

# **METROPOLITAN COUNCIL 2013 ANNUAL REPORT TO THE MINNESOTA LEGISLATURE**



January 2014



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## **A Record of Accomplishment**

### *Highlights from 2012*

Charged with the “orderly and economical development of the region,” the Metropolitan Council continues the work of crafting a world-class region, second to none for its commitment to healthy and vibrant communities.

In 2012, the Metropolitan Council made advancements investing in development projects that promote jobs, support economic opportunity, and ensure housing affordability. The seven-county metropolitan area is well on its way toward building a 21st Century transit system: a network of rail and bus corridors that will create jobs, connect people with places, improve mobility, promote transportation choices, and encourage development near transit stations. In 2012, the Council launched the Thrive MSP 2040 initiative, working with partners and the public to fashion the region’s long-range plan for ensuring the region remains vital, prosperous, and competitive long into the future.

The Council’s 2012 accomplishments highlighted here fall into four categories: economy, mobility, environment, and efficient government.

### *Economy: Investments that Support the Region’s Economic Vitality*

#### **Green Line (Central Corridor) LRT**

In 2012, the Council completed 84% of construction on the Green Line LRT (Central Corridor), advancing job creation, mobility and connections to work.

Green Line LRT is on track to begin passenger service in 2014, thanks to the 2012 work on this 11-mile line between Saint Paul and Minneapolis. The \$957 million project, which included nearly \$92 million from the state, has provided 4,455 construction jobs. As a group, contractors have met the overall disadvantaged business enterprise goal on construction of 15%. With a payroll of \$250 million, Green Line LRT employs workers from more than 60 Minnesota counties.

The Council recognizes the challenges to local businesses on the corridor and in 2012 continued to take steps to mitigate construction impacts. Working with project partners, the Council and other funders 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 to attract customers to corridor businesses. To date, 143 small businesses have received loans.

#### **Green Line Extension (Southwest Corridor)**

In 2012, the Council established a Southwest LRT project office in St. Louis Park, advancing the goal of continuing to build out a regional transit network and promoting economic development.

The 15-mile Southwest LRT (SWLRT) line between downtown Minneapolis and Eden Prairie is projected to provide jobs for 3,800 workers, with payroll expected to equal about a quarter of the project cost of \$1.25 billion. Southwest LRT will not only create engineering, construction, and operations jobs, but will serve the 270,000 jobs that will be located along the corridor by 2030.

In September 2012, Gov. Mark Dayton awarded \$2 million in funding from the Department of Employment and Economic Development, allowing the project to continue preliminary engineering into 2013. In October 2012, the White House affirmed support for SWLRT through its “We Can’t Wait” initiative, pledging to expedite environmental review processes.

In December, the Council authorized preliminary engineering contracts with Kimley-Horn and AECOM. Kimley-Horn will do design work on the eastern half of the line, and AECOM the western half. Each

contract is for \$16.8 million and is expected to accomplish about 30% of the engineering for the line. The Council plans to hire a different engineering firm to provide independent peer review of the preliminary engineering from both companies.

### **Thrive MSP 2040: A Framework for Regional Growth and Prosperity**

Thrive MSP 2040 is the seven-county region's long-range planning effort to provide a vision for development and policy guidance to the year 2040. The goals of Thrive MSP 2040 include:

- Maximizing opportunities for growth and prosperity
- Creating a regional vision for everyone
- Defining and achieving regional goals

The Council began development of Thrive MSP 2040 by engaging local officials, regional partners, and the public. During the first phase of Thrive MSP 2040 outreach, over 1,100 people participated in a variety of outreach forums. Outreach efforts sought to engage the community, including traditionally underrepresented communities, at the beginning stages of the planning process rather than after the policies are developed. In 2012, Thrive-related outreach included:

- 12 geographically based community listening sessions
- 11 small-group discussions with traditionally underrepresented groups
- 25 conversations with advisory and standing committees and groups, community organizations and advocacy groups
- Hundreds of comments on an innovative online idea-gathering tool to foster discussion of the Thrive MSP 2040 plan throughout its development

Work on the plan will continue with additional engagement opportunities for the public and stakeholders in 2013, with final approval in 2014. Once approved, this framework will help guide local development throughout the region.

