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A photograph of two scientists, a woman and a man, in a laboratory setting. They are both wearing white lab coats and safety glasses. The woman is on the left, and the man is on the right, holding a small glass bottle. They are standing behind a lab bench with various glassware and equipment. The background is slightly blurred, showing more of the lab environment.

Vision Opportunity Service

2011 ANNUAL REPORT

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Council Mission

*To foster efficient and
economic growth for a prosperous
metropolitan region.*

Contents

1 Message from the Chair

2 Vision

Setting a vision for the region
Creating jobs and economic vitality
Expanding the regional transit network
Creating a more sustainable future

10 Opportunity

Ensuring inclusion: Corridors of Opportunity
Engaging the community
Spurring private investment
Guiding parks and trails funding
Meeting regional housing needs

20 Service

Delivering outstanding transit service
Helping keep the region's rivers clean
Exercising strong financial management

Cover photo: Roxanne Franta and Arthur Minus test water samples in the lab at the Council's Metro Wastewater Treatment Plant.

Message from the Chair



The Metropolitan Council is an organization on the move. During the past year, the new Council clarified its vision for the region, dedicated resources to expanding opportunities for all metro residents, and continued the Council's long tradition of outstanding wastewater, transit and housing services.

Many of the Council's 2011 highlights are detailed in this report. The critical element of so many of these accomplishments is the steadily growing list of Council partners. It continues to be an honor and a pleasure to collaborate with so many talented community leaders, local officials and civic-minded citizens.

The coming year promises to be a busy one for the Council as we embark on a new Transit-Oriented Development grant program, begin preliminary engineering of the Southwest light rail line, continue heavy construction on Central Corridor and pursue our multi-sector Corridors of Opportunity collaboration. The accomplishments and successful partnerships of 2011 position us well for success in the coming year.

Together, we will continue to pursue our shared vision of a region that offers tremendous opportunities for all residents and outstanding basic services to every member of the community.

Sincerely,

A handwritten signature in blue ink that reads "Susan Haigh".

Susan Haigh
Chair, Metropolitan Council



Vision

Setting a vision for the region

The Metropolitan Council is beginning to create the 2040 Regional Development Framework, which sets a 30-year vision for the region and the policies, goals and strategies to achieve it.

The 2040 Framework will build on the many strengths of the seven-county metro region, including:

- A diverse economy and well-educated workforce
- Business innovation, numerous corporate headquarters, and prospects for job growth and investment
- Abundant water supplies, and access to beautiful recreational and natural areas through parks and trails
- A regional agency that plans for the future and operates efficient transit, wastewater treatment and housing services

To remain competitive, the region needs to harness those strengths and respond to challenges, such as: global competition and economic uncertainties; housing foreclosures and affordability issues; transit

funding shortfalls and infrastructure needs; and the fiscal challenges of an aging population.

In the initial stage of discussion, the Council is focused on three main priorities:

- Create a 21st century transportation and transit system with a sustainable financing structure that allows the region to grow and be healthy and vital.
- Build and preserve vibrant, strong communities that offer a range of affordable housing opportunities for all.
- Play a leadership role in increasing and preserving economic opportunities throughout the region.

The Council is planning an extensive outreach effort for the development of the new 2040 Framework, which will involve local officials, business leaders, community organizations and other stakeholders. The effort will place a special emphasis on reaching historically under-represented groups, such as new immigrants and low-income households. The 2040 Framework will be completed by 2014.

“The Council is the best positioned of any institution to address regional infrastructure needs.”

*- Michael Langley
CEO, GREATER MSP*



Michael McHugh of Midwest Construction Group reviews Central corridor LRT plans with a construction worker.



Michael Langley, CEO of GREATER MSP

GREATER MSP: Advancing the region

When it comes to singing praises, the Minneapolis-St. Paul metro region could use a little coaching. Enter Michael Langley. An industry leader in economic development, the former corporate CEO was chosen by the regional business leaders of The Itasca Project as CEO of a new private-public partnership called GREATER MSP.

“This region has such a wonderful story to tell,” Langley said from his office atop the St. Paul skyline. “We have such a strong and diverse economy, but our heritage is more than our economy. Our culture, our work ethic and the aggregation of talent we have is something every region should aspire to. And our quality of life is absolutely world class.”

GREATER MSP’s mission is to stimulate job growth and capital investment in the region. This aligns closely with the Council’s long-range vision for the region.

“We focus on three things: marketing and promoting the region; developing a regional economic development strategy that we can all align with; and creating a coordinated economic development process so that business clients have a quarterback to lead the way,” Langley explained.

GREATER MSP and the Metropolitan Council are natural partners, because of the Council’s role in the region.

“The Council is the best positioned of any institution to address regional infrastructure needs,” Langley said. “We need to preserve that and improve on it as we go forward. To the extent the Council can make it easier for our region to get things done, by coordinating efforts on behalf of the entire region, then that translates into more investment, more job creation and savings of public resources.”



A construction worker grinds rail to remove irregularities at the Union Depot station in downtown St. Paul.

Creating jobs and economic vitality

Excitement is growing as the Central Corridor light rail line takes shape. Along with rail construction, more than 5,100 units of new market-rate and affordable housing are completed, under construction or planned, and new businesses and organizations are also locating in the corridor.

In April 2011, the federal government committed to paying half the cost of the \$957 million LRT project. By year's end, the project was nearly 40% complete, with service on track to begin in 2014.

As of Dec. 1, the project created more than 2,300 jobs. The project also achieved overall workforce participation of 17.7% minority and 6.5% women, and Disadvantaged Business Enterprise participation by construction contractors of 13%. By the time of completion, construction of the line will have created roughly 3,400 jobs.

The Council recognized the challenges to local businesses on the corridor and took steps to mitigate construction impacts. Funding partners, including the Council, are providing \$11.1 million in assistance, including \$6 million in forgivable loans and grants. The Council also funded a \$1.2 million marketing campaign for corridor businesses.

Marvin Plakut, president and chief executive officer of Episcopal Homes, takes a long view on the construction. "I keep coming back to this: Let's keep our eye on the prize. The Midway district of St. Paul is going to be a substantially superior place to live, work and have fun after light rail is finished than before it was started."

Vision

Expanding the regional transit network

The Council secured federal approval in 2011 to enter preliminary engineering on Southwest Corridor light rail. The project will promote regional economic development, and help reduce congestion and air pollution. Southwest LRT is one of only 12 projects nationwide to achieve this status.

This federal approval is a major step toward winning federal matching funds and building the 15-mile LRT line between downtown Minneapolis and Eden Prairie. The project is expected to create 3,800 jobs, with payroll forecasted to equal about a quarter of the project cost.

Two years after the Northstar commuter rail line began service from Minneapolis to Big Lake, a new station is under construction in the City of Ramsey. The station is expected to attract an additional 200 commute trips each day to the service.

Planning is under way in several other regional corridors, which will advance the Council's vision of a robust 21st century transit network in the region:

- The Hennepin County Regional Railroad Authority is conducting an alternatives analysis for the Bottineau Corridor, which runs northwest from downtown Minneapolis and parallels County Highway 81 for much of the route.
- The Gateway Corridor Commission is leading a study of transit alternatives in the Gateway Corridor, which overlays I-94 from St. Paul to the Wisconsin border.
- The Red Rock Corridor Commission developed preliminary concept plans for transit stations in Hastings, Cottage Grove, Newport and St. Paul. The goal is to build a stronger ridership base to support a future transition from coach buses to commuter rail.
- The Rush Line Corridor Task Force approved a second year of funding for commuter coach service in the corridor between Forest Lake and downtown St. Paul.

Speeding up urban bus service

Metro Transit is evaluating the suitability of 11 urban corridors for "rapid bus" service. Ridership in these already productive corridors could be increased with more frequent service and faster travel, made possible by off-board fare payment, all-door boarding, upgraded stations and traffic signal improvements.

Rapid bus is successful in other regions, resulting in 15% to 25% better travel times and 20% to 40% increases in ridership. In early 2012, Metro Transit expects to complete the evaluation and identify the first corridors for implementation.



Providing transit riders with real-time arrival and departure information is one way Metro Transit uses innovative technology to improve service.

Vision



Apple Valley Chamber of Commerce President Ed Kearney and Mayor Mary Hamann-Roland are a team to reckon with. They've listened well and worked hard to bring businesses, the city and Dakota County together to ensure that construction and operation of BRT, and the associated development it will attract, is a win for everyone.

Attracting employers to Cedar Avenue

Business and government leaders in the Twin Cities metro area are speaking with one voice on the importance of transit investments for spurring economic growth.

Just listen to Apple Valley Mayor Mary Hamann-Roland and Apple Valley Chamber of Commerce President Ed Kearney, who have worked tirelessly to bring bus-rapid transit (BRT) to Cedar Avenue and ensure that its construction and operation are a win-win for businesses, the community and the region.

“Cedar Avenue will be the first BRT in Minnesota, and we’re already seeing how it can be catalytic for business growth on this corridor,” Hamann-Roland said. “Despite the difficult economy, existing employers are expanding and new ones are knocking at our door. When we talk to business leaders looking to locate here, transit options for their workers is definitely part of the conversation.”

That conversation also includes development that will attract millennials, which Kearney said is the generation that is key to future business success. In 2011, Apple Valley was one of six communities across the nation to win a grant to work with an American Institute of Architects Sustainable Design Team to create a development plan for the corridor.

Cedar Avenue BRT

- All-day, station-to-station service
- New low-floor buses, advance fare purchase, station amenities
- First phase open for service in 2012
- First phase construction cost: \$112 million
- Operated by Minnesota Valley Transit Authority

“To compete for the types of business we want, we need transit, high-speed broadband, walkable connections between housing, work, shopping and entertainment, and options for active fitness.”

- Mary Hamann-Roland, Apple Valley mayor

“We want to create a sense of place that the millennials will want to call home and residents from 30 miles away will consider a destination.”

Because BRT service and new development will be phased in over several years, the community will “have to be patient before we see big ridership numbers,” Kearney said. “But as companies grow on the corridor, so will ridership.”

“Businesses have been all for transit and anything that assists customers, as long as during the transit construction stages, general access is maintained,” he added. “The county has worked with us consistently to ensure access and we’re pleased with the county/chamber/city planning partnership.”

