION NORTH CANNON RIVER WATERSHED MANAGEMENT ORGANIZATION PLAN	Favorable

**Local Government Plans and Projects
Comprehensive Plan Amendments**

Referral	Applicant/Description	Council Action
16243-7	RICHFIELD DENSITY CHANGES ON 782 PARCELS THROUGHOUT	Favorable
16243-8	RICHFIELD TIER II SANITARY SEWER ELEMENT OF THE C.P.	
16323-6	OSSEO 2.6 LAND CHANGE FROM COMMERCIAL TO MULTIFAMILY	Favorable
16323-7	OSSEO NORTH CLINIC EXPANSION	Favorable
16335-3	BAYTOWN TWP REZONING NORMAN DUPRE PROPERTY	Favorable
16397-6	MINNEAPOLIS HIAWATHA LRT STATION AREAS	Favorable
16500-5	CHANHASSEN LAND USE MAP AMENDMENT VASSERMAN RIDGE	Favorable
16519-11	MAPLE GROVE FIELDSTONE PUD	Favorable
16561-8	BELLE PLAINE LAND USE AMENDMENT CHANGE 50 ACRES	
16561-9	BELLE PLAINE CPA CHANGE 231.14 ACRES	
16730-3	NORTH OAKS NORTH OAKS PRESBYTERIAN HOMES PLAN AMENDMENTS	Favorable
16745-3	LONG LAKE UPDATE 2020 LAND USE MAP	Favorable
16799-4	VICTORIA MUSA EXPAND 6.18 DIETHELM PARK FIELD	Favorable
16807-5	SHAKOPEE CPA MUHLENHARDT AMENDMENT 97.8 ACRES	
16907-3	BURNSVILLE 12.34 ACRES CHANGE IN SETTLERS RIDGE SUBDIVISION	Favorable
16907-4	BURNSVILLE CRESTRIDGE DRIVE 8 ACRES	Favorable
16907-5	BURNSVILLE MINNESOTA RIVER QUADRANT	Favorable
16933-4	SHOREVIEW SHOREVIEW ALIANCE CHURCH PLANNED UNIT	Favorable

**Local Government Plans & Projects
Comprehensive Plan Amendments**

Referral	Applicant/Description	Council Action
16954-7	ROSEVILLE ARONA-HAMILIN NEIGHBORHOOD MASTER PLAN 35.98	Favorable
16954-8	ROSEVILLE INCORPORATE THE CO. RD. C FRAMEWORK INTO THE TRANSP. SEC. OF PLAN	Favorable
16954-9	ROSEVILLE ACCESSIBLE SPACE-CP CHANGE HIGH DENSITY LEXINGTON AVE. N. TO ROSELAWN	Favorable
16958-7	LAKEVILLE CPA - PRAIRIE LAKE	Favorable
16958-8	LAKEVILLE BERRES MUSA AMENDMENT	Favorable
16958-9	LAKEVILLE CPA - CROSSROADS 240 ACRES	Favorable
16959-4	CITY OF CARVER CARVER RIDGE PROPERTY	Favorable
16959-5	CARVER CITY HIDDEN BLUFF	Favorable
16961-3	LORETTO 9.3 ACRES REZONING TO FACILITATE DOWNTOWN	Favorable
16963-13	APPLE VALLEY THE LEGACY OF APPLE VALLEY	Favorable
16989-9	GOLDEN VALLEY 1.5 ACRES LAND USE CHANGE SEMI-PUBLIC TO OFFICE	Favorable
16989-10	GOLDEN VALLEY LAND USE CHANGE FROM INDUSTRIAL TO LIGHT INUDSTRIAL	Favorable
16989-11	GOLDEN VALLEY LAND USE CHANGE FOR PROPERTY FROM INDUSTRIAL TO LIGHT INDUSTRIAL 6.4 A	Favorable
16999-2	ROSEMOUNT TRUNK SANITARY SEWER FLOWS TO THE EMPIRE W.W.T.P.	Favorable
16999-3	ROSEMOUNT PARKS, TRAILS AND OPEN SPACE MASTER PLAN	Favorable
17012-3	FOREST LAKE CITY CHANGE LAND USES TO HIGH DENSITY URBAN AND	Favorable
17012-4	FOREST LAKE CPA - WHITCOME/SADOWSKI 25 ACRES FROM COMMERCIAL TO M.D.R.	
17034-8	PRIOR LAKE RED CEDAR HEIGHTS	Favorable