### **Corridors of Opportunity**

The Corridors of Opportunity initiative, now in its second year and more than halfway through its federal HUD Sustainable Communities grant period, supports development along transitway corridors to guide our region's growth, vitality, and competitiveness. This initiative strives to ensure access to jobs, housing, and essential services along transitways for residents of all incomes and backgrounds.

In 2012, Corridors of Opportunity continued to engage underrepresented communities and raise awareness of the potential benefit of transitway development in these communities. The Corridors of Opportunity Board helped to fund transit-oriented development (TOD) projects along Hiawatha, Central, and Southwest LRT corridors. These investments leverage additional financing and will result in the creation of over 1,800 jobs, 1,000 housing units, including 368 affordable housing units, and over \$210 million in additional investments.

Further, in 2012, the Council embarked on a "TOD Strategic Action Plan" to determine how to build on its past success and add value in the region toward increasing the quality and quantity of TOD in the region.

### **Livable Communities: Brownfield Cleanup, Job Creation, Affordable Housing and Transit-Oriented Development**

The Council annually allocates Livable Communities monies to fund projects that enhance opportunities for affordable housing, brownfield cleanup for redevelopment and job creation, and models of mixed-use development. In 2012, the Council continued a new category of grants, begun in 2011, for transit-oriented development, or "TOD" projects. During the first round of TOD awards, 24 awards totaling

\$15.3 million were made to leverage investment in light rail transit, high-frequency bus routes, and bus rapid transit by assisting projects that will provide jobs and housing near those regional assets.

As the year came to a close, the Council expected to award an additional \$23 million in 2012 through the regular and TOD grant categories, furthering job creation. Since the legislature established the Livable Communities Demonstration Account in 1995, the Council has awarded \$245 million via 715 grants. Results include building or rehabilitating over 4,000 affordable housing units, cleaning up more than 2,000 acres of polluted metro area land, creating or retaining more than 37,000 jobs and leveraging billions of dollars in other investment.

### **Nationally Competitive Sewer Rates**

The Metropolitan Council Environmental Services (MCES) division, a wholesaler of wastewater collection and treatment services to 106 municipalities in the seven-county area, charged a wholesale rate of \$130 per household in 2012. In turn, these Twin Cities area municipalities charged, on average, a retail rate of \$235 per household. According to a recent survey done by the National Association of Clean Water Agencies (NACWA), retail rates in this region are the fifth lowest among 24 peer regions.

### ***Mobility: Sustainable Options to Safely Move People, Goods, Services, and Information***

#### **Transit Ridership Grows, on Track to Meet Long-Range Goals**

In 2012, regional transit ridership climbed to an estimated 94.4 million rides, marking an overall system increase of 3% when taking into account all regional transit services (Metro Transit, suburban service, contracted service, and ADA service). For Metro Mobility alone, the service for people with disabilities, in January through August 2012, ridership increased nearly 10% over the same period in 2011, with 1.5 million rides projected for all of 2012.

Growing ridership represents increased mobility and access to jobs, schools, services, and community resources. Furthermore, transit improves mobility for all transportation system users by reducing congestion on roads. The 2012 State of the Commute Survey found that 24% of the roughly 1.55 million commuters in the metro area use an alternative to driving alone each day, which helps take cars off the road, and transit plays an important role in providing commuters with this option. For example, on the I-394 MnPASS lane westbound at Penn Avenue, an average total of 4,805 people were moved by transit in the afternoon peak period. This equates to about 1.4 lanes of traffic if those riders drove cars during their afternoon commute instead of riding transit.

Overall, the estimated 94.4 million transit rides will reduce commuter delays in the Twin Cities metro by about 6 million hours and save the region about \$140 million in congestion costs in 2012 compared to 2008. Eighty percent of these trips are for work and school, meaning that in 2012, metro area riders used transit to connect to jobs and get to class 75 million times. Beyond making traveling faster and efficient, transit is an environmentally friendly form of mobility. The estimated 2012 transit ridership means consuming roughly 6 million fewer gallons of fuel, thereby emitting 122 million fewer tons of CO2 emissions.