The Metropolitan Council is the conduit for all federal and state transit funding for Cedar Avenue BRT construction, as well as some local funds for buses and operations. The Council provides technical support to the project, ensures compliance with federal rules and regional policies, and assists with service planning.

Vision

Creating a more sustainable future

Metropolitan Council Environmental Services (MCES) reaped gold in 2011.

MCES, which collects and treats the vast majority of the region's wastewater, earned a Gold Award from Xcel Energy for achieving the highest electrical savings of all the utility's large commercial and industrial customers in Minnesota between January 2010 and June 2011.

MCES cut its electrical use by 11.2 million kilowatt hours, the equivalent of unplugging more than 1,200 homes from the grid. MCES has reduced its annual electrical costs by \$2.5 million from 2006, the year it embarked on a massive energy conservation effort.

"MCES was one of our first customers to take a holistic approach to energy management," said Xcel Energy Regional Vice President Laura McCarten. "They started with a comprehensive review of exactly where and how they use energy, set goals to use energy more efficiently, created a plan to meet those goals and drove awareness across the agency."

Some of MCES's biggest energy savings were identified through a series of process efficiency studies funded in large part by Xcel Energy.

"MCES is an outstanding partner," McCarten said. "They set aggressive but achievable goals, hired a dedicated energy champion to lead the effort, and have the unwavering support of upper management."

The agency has set new, more aggressive goals for the future. By 2020, MCES aims to use half the fossil fuel it did in 2006, producing savings for ratepayers and reducing fossil-fuel pollution.

"Engineers, operators and managers are all becoming champions of energy savings in our day-to-day operations," said MCES General Manager Bill Moore. "This effort has been so successful that I am confident we can achieve much more in the future."

The Council's wastewater collection and treatment system is financed entirely by user fees. Municipal customer rates are about 40% lower than the national average, according to the National Association of Clean Water Agencies.



Lighting was replaced in five miles of tunnels at the Metro Plant, resulting in a major energy savings.



Xcel Energy Regional Vice President Laura McCarten talks with Metro Plant Director Mike Mereness about the plant's energy conservation successes.

Achieving big energy savings

Energy conservation is a major focus of the Council's efforts to operate efficiently, reduce costs and be wise stewards of valuable resources. The Council is achieving major energy savings in both transit and wastewater treatment operations.

A 2008 energy audit by Xcel Energy of Metro Transit's five bus garages and bus maintenance facility led to new conservation strategies. In 2011, Metro Transit saved roughly \$1.7 million in utility costs and reduced CO₂ emissions by more than 6,000 tons over 2008 as a result of measures such as automated building controls, efficient lighting and high-speed insulated garage doors. By the end of 2012, these improvements are expected to have fully paid for themselves.

Fuel economy on the Metro Transit bus fleet improved 9% since 2007, resulting in the use of 634,000 fewer gallons of diesel fuel and \$2 million in savings. The savings is largely due to technological and operational improvements, including the deployment of fuel-efficient hybrid-electric buses. Currently, 97 of Metro Transit's buses are hybrids, about 11% of the fleet.

Metro Transit will take delivery of two next-generation hybrid buses in 2012, thanks to a \$1.2 million federal grant. Metro Transit will continue to work with University of Minnesota researchers to study optimum deployments of these buses to further maximize fuel economy.

Opportunity



Julie Peck, owner of Lucy's Coffee Café in the Griggs-Midway Building on University Avenue in St. Paul, chats with Central Corridor Community Outreach Coordinator Rita Rodriguez. Peck opened the business in summer 2011, during light-rail construction.

Ensuring inclusion: Corridors of Opportunity

A three-year, multi-sector partnership called **Corridors of Opportunity** kicked off in 2011. Business leaders, foundations, nonprofits, neighborhood residents, local government and the Council are collaborating to strategically invest over \$20 million to leverage more investment and create long-term jobs, affordable housing and sustainable communities along the region's emerging transitway system.

The initiative is led by a 24-member policy board, which Council Chair Sue Haigh co-chairs. It funds affordable housing activities and transit-oriented development, as well as research and planning activities on seven established and emerging transit corridors. Funds come from a \$5 million HUD Sustainable Communities Regional Planning Grant and \$16 million in private funding through the Living Cities Integration Initiative.

Goals adopted by the Corridors of Opportunity board:

- Align transit planning with land use, affordable housing, workforce & economic development
- Engage historically under-represented communities in planning and decision-making
- Expand access to jobs and affordable housing
- Enhance regional economic competitiveness
- Align public and philanthropic investment to leverage robust private investment
- Accelerate expansion of the transit system
- Incorporate lessons learned to create a regional plan for sustainable development

One program within the initiative engages groups that have been historically under-represented in planning and development decisions. In addition to ensuring inclusion of communities of color, new immigrants, people with disabilities and people with low incomes, the initiative aims to build leadership capacity in those communities, and change the culture of organizations and government for the long-term so that effective inclusion becomes normal business practice. The ultimate goal is to ensure that people of all backgrounds and incomes share in the benefits of transit investments.

The Vision:

Transitway corridors will guide our region's growth, vitality and competitiveness. Development along transitways will create distinctive places and strengthen local assets while increasing ridership and expanding access to jobs, affordable housing and essential services for residents of all incomes and backgrounds.

The initiative focuses on seven transit corridors, chosen for their geographic reach and their diversity in the stages of planning and/or operation:

- Bottineau (mode not chosen)
- Cedar Avenue BRT
- Central Corridor LRT
- Gateway Corridor (mode not chosen)
- Hiawatha LRT
- Northstar Commuter Rail
- Southwest LRT



Phyllis Gilliam, owner of Sunday's Best Boutique, relocated her business to Frogtown Square on the Central Corridor in 2011.



Va-Megn Thoj (left), Executive Director of the Asian Economic Development Association, visits with Dung Nguyen, owner of Asian Books & Gifts on University Avenue in St. Paul.

Engaging the community

The Little Mekong district on University Avenue in St. Paul has the potential to be one of the jewels emerging from the Corridors of Opportunity initiative.

Asian entrepreneurs envision an ethnic destination which stretches six blocks from Mackubin to Galtier streets, with a light-rail stop right in the middle at Western Avenue. Branded as Little Mekong, the Asian market area hopes to develop into a vibrant business and cultural district that ties together all of the Southeast Asian communities that live and work along the avenue.

To help realize the vision, the Asian Economic Development Corporation (AEDA) – led by Executive Director Va-Megn Thoj – will build on its current outreach efforts. With the help of a \$45,000 Corridors of Opportunity community engagement

grant, AEDA will hire two community ambassadors to meet with existing and potential business owners, as well as residents in the neighborhood.

“We want to create a greater sense of place and ownership, and it begins with getting more involvement from our immigrant populations, and letting them know they have a voice and they can influence decisions in their communities,” said Thoj. In addition to business support and expansion, AEDA seeks to preserve and redevelop Little Mekong, create more housing, establish pedestrian-friendly spaces, and develop a more livable community.

“We will know we have been successful when Little Mekong has more businesses, when we have good housing and safe places for our kids to play, and good jobs in the area,” said Thoj.

Opportunity

Spurring private investment

More than 31,000 living-wage jobs. Thousands of new homes affordable to lower-income families. New walkable neighborhoods with connections to transit, services and open space.

These are some of the results of the Metropolitan Council's Livable Communities Act (LCA) program. Since 1995, LCA-funded projects added millions of dollars to the local property tax base and leveraged billions of dollars in other public and private investment.

In 2011, the Council created a new LCA grant fund. The Transit-Oriented Development Fund will offer grants to cities to support development along rail and bus routes. TOD efficiently integrates land uses, connect jobs, transit and housing, and maximizes the return on public funds invested in infrastructure.

The Council expects to make up to \$26 million available to eligible communities through 2012. Funding comes from previously awarded Council grants that were returned when development projects did not move forward as planned.

LCA grants are a flexible funding source for cities. In 2011, the Council responded to market conditions by lengthening grants terms from two to three years and making other program changes that give communities more flexibility to complete projects.

In 2011, the Council awarded \$9 million from the Livable Communities Demonstration Account to 13 cities for six predevelopment projects and 14 development projects that link housing, jobs and services. All told, the projects will leverage over \$362 million in other public and private investment. Expected outcomes include creation of:

- 1,965 construction jobs
- 619 post-construction, living-wage jobs
- 1,041 affordable housing units
- 1,061 market-rate units



Interlaken Place in Waconia, which received a Local Housing Incentives Account (LHIA) grant in 2007, has 48 rental units affordable to families at 50% of area median income. In 2011, the Council awarded a total of \$2.3 million in LHIA grants to 10 communities. The grants will help fund the production of 308 new affordable rental units and the rehabilitation or new construction of 99 affordable ownership units.

Opportunity



Todd Lehman, founder and CEO of Cre8play, has fun at work every day.

Creative reuse of a polluted site

The home of Cre8play is not your typical manufacturing plant. It's crawling with wolves, spiders and other wild creatures.

"I'm one of the lucky ones," admits Todd Lehman, founder and CEO (aka "Design Guy") of Cre8play, which designs and manufactures custom themed play environments for customers around the world. "I get to come to work every day and play."

Less than six months before the move, that warehouse, at 5121 Winnetka Ave. N., was "a contaminated, inefficient, underutilized property," said Scott Tankenhoff, Managing Partner of Hillcrest Development, which specializes in polluted site redevelopment. With the help of a \$443,000 grant from the Metropolitan Council's Livable Communities program, the lead contamination was removed and the property was transformed into an attractive, functional and healthy workspace.



Cre8play craftsmen hand-sculpt concrete for a play structure.

The products of that play are inspiring. Take Brendan's Playground, a colorful bug-themed playground with a giant mushroom, whimsical bugs to climb on, slides, interactive sounds and a fully functional giant-size piano that kids can run, roll and climb across to make their own music. All of Cre8play's designs are ADA-accessible.

Cre8play has grown from a one-person shop in 2006 to a fully integrated design-build operation with 25 employees. In 2011, Lehmann consolidated three locations at a newly refurbished former industrial warehouse in New Hope.

"We loved being able to start from scratch and design a fun, creative work environment," Lehman said. Like their products, the facility is environmentally friendly, he said. For example, no wastewater leaves the shop floor – it is all recycled for reuse in the manufacturing process.