**Local Government Plans and Projects
Comprehensive Plan Amendments**

Referral	Applicant/Description	Council Action
17034-9	PRIOR LAKE THE WILDS NORTH - AMEND THE 2020 COMPREHENSIVE PLAN LAND USE MAP	Favorable
17034-10	PRIOR LAKE JEFFERS POND 160 ACRES	Favorable
17055-7	BLAINE PARTRIDGE PRESERVE SOUTH 2ND ADDITION	Favorable
17055-8	BLAINE CPA TO BLAINES NORTHEAST AREA PLAN	
17074-6	ST. LOUIS PARK BELT LINE INDUSTRIAL PARK AMENDMENT 6 ACRES	Favorable
17090-3	BAYPORT CPA - BAYPORT WEST 245 ACRES	
17096-5	OAK GROVE CPA RESONE 160 ACRES FROM AGRICULTURE TO SINGLE	Favorable
17096-6	OAK GROVE CPA - GEORGE COON PROPERTY REVISED 10 ACRES FROM	Favorable
18028-4	EMPIRE DAKOTA COUNTY HWY MAINTENANCE FACILITY MUSA ADD 21 ACRES	Favorable
18028-5	EMPIRE TOWNSHIP URBAN-RURAL INTERFACE DRAFT SMART GROWTH PILOT	
18055-2	WEST LAKELAND TOWNSHIP LAND USE CHANGES	Favorable
18058-2	BROOKLYN PARK TOWN CENTER AREA	Favorable
18081-6	ANOKA CITY INFORMAL CHAPTER 13 MISS.RIVER CORRIDOR PLAN - CRITICAL AREA, ETC.	
18105-3	CHASKA TRADITIONS AT CLOVER RIDGE	Favorable
18112-2	CRYSTAL DOUGLAS DRIVE CPA	Favorable
18122-3	SAVAGE SEWER EXTENSION TO SHAKOPEE	
18151-3	EAST BETHEL REZONING 70 ACRES	Favorable
18151-4	EAST BETHEL HOUSEKEEPING AMENDMENT FOR HWY 65 COMMERCIAL	Favorable

**Local Government Plans and Projects
Comprehensive Plan Amendments**

Referral	Applicant/Description	Council Action
18152-4	CIRCLE PINES FIREBARN AMENDMENT	Favorable
18152-5	CIRCLE PINES SUPPLEMENT TO FIREBARN TOWNHOME PROJECT - STORMWATER ORDINANCE	Favorable
18158-4	ANDOVER MUSA ADJUSTMENT WOODLAND 2ND ADDITION	Favorable
18158-5	ANDOVER MINOR CHANGE NEIGHBORHOOD BUSINESS DISTRICT	Favorable
18158-6	ANDOVER CHANGE THE LAND USE DESIGNATION (MINOR)	Favorable
18158-7	ANDOVER LAND USE PLAN CHANGE 1.48 ACRES	Favorable
18160-3	CITY OF RAMSEY WEST RAMSEY INDUSTRIAL PARK LAND CHANGE 17.29	Favorable
18160-4	RAMSEY CITY 24.11 ACRES CORNER OF SH 47 ALPINE DR. CHANGE TO MD RESIDENTIAL	Favorable
18160-5	RAMSEY CITY SUNFLOWER RIDGE 18.5 ACRE PARCEL	Favorable
18160-6	RAMSEY CITY LUTZ ACRES (38.91)_	Favorable
18160-7	CITY OF RAMSEY EXPAND MUSA LINE TO 8.79 ACRES TOM THUMB, PLETZER ADDL PINEVIEW ESTATE	Favorable
18160-8	RAMSEY CITY BRIGHTKEYS 25.4 ACRES	Favorable
18160-9	RAMSEY CITY CHANGE TOWN CENTER MIX-USE AREA	Favorable
18160-10	RAMSEY CITY NILES N.E. CPA	Favorable
18160-11	RAMSEY CITY SOUTH OF HIGHWAY 10 CPA (SUNFISH LAKE BLVD. & RIVERDALE BLVD.	Favorable
18160-12	RAMSEY CITY RUM RIVER HILLS GOLF COURSE CPA	Favorable
18166-4	COON RAPIDS BOULEVARD FRAMEWORK PLAN	Favorable
18170-4	COTTAGE GROVE 10 ACRES EXPANSION	Favorable

**Local Government Plans and Projects
Comprehensive Plan Amendments**

Referral	Applicant/Description	Council Action
18170-5	COTTAGE GROVE AMENDING 3.16 ACRES	Favorable
18170-6	COTTAGE GROVE ADDING AND AMENDING HISTORIC PRESERVATION SECTION	Favorable
18170-7	COTTAGE GROVE CPA - LAND USE CHANGE FOR 22.89 ACRES TO COMMERCIAL	
18181-5	COLUMBIA HEIGHTS CPA - ST. TIM'S CHURCH PROPERTY	Favorable
18181-6	COLUMBIA HEIGHTS LANDUSE CHANGE FROM PARK TO INDUSTRIAL LOMIANKI	Favorable
18182-2	MEDINA ROLLING GREEN COUNTRY CLUB (12 ACRES)	Favorable
18182-3	MEDINA LAURENT BOTNAM LAND USE AMENDMENT (115 ACRES)	Favorable
18208-13	PLYMOUTH LAND USE CHANGE IN THE CO DESIGNATION	Favorable
18208-14	PLYMOUTH ADD 5 ACRES TO MUSA AN RECLASSIFY	Favorable
18208-15	PLYMOUTH CO. RD. 73 CORRIDOR STUDY AREA	Favorable
18248-7	HASTINGS NEWLY ANNEXED 13.8 ACRES LD URBAN RESIDENTIAL ADD TO CITY'S MUSA	Favorable
18248-8	HASTINGS GLENDALE HEIGHTS CPA	Favorable
18248-9	HASTINGS CPA- SCHOOLHOUSE SQUARE MIXED USE DEVELOPMENT	Favorable
18274-7	EAGAN SOUTH EAST EAGAN AREA STUDY	Favorable
18274-8	EAGAN BLUE CROSS BLUE SHIELD OF MINNESOTA SPECIAL AREAS	Favorable
18274-9	EAGAN CPA GREYHAWK TOWNHOMES	Favorable
18274-10	EAGAN CPA EAGAN HEIGHTS TOWNHOMES 3RD ADDITION	Favorable
18274-11	EAGAM COMPREHENSIVE GUIDE PLAN TEXT AMENDMENT	Favorable