#### **Student Pass Program: Making Transit Accessible to Youth**

In fall 2012, ridership grew thanks to a new partnership with Minneapolis Public Schools that expanded the Student Pass program to more than 3,600 Minneapolis high school students. Students use the passes to get to and from school as well as to academic programs, athletics, jobs, and other activities beyond the school day, all while using existing transit routes. The Student Pass program means that high school students' transportation options are expanded beyond regular school hours and are not limited to traditional school bus service, thereby expanding opportunities for students to find jobs,

participate in extracurricular activities, and benefit from a variety of community resources beyond their immediate neighborhoods.

### **Expanding Transit Facilities**

In 2012, Metro Transit completed two major transit facilities and made significant progress on a third. The three facilities provide expanded bus and rail service for hundreds of Twin Cities commuters.

The Ramsey Station opened on the Northstar Commuter Rail line, the sixth suburban station on the line. The Ramsey Station will provide hundreds of daily connections for commuters, including veterans accessing the new Northwest Metro VA Outpatient Clinic.

In Little Canada, a new 280-space park-and-ride lot opened to provide new express bus service to downtown Minneapolis and express and local bus service to downtown Saint Paul. An expansion of the 1,000-space park-and-ride and transit center at Maplewood Mall was nearly completed in 2012 and will open in early 2013. This station will provide daily express bus to the downtowns and University of Minnesota.

### **Council Updates the Transportation Planning and Programming Guide**

In 2012, the Council updated the *Transportation Planning and Programming Guide* for the first time since 1996. The guide provides a clear framework for securing and expanding the transportation system throughout the seven-county metropolitan area.

To maintain and improve mobility for the metropolitan area, the transportation planning process involves an interconnected group of transportation officials and transportation agencies, relying on plans made by the federal government, the state, counties, cities and other transportation partners. The *Transportation Planning and Programming Guide* identifies the participants that create and maintain the Twin Cities transportation system, and explains how those participants work together, the primary products and processes that define their work, the sources and allocation of funds to transportation projects, how plans become programmed projects, and the activities that support planning and programming.

### ***Environment: Contributing to a Clean, Healthy Environment with Sustainable Uses of Natural Resources***

#### **Council Maintains Perfect Compliance with Clean-Water Discharge Permits**

The Metropolitan Council Environmental Service (MCES) division treats an average of 260 million gallons of wastewater every day from more than two million residents. To put this volume of wastewater into perspective, it would be enough to fill the Metrodome in about a day and a half. The real impact comes in returning this amount of clean water to the environment every day.

In 2012, all seven wastewater treatment plants maintained perfect compliance with their clean-water discharge permits. In addition, five of the plants earned the National Association of Clean Water Agencies (NACWA) Platinum Award for five years or more of perfect discharge-permit compliance: Hastings (21 years); St. Croix Valley (20 years); Seneca (11 years); Blue Lake (6 years); and Eagles Point (6 years).

Additionally, the Council protects the region's vital environmental resources, such as the Mississippi River, through its river monitoring program. The river monitoring program began in 1927 after the Mississippi River was declared a public health hazard. Today the river monitoring program serves a wide array of needs, including determining whether the Twin Cities metropolitan area waters meet state water quality standards, the effectiveness of MCES treatment plants, and long-term trends in water quality. And the Council's lake monitoring program, which relies heavily on citizen volunteers, tracks the health of 169 lakes in the seven-county metro area.



## **Awards for Energy Efficiency**

Thanks to long-range planning by MCES, energy consumption in the regional wastewater treatment system continues to decrease. Getting the wastewater to the plants and then processing it uses massive amounts energy – approximately \$15 million of energy per year. MCES continues to realize energy savings through a variety of projects, such as decommissioning outdated, inefficient facilities; redesigning lighting; improving HVAC systems; and installing new equipment to offset electricity and natural gas usage.