With one grant round remaining, the Council in 2011 approved 16 grants totaling \$2.6 million to help fund brownfield cleanup in six communities. Expected results: 307 jobs created or retained; \$1.8 million increase in net tax base; \$247 million in private investment.

Opportunity



A couple takes in the fall colors at Carver Regional Park Reserve.

Guiding parks and trails funding

The seven-county metropolitan area's parks and trails are much loved by residents and a significant factor in the region's high quality of life.

For more than 35 years, the Metropolitan Council has guided the acquisition and development of the regional parks system. The parks, trails and special recreation areas in the system attract nearly 41 million visits annually.

The system continues to grow. In 2011, the Council reviewed and approved four master plans for new regional trails, including:

- A 3.3-mile trail linking Scott and Carver Counties using former railroad right-of-way.
- A 4.4-mile trail from Robbinsdale through Brooklyn Center to North Mississippi Regional Park.
- An 11-mile trail through several cities that follows the Bottineau Boulevard/County Road 81 corridor.

- A 13.5-mile trail connecting Spring Lake Regional Park in Scott County to the Minnesota Valley State Trail at the Scott/Carver County border.

The Council also approved a new development master plan for Mississippi West Regional Park in the City of Ramsey; and development master plan updates for Phalen-Keller Regional Park and Indian Mounds Regional Park, both in St. Paul. The plans guide future investments for acquiring land and developing or renovating visitor facilities.

The Council distributes state and regional funding to the 10 regional parks agencies that acquire, develop, maintain and operate the regional parks and trails. In 2011, the Council approved 48 grants financed with \$13 million of Parks and Trails Legacy appropriations; \$3.43 million in state bonds; and \$3.9 million in Council bonds.

Parks director leads collaboratively

Partnerships that make government work better for people seem to be second nature to Mark Themig.

Maybe it's because Themig, who leads Scott County's Parks and Trails Department, likes to talk and listen to people. He became aware of this during college while pursuing chemistry studies. Themig found that working in a research lab was not as satisfying or fun as his involvement at the student recreation center. He went on to earn a master's degree in parks and recreation administration.

Themig's leadership style is suited to collaboration. Scott County Parks is engaged in several partnerships, for example:

- A joint powers agreement with Three Rivers Park District for park operations.
- Citizen Design Teams for parks and trails planning.
- An ongoing relationship with the Metropolitan Council.

The Scott County/Three Rivers Park District partnership dates back to the late 1960s. Three Rivers owns two regional parks in the county (Cleary Lake and Murphy-Hanrehan), while Scott County owns three (Spring Lake, Cedar Lake Farm and Doyle-Kennefick).

"It's a model that could be looked at in other parts of the regional park system."



Scott County Parks Director Mark Themig consults with Parks Planner Patricia Freeman as they stake out the boundaries of Doyle-Kennefick Regional Park.

"Our new joint powers agreement, adopted in late 2010, creates new operational efficiencies and brings together the best of what Three Rivers and Scott County do," Themig said. For example, in 2011 Three Rivers began outdoor recreation programming at Cedar Lake Farm. Scott County uses its extensive equipment-sharing agreement with local cities to make park maintenance at the Three Rivers-owned parks in the county more cost-effective. "It's a model that could be looked at in other parts of the regional park system," he said.

Themig appreciates the good relationship that Scott County Parks has with the Council. For the fast-growing county, regional funding has been critical to secure land for future parks. The Council's role in setting regional policies and distributing state, regional and Legacy funding for regional parks – with input from the park agencies – provides structure, fairness and flexibility within which the park agencies can operate, he said.

Opportunity



Kimberly Short models the educational expectations she has for her children Baraka (12) and twins D'Mazjai and T'Mazjai (11). She carries a 4.0 GPA and plans to go to law school.

Kimberly Short: Working her way up

Without the Family Self Sufficiency (FSS) program and Section 8 rent assistance, Kimberly Short says she would be homeless. She was homeless for two weeks once and she never wants to relive it.

"I have plans now," said Kimberly, 44, of New Brighton. She recently finished her associate degree in criminal justice and started course work on a bachelor's degree. She has her sights on law school.

The road has been long, starting decades ago when Kimberly became pregnant with her daughter, now 27, and dropped out of high school. A host of bad choices, abusive relationships and uninteresting jobs followed. "Always though, since I was a young girl, I have wanted to become a lawyer. Between the FSS program and getting involved in my church, I have made a huge change in my life," she said.

Kimberly had a Section 8 housing voucher from the Metropolitan Council Housing and Redevelopment Authority (Metro HRA) when she enrolled in Metro HRA's Family Self Sufficiency program. The ground rules: Set attainable goals to increase her income; as the goals were met, Kimberly would pay more for rent. An amount equivalent to the extra payments would be put in escrow.

Participants have five years to complete the program, and are allowed two, one-year extensions to cover for setbacks. Once participants are working at least 32 hours per week and no longer require cash welfare assistance, they can access the escrow funds. Kimberly was making steady progress until she was laid off from her full-time job last winter. At that point, she had saved \$10,000. It serves as a key motivator for her now.

The program allows one-time access to the escrow account in case of emergencies. Kimberly recently used some funds to make basic car repairs so she could continue her job search.

"My boys and I are thankful to have a working car," said Kimberly. "It would hurt to lose all that money. I am hopeful though. I had a job interview today!"

Meeting regional housing needs

The Metropolitan Council's Housing and Redevelopment Authority (Metro HRA) assists nearly 7,000 households with monthly rental assistance through operation of the state's largest Section 8 Housing Choice voucher program, and several other rent assistance programs.

Metro HRA makes payments to more than 2,000 private property landlords each month, injecting over \$50 million of federal and state funds annually into the regional economy. In 2011, about 9,000 children were housed through the program.

Households served by Metro HRA:

- Average \$14,339 in annual income
- Average 2.8 persons
- 48% headed by an elderly or disabled person
- 86% headed by a female
- 41% have wage income

For seven straight years, Metro HRA has earned the U.S. Department of Housing and Urban Development's highest rating for program operation.



Service

Delivering outstanding transit service

For only the second time in 30 years, Metro Transit's ridership was projected to surpass 80 million in 2011. Bus ridership gains led the way. Hiawatha light rail ridership topped 10 million for the third time.

Total regional transit ridership on all services – Metro Transit, suburban providers, University of Minnesota, contracted routes, Metro Mobility and others – was projected at nearly 94 million, up 3.2% from 2010.

Nine out of ten customers rate Metro Transit service as either good or excellent, and 95% say they would recommend it to friends and family.



More than 250 employers in the region provide Metropass to their workers, as of November 2011. The top five private companies have nearly 14,200 cardholders – 31% of eligible employees – using the discounted, unlimited ride transit pass. About 33,000 cards total are in use.

“The Twin Cities region’s transit system performed well on most measures of efficiency, effectiveness, and impact in comparison with [11] peer regions.”

– 2011 Legislative Auditor’s report

Innovation makes Metro Transit a leader in customer service. For example, the Go-To Card allows customers to board faster and recharge card value via phone or online.





Metro Mobility driver Charles Parker (left) and rider Donald Thompson are buddies, trading stories and home project tips.

Rider discovers a new community

Donald Thompson would not choose his predicament, needing a Metro Mobility ride to dialysis three times a week. He had a heart valve replacement in 2005, which was followed by diabetes. That led to kidney failure and partial blindness.

“My vision isn’t too good and my wife has been in a wheelchair for 40 years,” said Don, 84, who lives in northeast Minneapolis. Metro Mobility – transit service for people with disabilities – became his lifesaver. “The driver always comes to my door so I don’t need to stand there watching. I don’t even need to wear a winter coat because the driver keeps the van nice and warm and always clean!” said Don.

Don keeps his two \$3 fare tickets tucked into the brim of his baseball cap for easy access, since his hands are usually sore and bandaged after dialysis.

“It’s worth the price! It would be hard to ask my children,” Don said. “They already help us around the house and with grocery shopping each week.”

The otherwise homebound retired leader of the Minneapolis Water Department misses lake trips and family outings. Don now looks at the transportation service as an opportunity to get out and socialize.

“I talk to all the drivers,” said Don. “I let them know I appreciate them. We swap stories about our families. The regulars know my background in carpentry and construction, so I get asked about home-building projects and dole out car advice when needed.”

In 2011, Metro Mobility provided more than 1.5 million rides to 31,000 certified riders in 90 communities.

Service

*“I’m still
amazed that
I get to do
this job.”*



Cammy Johnson worked her way up from technician in the Metro Plant lab to managing the Council's Empire Wastewater Treatment Plant in Dakota County.



Helping keep the region's rivers clean

Curiosity about mixed liquor led Cammy Johnson to a career in wastewater treatment.

Though she's perfectly sober, her enthusiasm for her work is infectious. "I learn something new every day, from the chemistry involved in a particular treatment process to working with people," Johnson said. "I love the variety."

The 30-year employee of Metropolitan Council Environmental Services is a manager at the Empire Wastewater Treatment Plant in rural Dakota County. She started out as a technician for the Metro Plant lab, picking up wastewater samples from various treatment plants for testing. Among those samples was "mixed liquor," a term used for the mixture of beneficial microorganisms and wastewater from the middle of the treatment process.

Johnson became intrigued with wastewater treatment and over time applied for jobs with increasing responsibility, which eventually led her to the Empire Plant.

The job has changed and grown over the years, and her purview has extended beyond the treatment process to the environs around the plant.

"I still remember the day when Friends of the Mississippi River knocked on our door and asked if we'd like to partner with them on streambank restoration on the Vermillion River, which later became a designated trout stream," Johnson said. That led to a strong working partnership and several other sustainability projects on additional areas of the plant property, from wetland restoration to a green roof on one of the plant buildings.

Johnson speaks with quiet pride for the Council's 620 Environmental Services employees, who work 24/7, 365 days a year helping to ensure the region's water quality.

"I'm humbled by the responsibility," she said. "I'm still amazed that I get to do this job."

"We work hard to educate the public about the Council's role in preserving water quality, and residents have become our partners in that effort."