**Local Government Plans and Projects
Comprehensive Plan Amendments**

Referral	Applicant/Description	Council Action
18304-4	MAPLE GROVE BABAROSSA TERENCE 2ND ADDITION	Favorable
18304-5	MAPLE GROVE CPA LAND USE CHANGE FOR FIVE PROPERTIES ADJACENT	Favorable
18304-6	MAPLE GROVE FISH LAKE TRAILS CPA	Favorable
18304-7	MAPLE GROVE FAIRVIEW MEDICAL CENTER	Favorable
18304-8	MAPLE GROVE LAND USE CHANGE .64 ACRES COMMERCIAL TO HIGH DENSITY RESIDENT.	Favorable
18313-3	HAMPTON CHANGES TO LAND USE MAP	Favorable
18338-3	JORDAN HOUSEKEEPING.40 ACES CHANGE	Favorable
18338-4	JORDAN REZONE .94 ACRES	Favorable
18394-7	MAPLE GROVE FAIRVIEW	Favorable
18444-2	SCOTT COUNTY 5 ACRE CHANGE	Favorable
18452-4	WOODBURY MUSA EXPANSION WASHINGTON COUNTY TRANSPORTATION SO. MAINTENANCE GARAGE	Favorable
18452-5	WOODBURY MUSA EXPANSION RESURRECTION LUTHERAN CHURCH	Favorable
18452-6	WOODBURY MINOR AMENDMENT TO CHAPTER 5 COMPREHENSIVE PLAN	Favorable
18457-4	MINNETRISTA MUSA ADJUSTMENT 3.03 ACRES (BARRACK)	Favorable
18477-6	EDEN PRAIRIE 17.7 ACRES FROM OFFICE TO MEDIAN DENSITY RESIDENTIAL	Favorable
18477-7	EDEN PRAIRIE 72 ACRES THE UNITED HEALTH GROUP MIXED-USE	Favorable
18477-8	EDEN PRAIRIE 1.4 ACRES LAND USE CHANGE	Favorable
18477-9	EDEN PRARIE 10.26 ACRE CHANGE	Favorable

**Local Government Plans and Projects
Comprehensive Plan Amendments**

Referral	Applicant/Description	Council Action
18477-10	EDEN PRAIRIE 1.87 ACRE CHANGE	Favorable
18488-2	CHAMPLIN CPA SUPER TARGET	Favorable
18488-3	CHAMPLIN CPA - COMMERCIAL LAND USE AMENDED FOR 2 LOTS TO MEDIUM DENSITY .942 AC	Favorable
18495-7	INVER GROVE HEIGHTS 0.62 ACES FROM RURAL DENSITY TO LOWER DENSITY	Favorable
18495-8	INVER GROVE HEIGHTS CHANGE LAND USE MAP TO RETAIL 3.66 ACRES	Favorable
18495-9	INVER GROVE HEIGHTS CPA - BRUGGEMAN 4.5 ACRES	Favorable
18495-10	INVER GROVE HEIGHTS CPA - 5.9 ACRES FROM MED-DENSITY TO LIGHT INDUSTRIAL	Favorable
18495-11	INVER GROVE HEIGHTS SEELHAMMER AMENDMENT 1.14 ACRES	Favorable
18608-2	LAKE ELMO MFC PROPERTIES CORP/HINER MINOR	Favorable
18627-2	ARDEN HILLS CPA - LOCAL STORMWATER MANAGEMENT PLAN AND EROSION AND SEDIMENT	Favorable
18756-1	CHANHASSEN CPA LAKE LUCY RIDGE	Favorable
18795-2	EDEN PRAIRIE CPA - CHANGE NEIGHBORHOOD COMMERCIAL TO OFFICE BLUFF COUNTRY VILLAGE	Favorable
18842-1	MINNEAPOLIS PARK AND RECREATION BOARD NORTH MISSISSIPPI REG PK (49TH AVE NO. TRL. FROM SHINGLE CK. TO MISS	Favorable

Local Government Plans and Projects

Revised Comprehensive Plans

Referral	Applicant/Description	Council Action
18488-1	CHAMPLIN COMPREHENSIVE PLAN UPDATE	Favorable
18748-1	CORCORAN 2002 CPU	Favorable
18795-1	EDEN PRAIRIE COMPREHENSIVE PLAN UPDATE DRAFT 2002	
18802-1	SHOREWOOD INFORMAL	

Referral	Applicant/Description	Council Action
-----------------	------------------------------	-----------------------