In 2012, MCES completed two major projects: converting a solids handling process to renewable biogas at the Blue Lake Plant and optimizing steam use at the Metro Plant. Using renewable biogas at the Blue Lake Plant will save approximately \$600,000 annually in natural gas costs. By installing anaerobic digesters, the plant can produce biogas, offsetting natural gas by approximately 960,000 therms annually, equivalent to the natural gas usage of approximately 818 Minnesota homes.

Optimizing steam use at the Metro Plant will yield a \$200,000 savings annually in electricity costs. By installing a noncondensing steam electric turbine and managing steam use, this improvement recovers approximately 3 million kWh annually, approximately 500 Minnesota households' worth of electricity.

With the addition of these 2012 improvements, MCES's energy initiatives will save nearly \$4 million a year compared to 2006 energy use. These operating cost savings mean lower wastewater rates to the cities and industrial users. Because of these cost-saving measures, Xcel Energy recently named MCES its 2012 "Xcel Energy Efficiency Partner."

Metro Transit's Go Greener Initiative and facilities improvements continue to result in significant energy savings. Metro Transit improved the fuel economy of its fleet of nearly 900 buses 11.7% from 2007 to today. Through the first three quarters of 2012 alone, Metro Transit conserved an estimated 600,000 gallons of fuel compared to 2007 operations, saving \$2.1 million dollars. These savings are the result of a number of operational and fleet improvements, including:

- Specifying lighter materials and energy-efficient components in new bus procurements
- Changes in engine design
- Adding 97 hybrid-electric buses to Metro Transit service, including two in 2012 that represent the latest generation in hybrid technology
- Operational changes and policy measures designed to reduce idling

A comprehensive 2008 energy audit conducted with Xcel Energy led Metro Transit to invest in improvements such as automated building controls, high-efficiency lighting, air quality sensors, demand-based ventilation, and high-speed insulated bay doors to conserve energy and reduce utility costs at its six bus facilities. In comparison to the 2008 baseline, utility costs have been cut in half and the agency realized a savings of over \$2 million in 2012.

Gov. Mark Dayton recognized the Council's energy savings initiatives in December 2012 with a Continuous Improvement Award, one of six projects from among 43 nominated for recognition.

## **Regional Parks: More Visits than the Mall of America**

Regional parks continue to be a popular destination in the metro area. In fact, the number of annual visits to regional parks continues to grow, reaching nearly 44 million in 2011—more than the annual number of visits to the Mall of America.

The Council's investment in parks helps protect sensitive areas of the region's environment. In 2012, several projects were financed with nearly \$4.6 million of 2012 state bond appropriations for regional

parks and \$2.6 million of matching Metropolitan Council bonds. The state bonds and Council funds were used for construction projects and created approximately 111 construction jobs in 2012.

### *Government: Efficient and Accountable Government Services*

#### **Council Maintains Sound Fiscal Management**

Due to the Council's strong bond ratings, in 2012, the Council refinanced bonds that will lead to a net savings to future taxpayers and wastewater ratepayers of \$42 million in present value over the life of the bonds. The savings for the October 2012 refinancing of transit capital and wastewater bonds alone is \$15 million in today's dollars.

Both Standard & Poor's and Moody's reaffirmed the Council's Triple-A rating for the bond refinancing. Both rating agencies stated that the highest possible ratings are justified because of the region's strong and diverse economic foundation and the Council's history of strong management practices. The original bond sale proceeds pay for transit capital expenses, such as new bus purchases, and for wastewater construction projects, such as treatment plant upgrades, and interceptor construction and rehabilitation.

## Summaries of Studies and Recommendations

### *Arterial Transitway Corridors Study*

#### **April 2012**

Metro Transit embarked on the year-long Arterial Transit Corridors Study in April 2011. The purpose of the study was to develop a facility and service plan to enhance efficiency, speed, reliability, customer experience, and transit market competitiveness on 11 high-demand urban transitway corridors, as follows:

- American Boulevard: Eden Prairie and Bloomington
- Nicollet Avenue: Bloomington, Richfield and Minneapolis
- Chicago Avenue: Bloomington, Richfield and Minneapolis
- Hennepin Avenue: Minneapolis
- Broadway Avenue: Robbinsdale and Minneapolis
- Central Avenue: Minneapolis, Columbia Heights, Fridley, Spring Lake Park and Blaine
- Lake Street and Marshall Avenue: St. Louis Park, Minneapolis and St. Paul
- Snelling Avenue, Ford Parkway and 46th Street South: St. Paul and Minneapolis
- West Seventh Street: St. Paul
- East Seventh Street: St. Paul
- Robert Street: St. Paul and West St. Paul
- The routes examined in the study account for half of the region's urban local transit service and carry 86,000 people each weekday. Narrow streets in these highly developed areas make options like light rail or dedicated busways very costly.

Arterial bus rapid transit/rapid bus provides high-frequency, limited stop service that offers an improved customer experience on busy arterial streets in urban areas. Service is made faster by off-board fare payment, traffic signal delays and stopping at fewer locations. Customers can expect a trip that is 20%-30% faster than today. Customer experience is enhanced with upgraded station design, using information technology and improving vehicle comfort.

Without rapid bus, daily ridership is expected to grow by about 45% by 2030, requiring increased transit capacity and frequency. By implementing rapid bus, Metro Transit estimates that ridership can be doubled along these corridors, using fewer resources.

#### **Recommendations**

Five corridors were recommended for near-term implementation or further refinement: Snelling Avenue, Chicago Avenue, West Broadway, West Seventh Street, and East Seventh Street. The remaining six corridors were recommended for future implementation – either because they will be analyzed for transit improvements in greater detail in corridor-specific alternatives analyses, or other transitway improvements must advance further to realize projected rapid bus benefits.

Metro Transit is currently working toward implementation on Snelling Avenue and developing a rapid bus system for the region.

## Annual Use Estimate of the Metropolitan Regional Parks System for 2011

### May 2012

The Twin Cities area's regional park system encompasses more than 54,600 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 308 miles of 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 43,924,400 in 2011. The estimate is based on a four-year average of visitation data from 2008 through 2011. Estimated visits in 2011 increased 7.5% over the 2010 figure.

The increase can be partially attributed to:

- The addition of The Landing in Shakopee to the regional system.
- The popularity of newly opened trails, including the Dakota Rail Regional Trail in Carver County, and Bunker Hills-Chain of Lakes, Coon Creek, East Anoka County, and Rum River Regional Trails in Anoka County.

Fifty-four 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 2011 were:

Park/Reserve/Trail/Feature	Number of Visits
1. Minneapolis Chain of Lakes Regional Park	5,122,900
2. Como Regional Park, Zoo and Conservatory	4,047,800
3. Mississippi Gorge Regional Park	2,256,400
4. Central Mississippi Riverfront Regional Park	1,626,600
5. Minnehaha Parkway Regional Trail	1,555,500

Estimated annual visits have increased 33 percent since 2004. A total of 95 park and trail units were sampled in 2011 compared to 73 units sampled in 2004.

### Recommendations

None.

## *State of the Commute Survey*

### **June 2012**

The purpose of Metro Transit's 2012 State of the Commute survey was to document current patterns in commuting behavior and attitudes about specific transportation commuter services in the seven-county Twin Cities area. This is the first such survey conducted by Metro Transit and will provide a baseline for future studies.

#### Key findings:

- Nearly one-quarter of commuters use an alternative to driving alone. Of those:
  - 29% take the bus
  - 21% carpool
  - 21% telecommute
  - 13% are self-employed and work at home
  - 11% walk or bicycle
  - 6% take light rail or commuter rail
- On average, commuters travel approximately 16 miles one-way to work. The average travel time is approximately 23 minutes.
- Commuters who use alternative modes are more satisfied with their commute than solo drivers.
- Substantial support exists among commuters for a number of transportation options.
- Ease of commute has remained unchanged for most. However, a greater share report that their commute has "gotten easier" compared to one year ago than those who report it is "more difficult."
- Strong potential exists for converting drive-alone commuters to an alternative.
- Cost and time savings are leading drivers. The survey showed little evidence that environmental issues are key drivers for converting to alternative commuting modes.