MCES snapshot

- Treats 260 million gallons of wastewater daily
- Seven wastewater treatment plants
- Outstanding record of environmental compliance
- Customer rates 40% lower than national average

Exercising strong financial management

The Council is charged under state law to plan for the orderly and economical development of the seven-county metro area, and to operate or coordinate services that any one city or county could not effectively provide. This requires management efficiency and effectiveness in using scarce resources:

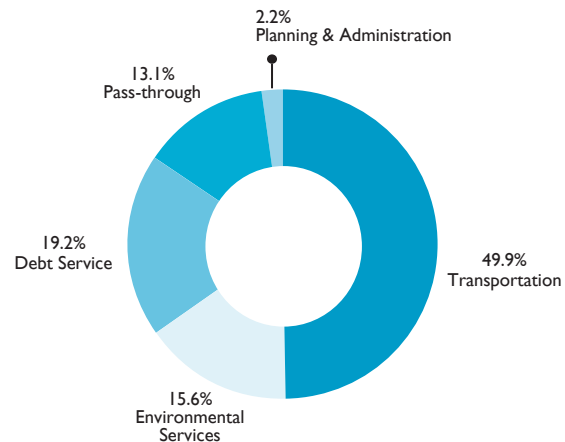
- The Council's wastewater collection and treatment charges rank in the lowest 25% among similar-sized agencies nationwide.
- The Twin Cities region relies less on government subsidies to operate transit than most peer U.S. metro areas. The percent of operating costs covered by fares in this region is 28.6%; the peer average is 23.1%.

- Overall, transit funding here is significantly lower than in peer regions. The Twin Cities area spends \$145 per capita, compared with a peer average of \$168.
- Since 2003, the Council's total levies have increased just 8.7%, well below that of other units of government and the inflation rate, which was 37% over the same period.

The Council is recognized for maintaining a strong financial position. The Council's 2010 Comprehensive Annual Financial Report was again awarded the Government Finance Officers Association Certificate of Achievement for Excellence in Financial Reporting. In 2011 Moody's Investor Service and Standard & Poors both affirmed the Council's top quality general obligation bond ratings of "Aaa" and "AAA" respectively.

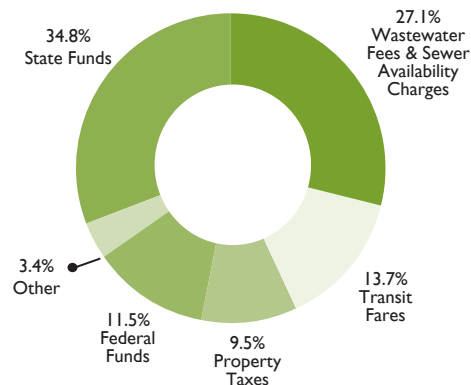
2011 Budget Expenditures

Total =	\$760,566,060
Transportation	\$379,445,397
Environmental Services	\$118,470,239
Debt Service	\$146,351,079
Pass-through Funds	\$ 99,740,843
Planning and Administration	\$ 16,558,502



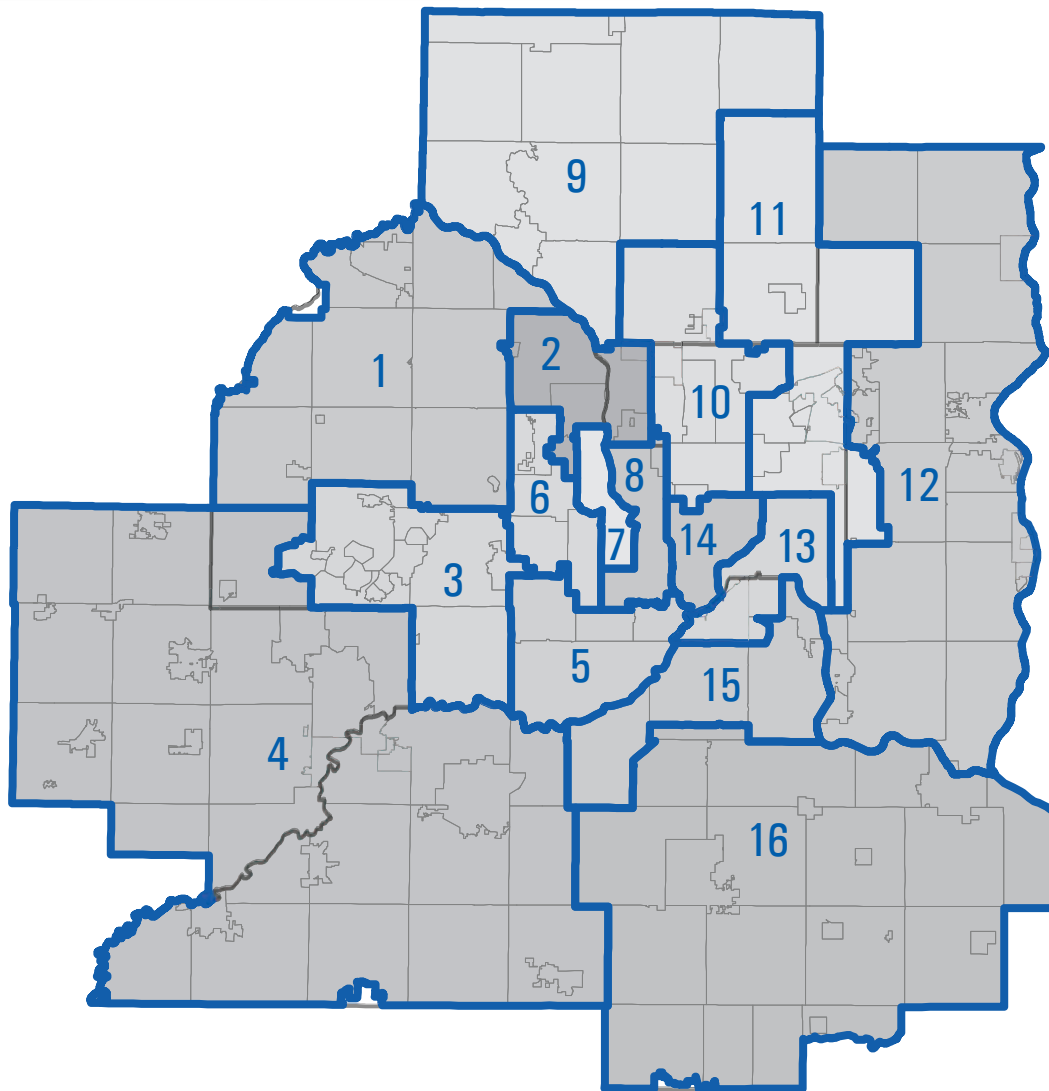
2011 Budget Revenue

Total =	\$755,658,824
Wastewater Fees	\$204,707,609
Transit Fares	\$103,786,979
Property Taxes	\$ 71,727,142
Federal Funds	\$ 86,568,811
Other	\$ 25,443,528
State Funds	\$263,424,755



Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2011, the Council used reserves to account for the difference in revenues and expenditures.

Council members and district map



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**Metropolitan Council
2011 Annual Report
Appendices**

January 2012

390 North Robert Street, St. Paul, Minnesota 55101



Metropolitan Council

Metropolitan Council Members

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Roxanne Smith	District 1
Lona Schreiber	District 2
Jennifer Munt	District 3
Gary Van Eyll	District 4
Steve Elkins	District 5
James Brimeyer	District 6
Gary L. Cunningham	District 7
Adam Duininck	District 8
Edward Reynoso	District 9
John Doan	District 10
Sandy Rummel	District 11
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Contents

Appendix A. Studies and Recommendations.....	1
Appendix B. Policy Plans, Other Comprehensive Plans and Amendments Adopted in 2011 and Related Review Comments of Metropolitan Agencies	5
Appendix C. 2011 Budget and Program Information	6
Appendix D. 2012 Legislative Program	8
Appendix E. Plans, Projects and Applications Submitted to the Metropolitan Council, January 1 through December 31, 2011	9

Appendix A. Studies and Recommendations

Stadium Proposal Risk Analysis

October 2011

At the request of Gov. Mark Dayton, the Metropolitan Council and Metropolitan Sports Facilities Commission conducted a risk analysis of the joint proposal by Ramsey County and the Minnesota Vikings to build a football stadium on the site of the former Twin Cities Army Ammunition Plant in Arden Hills.

The report makes a number of findings of risk and related measures to mitigate these risks. The following risks present the greatest challenges to the Stadium Proposal:

- Site remediation would take longer and may cost more than the proposal assumes. The County/Vikings proposal estimates \$30 million for remediation. While it is difficult to approximate site remediation costs due to uncertainties about existing contamination, a more realistic estimate is in the range of \$23 million to \$70 million, including land acquisition, and site demolition.

Ramsey County and the Vikings proposed early 2012 for the start of environmental remediation and estimate that clean up would take 12 months. However, remediation cannot begin until the MPCA approves an action plan for remediation, which could delay the start of remediation by three to eight months.

According to the Vikings, delays would increase the cost of the total project \$35 million to \$57 million for each year the project is extended beyond 2015. (The report assumes a mid-range for a year of delay of \$46 million.) Even if a year is sufficient, the project may incur costs to meet the aggressive schedule.

- Ramsey County would be responsible for a share of any cost overruns. In addition to the County's \$350 million investment, Ramsey County would be responsible for funding certain cost overruns per its agreement with the Vikings.

Based on information provided by the Vikings, MnDOT and Kimley-Horn, a low and high range for the project cost was estimated. Should the project come in at the high-range of \$1.234 billion, which includes a one-year delay at a mid-range estimated cost of \$46 million, Ramsey County would incur overruns totaling more than \$50 million.

- With the addition of a Ramsey County 0.5 percent sales tax, St. Paul would assume the highest retail tax rate in the seven-county metro area. It is difficult to say if a 0.5 percent change in tax rate would have a significant impact on consumer spending habits or business retention and development in St. Paul and Ramsey County. It may, however, compromise other public interests by limiting the county's and region's ability to finance other local or regional projects.

The sales tax increase appears to be sufficient to fund the \$350 million Ramsey County commitment in capital and annual operating costs of the stadium, but it appears likely that the County would need to find additional revenue sources to fund cost overruns.

Recommendations

None.