Water Supply Plans

18495-6	INVER GROVE HEIGHTS CITY WATER TOWER	Favorable
18676-1	LONG LAKE WATER RESOURCES MANAGEMENT PLAN 2001	Favorable
18699-1	BURNSVILLE WATER RESOURCES MANAGEMENT PLAN	Favorable
18710-1	BLOOMINGTON PERMIT - WATER APPROPRIATION	Favorable
18754-1	SAVAGE WATER SUPPLY PLAN AMENDMENT	Favorable
18787-1	APPLE VALLEY INFORMAL WATER SUPPLY	Favorable
18793-1	MINNETONKA BEACH WATER SUPPLY PLAN	Favorable
18812-1	WASHINGTON COUNTY GROUNDWATER PLAN	Favorable
18848-1	SCOTT COUNTY WATER RESOURCE MANAGEMENT PLAN	Favorable
18867-1	SAVAGE WATER SUPPLY PLAN	Favorable
18868-1	APPLE VALLEY WASTER SUPPLY AND DISTRIBUTION PLAN	Favorable
18868-11	APPLEY VALLEY WATER SUPPLY PLAN	Favorable

Miscellaneous Referrals

Critical Area Plans and Projects

Critical Area Review - Plans and Regulations

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18081-5	ANOKA CITY DRAFT CRITICAL AREA AND MISSISSIPPI NATIONAL RIVER AND REC. AREA	
18172-3	CHAMPLIN MISSISSIPPI RIVER CORRIDOR PLAN JULY 2002	Favorable
18852-1	ANOKA CITY INFORMAL DRAFT - CRITICAL AREA PLAN	

Miscellaneous Referrals
Housing Bond Plans and Programs
Housing Bond Program

Referral	Applicant/Description	Council Action
18698-1	ST. LOUIS PARK WEST SUBURBAN HOUSING PARTNERS VII PROJECT	Favorable
18704-1	EDEN PRAIRIE EDEN PRAIRIE LEASED HOUSING ASSOCIATES II LIMITED PARTNERSHIP PROJ.	Favorable
18716-1	NORTH ST. PAUL CEDAR HEIGHTS APARTMENT PROJECT	Favorable
18721-1	BLAINE FRASER PROJECT	Favorable
18722-1	DAKOTA COUNTY COMMUNITY DEVELOPMENT AGENCY GRAND MARKETS APARTMENT PROGRAM	Favorable
18727-2	RAMSEY COUNTY HOUSING AND REDEVELOPMENT AUTHORITY - ST. PAUL MULTI FAMILY RENTAL HOUSING PROGRAM	Favorable
18728-1	STILLWATER CURVE CREST VILLA APARTMENTS PROGRAM	Favorable
18729-1	CHAMPLIN FINANCING PROGRAM FOR CHAMPLIN SHORES PROJECT	Favorable
18729-2	CHAMPLIN CHAMPLIN SHORES PROJECT (AMENDED FINANCING)	Favorable
18733-1	CARVER COUNTY HRA HOUSING BOND PROGRAM SERIES 2002	Favorable
18734-1	MINNEAPOLIS COMMUNITY DEVELOPMENT AGENCY BOTTINEAU LOFTS RENTAL HOUSING PROJECT	Favorable
18735-1	HENNEPIN COUNTY HOUSING AND REDEVELOPMENT AUTHORITY STONE ARCH APARTMENTS PROJECT 2002 SERIES	Favorable
18747-1	MINNEAPOLIS STONE ARCH APT. PROJ. SERIES 2002	Favorable
18747-2	MINNEAPOLIS STONE ARCH APARTMENTS	Favorable
18750-1	EDEN PRAIRIE MULTI-HOUSING, LEASED HOUSING ASSOC., PROJ. SERIES	
18752-1	CARVER COUNTY HRA HOUSING BONDS FOR THE CITY OF WACONIA AND CITY OF	Favorable
18762-1	MINNEAPOLIS KEELER APARTMENTS	Favorable
18762-2	MINNEAPOLIS MULTI HOUSING KEELER APARTMENTS	Favorable

Miscellaneous Referrals**Housing Bond Plans and Programs****Housing Bond Program**

Referral	Applicant/Description	Council Action
18763-1	VICTORIA MOUNT OLIVET ROLLING ACRES, INC.	Favorable
18786-1	ST. PAUL STRAUS APARTMENTS PROJECT	Favorable
18797-1	MINNEAPOLIS SEWARD TOWERS EAST AND WEST	Favorable
18807-1	MINNEAPOLIS WEST RIVER COMMONS	Favorable
18814-1	MINNEAPOLIS SECOND STREET LOFTS	Favorable
18815-1	HOPKINS ST. THERESE S.W. ASSISTED LIVING PROJECT SERIES 2002	Favorable
18816-1	MINNEAPOLIS VOLUNTEERS OF AMERICA PROGRAM 1900 CENTRAL	Favorable
18818-1	MINNEAPOLIS EAST PHILIPS COMMONS II	Favorable
18821-1	DAKOTA COUNTY REGATTA COMMONS PROGRAM	Favorable
18826-1	MINNEAPOPLIS HERITAGE PARK PHASE II ALRICH AND 7TH AVE NORTH	Favorable
18828-1	MINNEAPOLIS CATHOLIC ELDER CARE AT ST. HEDWIG'S SENIOR ASSISTED LIVING HSG PRJT.	Favorable
18851-1	CHASKA CLOVERFIELD COMMONS PROJECT	Favorable
18861-1	OAK PARK HEIGHTS BOUTWELLS LANDING PROJECT	Favorable
18865-1	EAGAN THOMAS LAKE PLACE APARTMENTS	Favorable