Annual Use Estimate of the Metropolitan Regional Parks System for 2010

April 2011

The Twin Cities area's regional park system encompasses more than 54,000 acres that are open for public use, ranging from urban lake environments and suburban nature centers to a working farm and large tracts of rural open space. It includes 51 regional parks and park reserves, 7 special recreation features and 38 regional trails.

The Metropolitan Council oversees the acquisition and development of regional parks, guided by its *Regional Parks Policy Plan*. The parks are operated by 10 partnering cities, counties and special districts.

Visits made to the Regional Parks System were estimated to be 40,867,500 in 2010. The estimate is based on a four-year average of visitation data from 2007 through 2010. Estimated visits in 2010 increased 7.4 percent over the 2009 figure.

The increase can be partially attributed to:

- The increase in popularity of newly opened facilities, such as Silverwood, Big Marine Park Reserve, Dakota Rail Regional Trail and Cedar Lake Farm Regional Park.
- Higher than average annual summer counts at facilities including Como Park, the Zoo and Conservatory, Mississippi Gorge Regional Park in Minneapolis and Minnehaha Parkway Regional Trail.
- The reclassification of regional trails in Ramsey County to identify entrance points that had not been captured in previous counts.

Fifty-five percent of all estimated visits occurred in regional parks and trails in Minneapolis and St. Paul. This reflects a decrease in the share of visits to those parks and trails in the regional system over time (65.7% share in 2000). This is due primarily to the addition of park and trail facilities and population growth occurring outside these two cities.

Walking and biking are the top activities in the regional parks system, followed by swimming, jogging, picnicking and relaxing.

The five most-visited regional parks, trails and special recreation features in 2010 were:

Park/Reserve/Trail/Feature	Number of Visits
1. Minneapolis Chain of Lakes Regional Park	4,860,800
2. Como Regional Park, Zoo and Conservatory	3,414,300
3. Mississippi Gorge Regional Park (Minneapolis and St. Paul)	2,035,800
4. Central Mississippi Riverfront Regional Park	1,516,000
5. Nokomis-Hiawatha Regional Park	1,509,500

Estimated annual visits have increased 23 percent since 2004. A total of 89 park and trail units were sampled in 2010 compared to 73 units sampled in 2004.

Recommendations

None.

2010 Metro Transit Rider Survey

April 2011

Metro Transit surveys its customer on board its buses and trains every two years to poll their opinions and perceptions of its transit service. The results of the November 2010 on-board customer survey show that:

- Eighty-five percent of riders use transit to get to work or school.
- Nearly nine of 10 transit riders (88 percent) rate Metro Transit's service as "good to excellent."
- Sixty-eight percent are "very likely" and 26 percent are "somewhat likely" to recommend Metro Transit service to other people.
- More than two-thirds of riders (69 percent) are "choice" riders who have other options but choose transit:
- Nearly two-thirds of riders (65 percent) use Go-To technology to pay their fare.
- Compared to comparable transit agencies that used similar questions to poll their riders, Metro Transit has the highest satisfaction rating:

Transit Agency	Percent
Metro Transit	88
Charlotte NC (CATS)	86
Cleveland OH (RTA)	86
Denver CO (RTD)	70

Recommendations

None.

Trends in Land Use in the Twin Cities Region

Published August 2011

The rate at which land is consumed for development in the seven-county Twin Cities metro area has continued to slow, according to the most recent land-use data, interpreted from aerial photography conducted in spring 2010. The slowdown in the rate that land is being used for development mirrors the region's slowing growth in population and record low levels of residential construction in the last half of the decade.

The most recent land-use data show the region added 23,000 developed acres from 2005 to 2010, which compares in geographic size to the city of Plymouth. This is an average rate of 4,500 acres per year, compared to an average rate of 7,500 acres per year during the first half of the decade, 2000-2005. During the 1990s, the region added developed land at an average rate of 9,200 acres per year.

Housing is by far the largest single land use, accounting for more than one-fifth of the region's area. Of the 60,000 acres of net new developed land between 2000 and 2010, 42,000 acres were new residential land to accommodate 96,000 new households. During the 1990s, the region added 68,000 developed acres for housing to accommodate 146,000 new households.

The data show a marked difference between the 1990s and the 2000s. In the 1990s, baby boomers in their 30s and 40s created a large demand for single-family homes on larger lots. Had the region added residential land this decade at the same density as in the last, housing would have consumed an additional 2,250 acres.

Recommendations

None.

Appendix B. Policy Plans, Other Comprehensive Plans and Amendments Adopted in 2011 and Related Review Comments of Metropolitan Agencies

The Metropolitan Council did not adopt any policy plan, comprehensive plan or amendments in 2011.

Appendix C. 2012 Budget and Program Information

The Metropolitan Council's 2012 unified operating budget, to be submitted to the Minnesota Legislature in January 2012, contains detailed budget information and a general description of the Council's proposed program of work in 2012.

Operating Budget Categories

The 2012 Unified Operating Budget is \$780.3 million, an increase of 2.6 percent from the prior year's adopted budget. The Council's unified operating budget is composed of three major categories:

- Operating expenditures are expenditures incurred to support the Council's primary service activities. Operating expenditures in 2012 are expected to be \$536.3 million, an increase of 4.3 percent from the prior year's adopted budget. The increased expenditures are driven primarily by a \$13.9 million increase in payroll, \$10.7 million increase in other operation expenses, and \$9.4 million increase in consulting cost, materials and supplies, transit programs and operating capitals. This increase, along with the \$7.2 million reduction in building costs and \$4.8 million reduction in insurance costs, accounted for the \$22 million increase.
- Pass-through grants and loans are funds received by the Council, which are then granted, loaned or passed on to another agency, organization or individual for a specified use. Pass-through grant and loan expenditures for 2011 are \$95.3 million, down 4.3 percent from the prior year's adopted budget.
- Debt service consists of expenditures required to pay both the principal and the interest on bonds, notes, certificates, and loans. Debt service expenditures in 2012 are \$148.7 million, up 1.6 percent from the prior year's adopted budget.

2012 Program Priorities

The Council is organized into three operating divisions – Transportation, Environmental Services and Community Development – and supporting central administrative units.

The 2012 **Transportation Division** budget focuses on maintaining the existing transit system yet oriented toward continuing reasonable growth of the regional transit system. The Metropolitan Council operates or provides funding to the following transit programs:

- Metro Transit serves 90 percent of fixed-route transit trips in the seven-county metro area.
- Metro Mobility provides specialized demand-response service for persons with disabilities in compliance with the Americans with Disabilities Act.
- Contracted regular routes consist primarily of commuter service from the suburbs into the central cities, provided by private companies under contract with the Council.
- Transit Link provides general public dial-a-ride transit service where fixed route is not available in the seven metropolitan counties.
- Suburban transit services are provided by 12 communities through contracts with various private, public and nonprofit entities. The Council passes through operating funds to the suburban providers from the state.

Central Corridor Light Rail. The Central Corridor project continues to be a top priority for the Council's efforts in 2012. The line will link five major centers of activity in the Twin Cities region – downtown Minneapolis, the University of Minnesota, the Midway area, the state Capitol complex and downtown St. Paul. Construction of the 11- mile light rail is to begin revenue operations in 2014.

Service Review. As part of its ongoing review of best service alternatives, Metro Transit will complete additional sector studies to ensure that communities are receiving the types and quantity of transit service that best meet their mobility needs. These sector studies set service standards for the region that avoid examining service on a route-by-route basis. The sector approach will ensure broad community involvement while building the Metro Transit customer base.

Fleet. Over the next five years Metro Transit will replace its retiring buses with hybrid buses; low- floor articulated buses and standard engine buses with the latest engine technologies. Metro Transit also uses biodiesel in the operations of its bus fleet. An operational test of 20 percent biodiesel has been initiated in a small sub-fleet of buses to determine the feasibility of burning even more bio-additives so that emissions and the use of non-renewable fossil fuel will be further reduced.

Metropolitan Council Environmental Services (MCES) collects and treats approximately 250 million gallons of wastewater each day from 106 communities. It achieves near-perfect compliance with federal and state clean water standards and maintains customer rates consistently below the national average. It also provides water resources monitoring and analysis for the region, and partners with numerous public and private groups committed to a clean environment. Wastewater operations and debt service are 100 percent funded by user fees.

The Environmental Services division annual budget focuses on meeting the strategic goals of the Council and the division. The top MCES priorities for the 2012 budget are:

- Meeting regulatory requirements.
- Retaining competitive rates and charges.
- Meeting customer expectations for quality and level of service.
- Supporting regional growth.
- Fully funding the current cost of all programs.
- Addressing SAC Reserve's declining balance by shifting some costs to Municipal Wastewater customers via use of operating and contingency reserve funds.
- Reducing expenses so that municipal wastewater charges can be kept close to last year's rates (a 0.5% increase is budgeted).

The **Community Development Division** conducts planning and policy development to support regional growth and reinvestment. The unit awards grants to local governments and provides technical assistance to help them carry out their comprehensive plans.

In addition, the Metropolitan Housing and Redevelopment Authority, housed in this division, administers federal and state tenant and project-based rent assistance programs, using the existing private rental market to provide decent, safe and sanitary housing for more than 6,600 low-income seniors, disabled individuals, families and singles at an affordable cost. The Metro

HRA also operates 150 federal scattered-site public housing units through its Family Affordable Housing Program.

In 2012, Community Development will continue activities that support the “Corridors of Opportunity” initiative, launched in 2011. Business leaders, foundations, nonprofits, neighborhood residents, local governments and the Council are collaborating to spur private investment and create long-term jobs, affordable housing and sustainable communities, using the region’s emerging transitway system as a development focus. The department will also manage grants to projects that enhance opportunities for affordable housing, brownfield cleanup for redevelopment and job creation, and models of mixed-use, transit-oriented development.

The groundwork will be laid for revising the *Regional Development Framework*, the Council’s regional growth plan. The *Regional Development Framework* is a comprehensive strategy for focusing regional policies and investments on integrating transportation, housing, development, and environmental protection to support the region’s quality of life.

Appendix D. 2012 Legislative Program

The Metropolitan Council's legislative proposals for the 2012 session are still under development as of Jan. 15, 2012. The Council is working with the Governor’s office and the state departments on proposals regarding appropriations, bonding, policy issues and statutory housekeeping matters.

Appendix E. Plans, Projects and Applications Submitted to the Metropolitan Council, January 1 through December 31, 2011

Content of the following pages:

- Federal Grant and Loan Requests
- Independent and Metropolitan Agency Plans and Programs
- Local Government Plans and Projects
- Miscellaneous Referrals
- State Grant and Loan Requests

Federal Grant and Loan Requests
U.S. Dept. of Commerce
Local Public Works

Referral No *Applicant/Description*

Council Action

20828-1 XCEL ENERGY
 CERT. OF NEED FOR 115KV TRANSMISSION LINE UPGRADES

U.S. Dept. of Transportation
Airport Program

Referral No *Applicant/Description*

Council Action

20821-1 METROPOLITAN AIRPORTS COMMISSION
 SCOPING EAW/DRAFT SCOPING DECISION FOR AIRLAKE AIRPORT
 RUNWAY EXTENSION
 20907-1 METROPOLITAN AIRPORTS COMMISSION
 2012-2018 CIP DRAFT

Favorable

Favorable

Independent and Metropolitan Agency Plans and Programs Water Management Plans

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19739-2	CHANHASSEN SURFACE WATER MANAGEMENT PLAN AMENDMENT	
19808-2	SHAKOPEE ADOPTED SURFACE WATER MANAGEMENT PLAN	Favorable
19942-2	SAVAGE SURFACE WATER MANAGEMENT PLAN 2011 UPDATE	Favorable
19942-3	SAVAGE SURFACE WATER MANAGEMENT AMENDMENT - FINAL COPY	Information Only
20034-2	BELLE PLAINE SURFACE WATER MANAGEMENT PLAN AMENDMENT	Favorable
20136-3	ELKO NEW MARKET 2030 SURFACE WATER MANAGEMENT PLAN DRAFT AMENDMENT	Favorable
20311-2	JORDAN SURFACE WATER MANAGEMENT PLAN AMENDMENT	Favorable
20321-4	SCOTT COUNTY WATERSHED MANAGEMENT ORGANIZATION WATER RESOURCE MANAGEMENT PLAN - FINAL DRAFT OF AMENDMENT #1	Favorable
20906-1	OAKDALE SURFACE WATER MANAGEMENT PLAN - 2ND GENERATION	Favorable
20908-1	PRIOR LAKE WATERSHED MANAGEMENT PLAN AMENDMENT	Favorable
20912-1	ST. PAUL PARK SURFACE WATER MANAGEMENT PLAN	

Independent and Metropolitan Agency Plans and Programs Watershed District Plans

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19848-4	BASSETT CREEK WATERSHED MANAGEMENT MAJOR PLAN AMENDMENT - REVISED CIP 2012-2013	Favorable
19848-5	BASSETT CREEK WATERSHED MANAGEMENT COMMISSION AMENDMENT TO 2004 PLAN	Favorable
20196-3	COMFORT LAKE-FOREST LAKE WATERSHED DISTRICT REVISION TO LAKE, STREAM AND WETLAND BUFFER REQUIREMENTS	Favorable
20196-4	COMFORT LAKE-FOREST LAKE WATERSHED DISTRICT 90-DAY STATE REVIEW	Favorable
20647-3	SUNRISE RIVER WATERSHED MANAGEMENT ORGANIZATION PLAN AMENDMENT - 45-DAY REVIEW	Favorable
20647-4	SUNRISE RIVER WATERSHED MANAGEMENT ORGANIZATION PLAN AMENDMENT - 12/12/11	Favorable
20735-3	LOWER RUM RIVER WATERSHED MANAGEMENT ORGANIZATION 3RD GENERATION PLAN	Favorable
20792-2	LOWER MINNESOTA RIVER WATERSHED DISTRICT FINAL DRAFT - 3RD GENERATION	Favorable
20832-1	COMFORT LAKE-FOREST LAKE WATERSHED DISTRICT DRAFT 2012-2021 WATERSHED PLAN - 60-DAY REVIEW	Favorable
20832-2	COMFORT LAKE-FOREST LAKE WATERSHED DISTRICT 90-DAY STATE REVIEW	Favorable
20847-1	MISSISSIPPI WATERSHED MANAGEMENT ORGANIZATION 3RD GENERATION PLAN	Favorable
20847-2	MISSISSIPPI WATERSHED MANAGEMENT ORGANIZATION AMENDMENT TO 2011-2021 PLAN	Favorable
20861-1	LOWER MISSISSIPPI RIVER WATERSHED MANAGEMENT ORGANIZATION 3RD GENERATION PLAN - 60 DAY REVIEW	Favorable
20861-2	LOWER MISSISSIPPI RIVER WATERSHED MANAGEMENT ORGANIZATION FINAL 3RD GENERATION PLAN	Favorable
20869-1	VALLEY BRANCH WATERSHED DISTRICT 2011 WATERSHED MANAGEMENT PLAN AMENDMENT	Favorable
20873-1	GRASS LAKE WATERSHED MANAGEMENT PLAN WATERSHED MANAGEMENT PLAN 2011 - 2021	Unfavorable
20892-1	PIONEER-SARAH CREEK WATERSHED MANAGEMENT COMMISSION DRAFT 2011 WATERSHED PLAN AMENDMENT	Favorable
20892-2	PIONEER-SARAH CREEK WATERSHED MANAGEMENT COMMISSION DRAFT 2011 PLAN AMENDMENT - 90 DAY REVIEW	Favorable

**Independent and Metropolitan Agency Plans and Programs
Watershed District Plans**

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20914-1	BACK DOG WATERSHED MANAGEMENT PLAN DRAFT PLAN	Favorable
20924-1	RICE CREEK WATERSHED DISTRICT FINAL DRAFT 2011 MANAGEMENT PLAN	Favorable

Local Government Plans and Projects

Comprehensive Plan Amendments

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19494-4	PRIOR LAKE EAGLE CREEK ESTATES - 16 ACRES	Favorable
20227-4	COON RAPIDS COON RAPIDS BLVD. EXTENSION AND VALE STREET - 11 ACRES	Favorable
20227-5	COON RAPIDS MAIN STREET & SHENANDOAH BLVD. - 15-ACRE LAND USE CHANGE TO LOW DENSITY	Favorable
20227-7	COON RAPIDS MAIN STREET - 1-ACRE LAND CHANGE	Favorable
20227-8	COON RAPIDS LAND USE CHANGE FROM LOW DENSITY TO PARK - 30 ACRES	Favorable
20227-9	COON RAPIDS LAND USE CHANGE - 3531 COON RAPIDS BLVD. - 1.6 ACRES	Favorable
20227-10	COON RAPIDS LAND USE CHANGE - SPRINGBROOK & 87TH AVE. - 15 ACRES	Favorable
20227-11	COON RAPIDS LAND USE CHANGE - EAST RIVER RD. - MODERATE TO LOW - 1.7 ACRES	Favorable
20227-12	COON RAPIDS COON RAPIDS BLVD. FRAMEWORK PLAN UPDATE - 900 ACRES	Favorable
20227-13	COON RAPIDS BRIDGESTONE RETAIL OPERATION - .87 ACRES	Favorable
20265-3	CHANHASSEN CORRECTING TEXT INCONSISTENCIES IN LAND USE & FUNCTIONAL CLASSIFICATION	Favorable
20281-2	OAKDALE TARTAN CROSSING - 28.16 ACRES	Favorable
20325-3	CARVER CITY MN/DOT MUNICIPAL SERVICES EXPANSION - 24 ACRES	Favorable
20326-3	ANDOVER LAND USE CHANGE FROM RESIDENTIAL TO AGRIC. - 20 ACRES	
20348-2	MINNEAPOLIS NORTH LOOP SMALL AREA PLAN	Favorable
20348-3	MINNEAPOLIS LOWRY AVENUE STRATEGIC PLAN	Favorable
20348-4	MINNEAPOLIS ADDITION OF FOUR TRANSIT STATIONS	Favorable
20361-6	PLYMOUTH ELM CREEK HIGHLAND EAST REGUIDING 31.1 ACRES	Favorable

Local Government Plans and Projects

Comprehensive Plan Amendments

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20361-7	PLYMOUTH SANITARY SEWER AMENDMENT - 183 ACRES	Favorable
20361-8	PLYMOUTH NEW LAND USE CLASSIFICATION AT HWY 55 - 4.34 ACRES	Favorable
20361-9	PLYMOUTH PLYMOUTH SHOPPING CENTER SITE FROM COMMERCIAL TO MIXED USE - 19 ACRES	Favorable
20361-10	PLYMOUTH REGUIDING FOR THE RESERVE AND KINDERCARE - 3 ACRES	Favorable
20377-2	FOREST LAKE SYLVESTER LAND USE MAP AMENDMENT - 0.172 ACRES	Favorable
20377-3	FOREST LAKE AIRPORT INDUSTRIAL PARK PROPERTY	Favorable
20401-4	EDEN PRAIRIE UNITED HEALTH GROUP 2011 - 27.7 ACRES	Favorable
20401-5	EDEN PRAIRIE GRAND HAVEN AT MARSH COVE - 11.62 ACRES	Favorable
20402-2	SCOTT COUNTY 2011 AMENDMENTS TO WATER RESOURCES PLAN	
20402-3	SCOTT COUNTY TRANSPORTATION TEXT AND COMMERCIAL LAND USE CHANGE	Favorable
20412-4	DENMARK 2011 SYSTEM STATEMENT AMENDMENT CHANGE TO 2030 PLAN UPDATE	
20427-2	BLOOMINGTON BETHANY FELLOWSHIP LAND USE CHANGE - 23.5 ACRES	Favorable
20432-3	MEDINA LAND USE CHANGE - 1525 DEERHILL RD. - RURAL TO AGRICULTURE - 40 ACRES	Favorable
20432-4	MEDINA LAND USE CHANGE - 1700 DEERHILL RD. - RURAL TO AGRICULTURE - 40 ACRES	Favorable
20432-5	MEDINA ENCLAVE OF MEDINA LAND USE "SWAP" - 6 ACRES	Favorable
20444-5	ANOKA CITY REVISION TO THE 2030 PLAN UPDATE, TRANSPORTATION CHAPTER	Favorable
20444-6	ANOKA CITY EAST VIEW LAND USE MAP AMENDMENT - 27.8 ACRES	Favorable
20444-7	ANOKA CITY CITY OWNED LAND USE CHANGE - 22.5 ACRES	Favorable