Regional Park Master Plans and Budgets**Regional Park Master Plan**

Referral	Applicant/Description	Council Action
18693-1	SUBURBAN HENNEPIN REGIONAL PARK DISTRICT FIRST TIER TRAILS, GREENWAYS AND PARKS MASTER PLAN AUGUST 2000	
18694-1	SUBURBAN HENNEPIN REGIONAL PARK DISTRICT ACQUIRE MASTER PLAN FORT SILVER LAKE SPECIAL RECREATION FEATURE	

Miscellaneous Referrals**Solid Waste Plans and Reports****Solid Waste Facility Permits**

Referral	Applicant/Description	Council Action
18695-1	MINNESOTA POLLUTION CONTROL AGENCY ELK RIVER LANDFILL INC. WASTEMGMT MAPLE GROVE TRANSFER FACILITY	No Comment by
18705-1	MINNESOTA POLLUTION CONTROL AGENCY NSP-RIVERSIDE INDUSTRIAL CAOL ASH TRANSFER- RIVERSIDE GENERATING	No Comment by
18767-1	MINNESOTA POLLUTION CONTROL AGENCY NRG PROCESSING SOLUTIONS EMPIRE ORGANIC PROCESS.	No Comment by
18836-1	MINNESOTA POLLUTION CONTROL AGENCY SKB ENVIRONMENTAL - DAWNWAY LANDFILL	Favorable

State Disposal System Permits

Referral	Applicant/Description	Council Action
18675-1	MINNESOTA POLLUTION CONTROL AGENCY VILLAGE GREEN NORTH MOBILE HOME PARK	Favorable
18711-1	ST. BONIFACIUS SITE PERMIT APPLICATION UPGRADE GREAT RIVER ENERGY SITE PERMIT	Favorable
18712-1	MINNESOTA POLLUTION CONTROL AGENCY JACKSON HEIGHTS MOBILE HOME PARK	No Comment by
18790-1	MINNESOTA POLLUTION CONTROL AGENCY TURTLE MOON INC. TURTLE RUN SOUTH WASTEWATER	No Comment by
18791-1	MINNESOTA POLLUTION CONTROL AGENCY BETHEL WASTEWATER TREATMENT FACILITY	No Comment by
18810-1	MINNESOTA POLLUTION CONTROL AGENCY MONTEREY HEIGHTS AND ROLLING OAKS WASTEWATER TREATMENT FAC.	No Comment by
18854-1	MINNESOTA POLLUTION CONTROL AGENCY SDS PERMIT FLAMINGO TERRACE MOBILE HOME PARK	No Comment by
18874-1	US ARMY CORPS OF ENGINEERS BEAR HOLLOW	No Comment by

Miscellaneous Referrals

Special Permits

National Pollution Discharge Elimination Permit

Referral	Applicant/Description	Council Action
18673-1	MINNESOTA POLLUTION CONTROL AGENCY XCEL PIPELINE ROUTE AND BULK FUEL STORAGE TANKS	Favorable
18680-1	MINNESOTA POLLUTION CONTROL AGENCY AGGREGATE INDUSTRIES	Favorable
18683-1	MINNESOTA POLLUTION CONTROL AGENCY ASHLAND INC. ST. PAUL	Favorable
18689-1	MINNESOTA POLLUTION CONTROL AGENCY KURT MANUFACTURING	Favorable
18690-1	MINNESOTA POLLUTION CONTROL AGENCY INTEK PLASTICS, INC.	Favorable
18706-1	MINNESOTA POLLUTION CONTROL AGENCY COLOGNE W.W.T.P.	Favorable
18724-1	BLAINE WETLAND FILL PERMIT	Unfavorable
18725-1	STILLWATER SEC 10 ST. CROIX RIVER	Favorable
18732-1	UNIVERSITY OF MINNESOTA MINNESOTA LIBRARY ACCESS CENTER	Favorable
18755-1	MINNESOTA POLLUTION CONTROL AGENCY DOMESTIC FILTER BACKWASH WATER TREATMENT	Favorable
18766-1	MINNESOTA POLLUTION CONTROL AGENCY PERMIT APPLICATION FOR ST. CROIX VALLEY W.W.T.P. (METRO COUNCIL)	No Comment by
18769-1	MINNESOTA POLLUTION CONTROL AGENCY NSP/XCEL ENERGY RIVERSIDE GENERATING PLANT	No Comment by
18772-1	NEW PRAGUE NEW PRAGUE W.W.T.F.	Favorable
18773-1	MINNESOTA POLLUTION CONTROL AGENCY WPL MINNEAPOLIS COMPLEX	Favorable
18775-1	MINNESOTA POLLUTION CONTROL AGENCY MINNEGASCO ENERGY DISTRIBUTION SYSTEM LOCATED THROUGHOUT THE STATE	Favorable
18779-1	MINNESOTA POLLUTION CONTROL AGENCY BP PIPELINES MN CORRIDOR S.E. QUADRANT HASTINGS	No Comment by
18780-1	MINNESOTA POLLUTION CONTROL AGENCY SELLER WORLD TRADE/MN WORLD TRADE CENTER	No Comment by
18781-1	MINNESOTA POLLUTION CONTROL AGENCY U.S. BANK-WEST SIDE FLATS	Unfavorable

Miscellaneous Referrals**Special Permits****National Pollution Discharge Elimination Permit**

Referral	Applicant/Description	Council Action
18785-1	U.S. ARMY CORP OF ENGINEERS PERMIT TO DISCHARGE DREDGE AND FILL IN 32 ACRES	Favorable
18792-1	MINNESOTA POLLUTION CONTROL AGENCY MARATHON ASHLAND PETROLEUM	No Comment by
18801-1	MINNESOTA POLLUTION CONTROL AGENCY BELLE PLAINE W.W.T. FACILITY	No Comment by
18806-1	WALDORF CORPORATION WALDORF CORPORATION	No Comment by
18813-1	MINNESOTA POLLUTION CONTROL AGENCY MINNTECH CORP. PLYMOUTH (RECEIVING WATER PARKERS	No Comment by
18819-1	MINNESOTA POLLUTION CONTROL AGENCY PECHINEY PLASTIC PKG. INC.	No Comment by
18820-1	MINNESOTA POLLUTION CONTROL AGENCY MCLAUGHLIN GORMLEY KING CO. CHASKA	No Comment by
18823-1	MINNESOTA POLLUTION CONTROL AGENCY THERMOTECH DIVISION OF MENASHA CORP HOPKINS	No Comment by
18829-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE FILL AND DREDGED MATERIAL IN WETLANDS	No Comment by
18830-1	U.S. ARMY CORPS OF ENGINEERS FIELDSTONE DEVELOPMENT DISCHARGE, FILL AND DREDGED MATERIALS WETLANDS	No Comment by
18833-1	US ARMY CORPS OF ENGINEERS PERMIT DREDGE MATERIAL FILL PART OF POND TRIBUTARY ELM CREEK	No Comment by
18834-1	U.S. ARMY CORPS OF ENGINEERS DISCHARGE DREDGE FILL UNNAMED WETLANDS DEER TRAIL ACCESS	Favorable
18843-1	MINNESOTA POLLUTION CONTROL AGENCY 3M COTTAGE GROVE	Favorable
18846-1	MINNESOTA POLLUTION CONTROL AGENCY NSP-EXCEL ENERGY HIGH BRIDGE GENERATING PLANT	Favorable
18849-1	MINNESOTA POLLUTION CONTROL AGENCY BLACK DOG GENERATING PLAN NSP BURNSVILLE	No Comment by
18850-1	MINNESOTA POLLUTION CONTROL AGENCY ROGERS WASTEWATER TREATMENT FACILITY	No Comment by
18856-1	MINNESOTA POLLUTION CONTROL AGENCY GLEN REHBIEN CO. DISCH. INTO 2.75 ACRES OF CLEARWATER CRK. (ONEKA PONDS)	No Comment by
18875-1	MINNESOTA POLLUTION CONTROL AGENCY WILLIMAS PIPELINE IN ROSEMOUNT	Favorable

Miscellaneous Referrals**Special Permits****National Pollution Discharge Elimination Permit**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18876-1	MINESOTA POLLUTION CONTROL AGENCY EMPIRE W.W.T.F. IN FARMINGTON	Favorable
18877-1	MINNESOTA POLLUTION CONTROL AGENCY ST. PAUL HIGH BRIDGE GENERATING PLANT	Favorable

Well Permit

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18356-1	JORDAN WELLHEAD PROTECTION PLAN	Favorable
18462-2	BURNSVILLE WELLHEAD	Favorable
18679-1	STILLWATER WELLHEAD PROTECTION PROGRAM OAKLAND JUNIOR HIGH	Favorable
18686-1	ANOKA-HENNEPIN AREA SCHOOL DISTRICT (MCKENNELLY SCHOOL) HAM LK WELLHEAD PROTECTION	Favorable
18696-1	BLAINE WELLHEAD PROTECTION	In Process, 10/31
18739-1	WASHINGTON COUNTY WELL - INDIAN HILLS GOLF COURSE AND HOMES	Favorable
18740-1	SPRING LAKE PARK WELL PROTECTION PLAN PART I	Favorable
18811-1	BLOOMINGTON WELLHEAD	Favorable
18837-1	LORETTO WELLHEAD PROTECTION	Favorable

Special Transportation Projects**Controlled Access Highway**

<i>Referral</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18691-1	DAKOTA COUNTY CONTROLLED ACCESS APPROVAL FOR CSAH 60/I-35	Favorable
18708-1	MINNESOTA DEPARTMENT OF TRANSPORTATION CONTROLLED ACCESS APPROVAL OF TH12 REALIGNMENT (LONG LAKE BYPASS)	

Miscellaneous Referrals**State and Federal Assessments and Statements****Environmental Assessment Worksheet - State**