Local Government Plans and Projects

Comprehensive Plan Amendments

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20445-3	LAKEVILLE HOSANNA LUTHERAN CHURCH SENIOR HOUSING - 3.5 ACRES	Favorable
20445-4	LAKEVILLE KINGSLEY SHORES SENIOR HOUSING - 13.63 ACRES	Favorable
20445-5	LAKEVILLE CRESCENT RIDGE - 22 ACRES	Favorable
20448-2	ST. PAUL PARK GERGEN AMENDMENT - .3 ACRES	Favorable
20448-3	ST. PAUL PARK RIVERSIDE ESTATES 3RD ADDITION - 2.5 ACRES	Favorable
20459-3	COATES LAND USE CHANGE FROM AGRIC. TO INDUSTRIAL - 14 ACRES	Favorable
20459-4	COATES PLAN AMENDMENT 2011B - 1.83 ACRES	Favorable
20472-4	RICHFIELD LOW DENSITY RESIDENTIAL TEXT AMENDMENT - 58 ACRES	Favorable
20472-5	RICHFIELD 70TH NICOLETT AVE/PENN. AVE. ALIGNMENT WITH EXISTING USES	Favorable
20472-6	RICHFIELD 74TH & LYNDAL AVE - 1.4 ACRES	
20473-2	SAVAGE VILLAGE COMMONS - 14.5 ACRES	Favorable
20476-2	ARDEN HILLS FOX RIDGE SUBDIVISION - 25.4 ACRES	Favorable
20478-2	HUGO LOCAL PUBLIC PARK UPDATES	Favorable
20529-3	WAYZATA LOCAL SCENIC BYWAY DESIGNATION	
20533-2	MINNETRISTA LAND USE CHANGE TO MAXIMUM 22 ACRES	Favorable
20533-3	MINNETRISTA WOODLAND COVE 2011	Favorable
20535-4	ST. PAUL DISTRICT 9 SMALL AREA PLAN	Favorable
20535-5	ST. PAUL SMITH AVENUE REVITALIZATION PLAN	

Local Government Plans and Projects

Comprehensive Plan Amendments

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20548-2	WHITE BEAR TWP. MODIFY TABLE 4-3 TO ADD 10 ACRES TO PLANNED UNIT DEVELOPMENT	Favorable
20554-2	WEST ST. PAUL SMITH AVENUE AREA PLAN - 30 ACRES	
20554-3	WEST ST. PAUL METRO COUNCIL SYSTEM STATEMENT REQUEST CHANGES	
20580-2	HASSAN TWP. LAND USE MAP AMENDMENT CHANGE	Favorable
20582-2	MAHTOMEDI UTILITY EXTENSION TO NEW ELEMENTARY SCHOOL IN GRANT CITY	Favorable
20584-3	ROSEMOUNT PRESTWICK PLACE 3RD ADDITION - 27.32 ACRES	Favorable
20587-2	SOUTH ST. PAUL REGIONAL PARKS STUDY AREA - 160 ACRES	Favorable
20591-3	APPLE VALLEY LAND USE MAP AMENDMENT FOR COBBLESTONE LAKE COMMERCIAL 3RD ADDITION	Favorable
20591-4	APPLE VALLEY SAND & GRAVEL OVERLAY DISTRICT - 440 ACRES	Favorable
20591-5	APPLE VALLEY MCNAMARA PROPERTIES - 10.4 ACRES	Favorable
20593-2	COLUMBUS CONNEXUS SUBSTATION - 79 ACRES	
20595-2	NEWPORT REZONING AMENDMENT FROM R-1 TO MX-1 - .15 ACRES	Favorable
20606-3	EAGAN 3755 BLACK HAWK RD. - REZONE TO SINGLE FAMILY	Favorable
20606-4	EAGAN CENTRAL PARK COMMONS - 41.2 ACRES	Favorable
20607-3	WOODBURY AMENDMENT TO 2030 SEWER POLICY PLAN - INTRCEPTOR CONNECTION	Favorable
20631-3	STILLWATER PLAN CONSISTENCY PROJECT - 5.63 ACRES	Favorable
20652-2	RAMSEY LEGACY CHRISTIAN ACADEMY ALPHA DEVELOPMENT - 184.91 ACRES	Favorable
20652-3	RAMSEY STONEY RIVER - 6.5 ACRES	Favorable

Local Government Plans and Projects Comprehensive Plan Amendments

Referral No Applicant/Description

20653-2 LINO LAKES
REVISIONS TO 2030 PLAN UPDATE

Council Action

Favorable

20736-2 AFTON
2011 AMENDMENT

Favorable

Revised Comprehensive Plans

Referral No Applicant/Description

20827-1 SCIOTA TWP.
2008 PLAN UPDATE

Council Action

Miscellaneous Referrals

Housing Bond Plans and Programs

Housing Bond Program

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20831-1	DAKOTA COUNTY CHARTHOUSE SENIOR LIVING PROJECT IN LAKEVILLE	Favorable
20834-1	MINNEAPOLIS HOLDEN BUILDING - 607 WASHINGTON AVE. NORTH - REHAB MULTI UNITS	Favorable
20837-1	DAKOTA COUNTY LILYDALE SENIOR LIVING PROJECT	Favorable
20850-1	DAKOTA COUNTY HOSANNA SENIOR LIVING HOUSING PROJECT	Favorable
20850-2	DAKOTA COUNTY HOSANNA SENIOR LIVING PROJECT	Favorable
20853-1	MINNEAPOLIS LONGFELLOW STATION PROJECT	Favorable
20858-1	SCOTT COUNTY HOSANNA SENIOR LIVING	Favorable
20859-1	DAKOTA COUNTY 2011 SINGLE-FAMILY MORTGAGE FINANCE PROGRAM	Favorable
20860-1	MINNEAPOLIS 2022 SINGLE-FAMILY HOUSING FINANCE PROGRAM	Favorable
20863-1	MINNEAPOLIS HI LAKE TRIANGLE APARTMENTS	Favorable
20870-1	ANOKA CITY THE HOMESTEAD AT ANOKA	Favorable
20876-1	MINNEAPOLIS CITY PLACE LOFTS HOUSING	Favorable
20879-1	MINNEAPOLIS 520 2ND STREET S.E.	Favorable
20880-1	ARDEN HILLS PRESBYTERIAN HOMES OF ARDEN HILLS	Favorable
20891-1	MINNEAPOLIS BUZZA HISTORIC LOFTS - 1006 WEST LAKE STREET	Favorable
20894-1	RICHFIELD WOODLAKE RICHFIELD APARTMENTS	Favorable
20898-1	ST. PAUL HOUSING REVENUE BONDS FOR NORTHERN WAREHOUSE PROJECT	Favorable
20899-1	CITY OF RAMSEY HOUSING BONDS	Favorable

Miscellaneous Referrals

Housing Bond Plans and Programs

Housing Bond Program

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20905-1	CARVER COUNTY ACQUISITION OF WAYBURY APARTMENTS	Favorable
20916-1	WACONIA AUBURN MEADOWS	Favorable
20920-1	MINNETONKA WAYZATA BAY SENIOR HOUSING	Favorable
20929-1	MINNEAPOLIS CURRIE PARK LOFTS PHASE I - 15TH AVE SOUTH	Favorable

Miscellaneous Referrals
Solid Waste Plans and Reports
State Disposal System Permit

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20228-12	MINNESOTA POLLUTION CONTROL AGENCY MILLER FARMS CLUSTER DEVELOPMENT WASTEWATER FACILITY	Favorable
20824-1	MINNESOTA POLLUTION CONTROL AGENCY OAK GROVE WASTEWATER FACILITY	Favorable
20826-1	MINNESOTA POLLUTION CONTROL AGENCY BETHEL WASTEWATER FACILITY	Favorable
20835-1	MINNESOTA POLLUTION CONTROL AGENCY BURNSVILLE SANITARY LANDFILL PERMIT	Favorable
20836-1	MINNESOTA POLLUTION CONTROL AGENCY TAPESTRY COMMUNITY WASTEWATER FACILITY	Favorable
20839-1	MINNESOTA POLLUTION CONTROL AGENCY REISSUE PERMIT FOR CARRIAGE STATION WASTEWATER FACILITY	Favorable
20846-1	MINNESOTA POLLUTION CONTROL AGENCY SCHOOL DISTRICT 11 - RUM RIVER ELEMENTARY	Favorable
20875-1	MINNESOTA POLLUTION CONTROL AGENCY ALLIANT TECH SYSTEMS	Favorable
20883-1	MINNESOTA POLLUTION CONTROL AGENCY VEOLIA VASKO - ST. PAUL TRANSFER STATION	Favorable
20887-1	MINNESOTA POLLUTION CONTROL AGENCY TANER'S ALUM WATER TREATMENT PLAN	Favorable
20893-1	MINNESOTA POLLUTION CONTROL AGENCY NEWPORT RESOURCE RECOVERY FACILITY PERMIT	Favorable
20902-1	MINNESOTA POLLUTION CONTROL AGENCY HENNEPIN COUNTY PUBLIC WORKS FACILITY	Favorable
20909-1	MINNESOTA POLLUTION CONTROL AGENCY VILLAGE GREEN NORTH MOBILE HOME PARK - CEDAR/EAST BETHEL	Favorable
20930-1	MINNESOTA POLLUTION CONTROL AGENCY CHS INC. SAVAGE - DREDGE	

Miscellaneous Referrals

Special Permits

Army Corps of Engineers Permits

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20825-1	U.S. ARMY CORPS OF ENGINEERS RESTORE 6.66 ACRES OF WETLAND - LINWOOD TWP.	Favorable
20854-1	U.S. ARMY CORPS OF ENGINEERS DIAMOND LAKE WELLAND BANK - ROBERT ENGSTROM COMPANIES	Favorable
20884-1	U.S. ARMY CORPS OF ENGINEERS HOLLYWOOD WELLAND BANK	Favorable
20889-1	U.S. ARMY CORPS OF ENGINEERS BARGE FLEETING PERMIT	Favorable
20901-1	U.S. ARMY CORPS OF ENGINEERS 404 WATER ACT - LINO LAKES RICE CREEK WATERSHED SPECIAL MANAGEMENT PLAN	Favorable
20917-1	U.S. ARMY CORPS OF ENGINEERS COMMENT ON IMPROVING REGULATIONS AND REGULATORY REVIEWS	Favorable
20926-1	U.S. ARMY CORPS OF ENGINEERS METRO AIRPORTS COMMISSION - WETLANDS ADJACENT TO MINNESOTA RIVER	