Referral	Applicant/Description	Council Action
16663-2	COTTAGE GROVE AUAR WEST DRAW KOHL'S DEVELOPMENT	Favorable
18241-4	SHAKOPEE FAUAR SUPPLMENT GREEN COPORATE CENTER	Favorable
18241-5	SHAKOPEE SUPPLEMENT TO VALLEY GREEN CORP CENTER	Favorable
18401-2	BLAINE EAW NATIONAL MARKET CENTER	Favorable
18640-2	HUGO FINAL AUAR FOR EVERTON AVE DEVELOPMENT	Favorable
18655-2	BLOOMINGTON FINAL AUAR BLOOMINGTON AIRPORT SOUTH DISTRICT	Favorable
18672-2	BROOKLYN PARK FINAL AUAR OXBOW COMMONS/MUIR PARK VILLAGE	Favorable
18681-1	INVER GROVE HEIGHTS BITUMINOUS ROADWAYS INC.	Favorable
18682-1	GRANT TWP EAW INDIAN HILLS COUNTRY CLUB	Unfavorable
18684-1	WOODBURY WOODBURY EAST AUAR	
18684-2	WOODBURY FINAL WOODBURY EAST AUAR	Favorable
18685-1	ARDEN HILLS GATEWAY BUSINESS CENTER	Favorable
18692-1	RICE CREEK WATERSHED DISTRICT EAW MOUNDSVIEW.HWY 10 REGIONAL POND PROJECT	Favorable
18697-1	EAST BETHEL CEMSTONE PRODUCTS CO.READY MIX PLANT	Favorable
18709-1	MINN. ENVIRONMENTAL QUALITY BOARD ISLAND STATION POWER PLAN	Unfavorable
18714-1	MINNESOTA POLLUTION CONTROL AGENCY BELLE PLAINE W.W.T. FACILITY EXPANSION	Favorable
18719-1	APPLE VALLEY EAW - THE LEGACY OF APPLE VALLEY	Favorable
18723-1	DAKOTA COUNTY EAW COUNTY ROAD 28 EXTENSION FROM TH 149 TO TH 3	Favorable

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment Worksheet - State

Referral	Applicant/Description	Council Action
18730-1	MINNESOTA POLLUTION CONTROL AGENCY N.E. AREA TRUNK SANITARY SEWER PROJECT	Favorable
18731-1	LAKEVILLE PRAIRIE LAKE RESIDENTIAL DEVELOPMENT-EAW	Favorable
18737-1	MINNESOTA DEPARTMENT OF TRANSPORTATION PROPOSED DIAMOND INTERCHANGE TH169 ON CSAH 6/CR	Favorable
18738-1	HASTINGS GLENDALE HEIGHTS SUBDIVISION	Favorable
18742-1	EAGAN DRAFT AUAR BLUE CROSS BLUE SHIELD CAMPUS	Favorable
18742-2	EAGAN FINAL AUAR PART 1 BLUE CROSS/BUE SHIELD MAIN CAMPUS EXPANSION	Unfavorable
18746-1	MINNESOTA POLLUTION CONTROL AGENCY ELM CREEK INTERCEPTER- MEDINA LEG	Favorable
18751-1	BROOKLYN PARK OXBOW CREEK RESIDENTIAL DEVELOPMENT 144 ACRE SITE	Favorable
18758-1	SHAKOPEE RIVERPLACE OF SHAKOPEE	Favorable
18759-1	SAVAGE TRUNK SANITARY SEWER EXTENSION (MPCA)	Favorable
18765-1	MINNEAPOLIS ABBOTT NORTHWESTERN HOSPITAL CAMPUS	Favorable
18768-1	MAPLE GROVE FIELDSTONE RESIDENTIAL DEVELOPMENT	Favorable
18774-1	WOODBURY WYNDHAM PONDS	Favorable
18782-2	EAGAN FINAL AUAR FOR CEDAR GROVE REDEVELOPMENT AREA	Favorable
18783-1	ST. PAUL EMERALD GARDENS/HARVESTER PLACE RESIDENTIAL DEVELOPMENT	Favorable
18789-1	LAKEVILLE PRELIM.CSAH 5/50 FROM KLAMATH TRAIL TO 185TH INCLUD. INTERCHANGE I35	
18799-1	LAKEVILLE CROSSROADS DEVELOPMENT MIXED-USE	Favorable
18803-1	MINNESOTA ADMINISTRATION DEPT. OF AGRICULTURE HEALTH AND HUMAN SERVICES BUILDINGS AND LABATORY	Favorable

Miscellaneous Referrals**State and Federal Assessments and Statements****Environmental Assessment Worksheet - State**

Referral	Applicant/Description	Council Action
18804-1	MINNESOTA DEPARTMENT OF TRANSPORTATION TH 169 INTERCHANGE AT CSAH 6 AND CO.RD. 64 IN BELLE	Favorable
18808-1	OAK GROVE EAW - DJ PROPERTIES OF ANDOVER RESIDENTIAL	Favorable
18809-1	MINNESOTA POLLUTION CONTROL AGENCY PINE BEND LANDFILL EXPANSION	Favorable
18817-1	BAYPORT EAW BAYPORT WEST DEVELOPMENT	Favorable
18824-1	MINNESOTA POLLUTION CONTROL AGENCY MCES EMPIRE T.P. EXPANSION AND EFFLUENT OUTFALL	Favorable
18825-1	MINNESOTA POLLUTION CONTROL AGENCY WASTE MANAGEMENT TRANSER FACILITY FOR ST. PAUL	Favorable
18832-1	ARDEN HILLS AUAR GUIDANT CAMPUS MASTER PLAN DRAFT	Favorable
18838-1	METROPOLITAN AIRPORTS COMMISSION EAW CIP CITY OF ST. PAUL DOWNTOWN AIRPORT	Unfavorable
18840-1	LINO LAKES EAGLE BROOK CHURCH EAW	Favorable
18841-1	HAM LAKE SCHOUMAKER MINING OPERATION EAW	Favorable
18845-1	NEW BRIGHTON DRAFT AUAR N.W. QUADRANT REDEVELOPMENT PROJECT	Favorable
18845-2	NEW BRIGHTON FINAL AUAR NORTH WEST QUADRANT REDEVELOPMENT	Favorable
18847-1	HENNEPIN COUNTY STATE AID HIGHWAY 23 BRIDGE	Favorable
18860-1	HENNEPIN COUNTY CSAH 10 RD CONSTRUCT. VICKSBURG LANE TO WEST WEDGEWOOD LANE	
18870-1	LAKEVILLE EAW FOR NEW SECOND HIGH SCHOOL ISD#194	Favorable
18878-1	MAPLEWOOD DRAFT AUAR LEGACY VILLAGE	

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment or Statement - Federal

Referral	Applicant/Description	Council Action
18619-2	MINNESOTA ARMY NATIONAL GUARD FINAL INTEGRATED CULTURAL RESOURCES MGMT PLAN 2002-2006 ARDEN HILLS	
18743-1	U.S. ARMY CORPS OF ENGINEERS DRAFT REPAIUR SOUTH ST.PAUL FLOOD CONTROL PROJECT MISS. RIVER	Favorable
18749-1	US ARMY FINAL EA AND DRAFT FINDING NO SIGNIFICANT IMACT FOR LAND ACQ. (MAC)	Favorable
18760-1	MINNEAPOLIS DISPOSITION ACQUISITION DEMOLIT. @ NEW CONSTRUCT.PHILLIPS CHILD.CTR	
18761-1	U.S. DEPT. OF THE INTERIOR DRAFT MN VALLEY NATL WILDLIFE REFUGE & MN VALLEY WETLAND MGMT DIST.	Favorable
18770-1	MINNEAPOLIS MPLS FY 2002 CONSOLID. PLAN FOR HSG AND COMMUNITY DEVELOPMENT	Favorable
18771-1	MINNEAPOLIS INERIOR RENOVATION OF THE PHILLIPS PROJ. & PHILLIPS CHILD. CENTER	Favorable
18777-1	MINNEAPOLIS PURCHASE SINGLE FAMILY HOUSING TWO UNITS	Favorable
18778-1	MINNEAPOLIS PURCHASE OF SINGLE-FAMILY HOUSING UNITS	Favorable
18782-1	EAGAN DRAFT CEDAR GROVE REDEVELOPMENT AREA AUAR	Favorable
18805-1	MINNESOTA DEPARTMENT OF TRANSPORTATION I694/I35E INTERCHANGE IN RAMSEY ON	Favorable
18822-1	MINN. DEPARTMENT OF CORRECTIONS REPLACEMENT HOUSING FOR LINO LAKES CORRECTIONAL	Favorable
18844-1	METROPOLITAN AIRPORTS COMMISSION DRAFT IMPLEMENTATION OF A DEPARTURE RUNWAY 17 ST. PAUL AIRPORT	Favorable
18853-1	DAKOTA COUNTY CSAH 31 RECONSTRUCTIONS AND TRANSIT STATION CONSTRUCTION PROJECT	Favorable
18862-1	MINNEAPOLIS REHAB EXISTING MIGIZI BUILDING	Favorable
18871-1	MINNESOTA DEPARTMENT OF TRANSPORTATION CONST.OF INTERCHANGE AT TH169 & PIONEER & IMPROVE. AT TH169/I-494	Favorable

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Impact Statement - State

Referral	Applicant/Description	Council Action
16402-5	MINNESOTA DEPARTMENT OF TRANSPORTATION FINAL EIS NORTHSTAR CORRIDOR VOL. 1 AND 2	
18402-5	MINNESOTA DEPARTMENT OF TRANSPORTATION FINAL EIS NORTHSTAR CORRIDOR	Favorable
18800-1	METROPOLITAN AIRPORTS COMMISSION DRAFT - ANOKA CO. BLAINE AIRPORT AND NATIONAL YOUTH GOLF COURSE	Favorable

State Grant and Loan Requests

Dept. of Transportation

Bridge Program

Referral	Applicant/Description	Council Action
18718-1	MINNESOTA DEPARTMENT OF TRANSPORTATION APPLICATION FOR BRIDGE FUNDS CSAH 153	Favorable
18736-1	SCOTT COUNTY BRIDGE FUNDS REDWING AVE.	Favorable
18741-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE FUNDS OLD BRIDGE #90470 NEW BRIDGE NO.27A70 OVER BNSF RAILROAD	Favorable
18744-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE FUNDS OVER CHUB CREEK IN SCIOTA	Favorable
18745-1	MINNESOTA DEPARTMENT OF TRANSPORTATION BRIDGE FUNDS OVER VERMILLION RIVER CITY VERMILLION	
18764-1	MINNESOTA DEPARTMENT OF TRANSPORTATION VERMILLION OVER SO, BRANCH OF CSAH 66	Favorable
18776-1	MINNESOTA DEPARTMENT OF TRANSPORTATION MISSISSIPPI RIVER (WAKOTA BRIDGE)	
18788-1	CARVER COUNTY REPLACE BRIDGE 3505, S.TEIGER LAKE LANE OVER TRAIL AND HCRRA	Favorable
18798-1	MINNESOTA DEPARTMENT OF TRANSPORTATION WASHINGTON COUNTY STATE BRIDGE FUNDS HARDWOOD	Favorable
19764-1	MINNESOTA DEPARTMENT OF TRANSPORTATION VERMILLION OVER SOUTH BRANCH OF THE VERMILLION	