Miscellaneous Referrals

Special Permits

National Pollution Discharge Elimination Permits

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20819-1	MINNESOTA POLLUTION CONTROL AGENCY FISH LAKE ALUM TREATMENT SYSTEM	Favorable
20820-1	MINNESOTA POLLUTION CONTROL AGENCY 3M COTTAGE GROVE CENTER	Favorable
20823-1	MINNNEPOTA POLLUTION CONTROL AGENCY HAMPTON WASTEWATER FACILITY	Favorable
20830-1	MINNESOTA POLLUTION CONTROL AGENCY PERMIT FOR BIOLOGICAL PESTICIDE APPLICATIONS AND CHEMICAL PESTICIDES	Favorable
20838-1	MINNESOTA POLLUTION CONTROL AGENCY SAFETY-KLEEN SYSTEMS, INC. - BLAINE SERVICE CENTER PERMIT	Favorable
20842-1	MINNESOTA POLLUTION CONTROL AGENCY CRYSTAL LAKE FLOCCULATION TREATMENT FACILITY	Favorable
20855-1	MINNESOTA POLLUTION CONTROL AGENCY MAPLE HILLS ESTATES WASTEWATER FACILITY	Favorable
20871-1	MINNESOTA POLLUTION CONTROL AGENCY FABCON INC.	Favorable
20872-1	MINNESOTA POLLUTION CONTROL AGENCY MAGELLAN MIDSTREAM PIPELINE	Favorable
20874-1	MINNESOTA POLLUTION CONTROL AGENCY LAKETOWN COMMUNITY WASTEWATER FACILITY	Favorable
20888-1	MINNESOTA POLLUTION CONTROL AGENCY NSP'S CHESTNUT SERVICES CENTER	Favorable
20896-1	MINNESOTA POLLUTION CONTROL AGENCY ST. FRANCIS WASTEWATER FACILITY	Favorable
20900-1	MINNESOTA POLLUTION CONTROL AGENCY U OF M CIVIL ENGINEERING BUILDING	Favorable
20904-1	MINNESOTA POLLUTION CONTROL AGENCY MOSQUITO CONTROL AGENCY PESTICIDE PERMITS	Favorable
20911-1	MINNESOTA POLLUTION CONTROL AGENCY NEW PRAGUE MUNICIPAL WASTEWATER FACILITY PERMIT	Favorable
20913-1	MINNESOTA POLLUTION CONTROL AGENCY GENERAL ELECTRIC APPARATUS SERVICE CENTER	Favorable
20918-1	MINNESOTA POLLUTION CONTROL AGENCY GERDAU AMERISTEEL FACILITY	Favorable
20919-1	MINNESOTA POLLUTION CONTROL AGENCY NUSTAR PIPELINE CORRIDOR IN HENEPIN AND RAMSEY COUNTIES	Favorable

Miscellaneous Referrals

Special Permits

National Pollution Discharge Elimination Permits

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20925-1	MINNESOTA POLLUTION CONTROL AGENCY GAF MATERIALS CORP. - 50 LOWRY AVE. NORTH	Favorable

State 401 Certification

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20878-1	MINNESOTA POLLUTION CONTROL AGENCY U OF M FAY THOMPSON CENTER	Favorable

Well Permits

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18837-2	LORETTO WELLHEAD AMENDMENT TO PLAN	
20862-1	ORONO WELLHEAD PART I	
20882-1	LAKELAND WELLHEAD PROTECTION UPDATE APPROVAL FROM MINN. DNR	
20903-1	ST. BONIFACIUS WELLHEAD PART II	
20927-1	MINNETONKA BEACH WELLHEAD PART I	
20928-1	MAPLE PLAIN WELLHEAD PART I	

Special Transportation Projects

Controlled Access Highway

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20923-1	MINNESOTA DEPARTMENT OF TRANSPORTATION 4TH STREET SOUTH AND I-35 NORTHBOUND RAMP AND AUXILIARY LANE	

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

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
19969-4	SOUTH WASHINGTON WATERSHED DISTRICT WATERSHED MANAGEMENT PLAN AMENDMENT	Favorable
20821-2	METROPOLITAN AIRPORTS COMMISSION FINAL SCOPING DECISION - AIRLAKE AIRPORT	Information Only
20822-1	SCOTT COUNTY JORDAN AGGREGATES PROPOSED MINING OPERATIONS - 84.7 ACRES	Favorable
20843-1	UNIVERSITY OF MINNESOTA WESBROOK HALL BUILDING DEMOLITION	Favorable
20844-1	UNIVERSITY OF MINNESOTA VETERINARY ANATOMY BUILDING DECONSTRUCTION	Favorable
20845-1	MINNEAPOLIS BENNETT LUMBER SITE REDEVELOPMENT - 5.6 ACRES	Favorable
20848-1	LAKEVILLE AIRLAKE INDUSTRIAL PARK - 66 ACRES	Favorable
20849-1	COTTAGE GROVE EAST COVE SEDIMENT REMOVAL - 1.5 ACRES	Unfavorable
20851-1	UNIVERSITY OF MINNESOTA U OF M NORRIS GYMNASIUM AND FIELD HOUSE DECONSTRUCTION	Favorable
20856-1	MINNESOTA POLLUTION CONTROL AGENCY LAKE ELMO TRUNK GRAVITY SANITARY SEWER	Favorable
20865-1	METROPOLITAN AIRPORTS COMMISSION TERMINAL 2 NORTH SECURITY CHECKPOINT	Favorable
20866-1	MINNESOTA DEPARTMENT OF TRANSPORTATION MN&S FREIGHT RAIL STUDY	Favorable
20868-1	PLYMOUTH BASS LAKE WETLAND DRAINAGE IMPROVEMENTS	Favorable
20881-1	CHANHASSEN HWY. 101 FROM COUNTY HWY. 18 TO COUNTY HWY. 14	Favorable
20885-1	MINNEAPOLIS DOCK STREET RESIDENTIAL - 3.25 ACRES	Favorable
20895-1	SCOTT COUNTY GREAT PLAINS SANDS NONMETALLIC MINERAL OPERATIONS	Favorable
20910-1	MINNESOTA DEPARTMENT OF TRANSPORTATION HWY. 169 & 93RD AVE. INTERCHANGE - BROOKLYN PARK & OSSEO	Favorable
20915-1	MINNESOTA POLLUTION CONTROL AGENCY NORTHERN METAL APPLICATION	Favorable

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment Worksheet - State

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
20922-1	MINNESOTA DEPARTMENT OF COMMERCE ORONO SUBSTATION REPLACEMENT AND NEW 115KV TRANSMISSION LINE	
20931-1	CARVER COUNTY RECONSTRUCTION & REALIGNMENT ON COUNTY HWY. 11	
20932-1	ANOKA COUNTY RECONSTRUCTION ON COUNTY HWY. 116	
29849-1	COTTAGE GROVE PROPOSED 3M EAST COVE SEDIMENT REMOVAL - 1.5 ACRES	

Miscellaneous Referrals

State and Federal Assessments and Statements

Environmental Assessment or Statement - Federal

<i>Referral No</i>	<i>Applicant/Description</i>	<i>Council Action</i>
18479-3	ROGERS ALTERNATIVE URBAN AREA WIDE REVIEW UPDATE - LIBERTY INDUSTRIAL PARK - 55 ACRES	Favorable
18563-3	SHAKOPEE AUAR UPDATE - SHENANDOAH BUSINESS PARK AND MINNESOTA VALLEY WEST	
18672-4	BROOKLYN PARK AUAR UPDATE - OXBOW COMMONS/610 CROSSINGS	Favorable
19037-4	FARMINGTON AUAR UPDATE - FARMINGTON SEED/GENSTAR	Favorable
19651-4	MINNETRISTA AUAR UPDATE - WOODLAND COVE (FORMERLY PARK COVE)	Favorable
19651-5	MINNETRISTA FINAL AUAR UPDATE - WOODLAND COVE	
20393-3	LAKE ELMO ADDENDUM TO FINAL AUAR - LAKE ELMO VILLAGE AREA	Favorable
20812-2	ANOKA COUNTY ENVIRONMENTAL ASSESSMENT UPDATE - COUNTY HWY. 116 RECONSTRUCTION	Favorable
20840-1	U.S. DEPARTMENT OF THE AIR FORCE DRAFT ENVIRONMENTAL ASSESSMENT - EXPLOSIVE ORD. DISPOSAL MISSION MPLS-ST. PAUL AIR RESERVE STATION	Favorable
20852-1	MINNESOTA DEPARTMENT OF TRANSPORTATION HWY. 5 ROADWAY IMPROVEMENTS FOR VICTORIA AND CHANHASSEN	Favorable
20857-1	MINNESOTA DEPARTMENT OF TRANSPORTATION PROPOSED INTERCHANGE HWY. 36 & HILTON TRAIL	Favorable
20864-1	METROPOLITAN AIRPORTS COMMISSION NORTH SIDE STORM SEWER IMPROVEMENTS, RUNWAY, LIGHTING SYSTEM	Favorable
20867-1	ST. LOUIS PARK HWY. 7 & LOUISIANA AVE. INTERCHANGE	Favorable
20886-1	MINNEAPOLIS RIVERVIEW SENIOR HOUSING	Favorable

State Grant and Loan Requests

Dept. of Transportation

Miscellaneous Programs

Referral No *Applicant/Description*

20897-1 MINNESOTA POLLUTION CONTROL AGENCY
U OF M FAY THOMPSON CENTER WASTE PERMIT

Council Action

Favorable

State Water Pollution Control Agency

Resource Recovery Program

Referral No *Applicant/Description*

20877-1 MINNESOTA POLLUTION CONTROL AGENCY
NSP'S CHESTNUT SERVICE CENTER

Council Action

Favorable