### **Recommendations**

None.

## *Assessment of Economic Impact of Potentially Discontinuing the Operation of the Upper St. Anthony Falls Lock*

### **July 2012**

Gov. Mark Dayton asked the Metropolitan Council to coordinate an economic analysis of the regional economic effects of potentially closing the Upper Lock at St. Anthony Falls, which is considered an option to halt the upriver movement of Asian carp, a harmful invasive species. Closure of the lock would curtail barge traffic to the Upper Riverfront in Minneapolis. The study analyzed the changes in the transportation system and elements of the supply chain, identified anticipated business adaptations to these changes, and described the statewide economic effects of these changes.

### **Key Findings**

Closure of the lock would:

- Require changes in the distribution network of a variety of industries, resulting in a shift from barge to truck traffic expected to cost Minnesota's economy \$21.5 million over the 2012-2040 timeframe.

- Result in an increase of 21,316 truck trips, concentrated during the work week, primarily in the 8.5-month period typically associated with barge shipment.
- Result in the permanent loss of 84 jobs in the Minnesota economy.

The \$21.5 million increase in transportation costs are the actual new costs (net present value over the next 28 years) imposed by the elimination of barge service to Minneapolis and the shift to trucks. The majority of these costs would be attributable to vehicle operating costs, additional highway travel time, and the logistics cost of commodity delivery times.

The long-term effect of discontinuing lock operations result in an annual loss of approximately 84 jobs, \$5.3 million in wage income, \$9.3 million in value-added, and \$14.4 million in economic output each year after the outlays for material handling and warehouse construction capacity stimulus is completed.

In the context of the Minnesota economy, which has more than 3 million jobs, \$166 billion in wage income, \$268 billion in value-added and \$494 billion in economic output each year, the impact would not appear to be significant. However, the impact to the specific businesses affected and the individuals who lose their jobs would be significant.

## **Recommendations**

None.

## ***Central Corridor Transit Service Study***

### **November 2012**

To prepare for the opening of Green Line (Central Corridor) Light Rail Transit in 2014, Metro Transit embarked on a study of all transit service in the Central Corridor. The goal was to maximize the effectiveness and efficiency of transit service in the study area and integrate the current bus service network with the new Green Line service. Metro Transit conducted extensive public outreach at different points during the study.

## **Recommendations**

The Council adopted the following recommendations:

- The Green Line will be the primary east-west service in the corridor, supplemented by Route 94 express service between downtown Minneapolis and downtown St. Paul during peak periods and midday, and reduced frequency of local service on Route 16.
- Routes that parallel the University Avenue Corridor along Minnehaha and Grand avenues will connect with the Green Line at Raymond Station.
- The frequency of north/south routes that currently intersect the Green Line at Dale Street, and Snelling and Raymond avenues, will be improved, and a new route on Lexington Parkway will be introduced.
- Limited Stop Route 144 on Snelling Avenue will be eliminated.

## ***Changes to Sewer Availability Charge (SAC) Procedures***

### **November 2012**

Between July and October 2012, an 18-member working group of local officials co-chaired by Metropolitan Council Member Gary Van Eyll and Metro Cities Executive Director Patricia Nauman met five times to determine what changes, if any, should be made to the credit rules for the Metropolitan Council Environmental Services (MCES) sewer availability charge (SAC). The group unanimously recommended a set of procedural changes to the Council. Following a public comment process in November, the Council adopted the procedures as recommended with several modifications requested by communities.

Under state law, MCES makes the sewer availability charge to communities. SAC pays tens of millions of dollars each year toward the capital costs or debt service of the region's award-winning wastewater system, which helps keep volume-based treatment fees among the lowest in the nation. SAC pays for capacity built into the wastewater collection and treatment system to accommodate future growth.

SAC was instituted in 1973 to ensure that current users of the system would not have to pay the costs of capacity for future users. Communities generally pass on the charge to developers, often adding their own fees in the process. MCES applies "credits" to communities against SAC for the permanent reduction in the wastewater capacity needs on individual properties. The credits enable a community to use capacity (measured in SAC units) without paying additional SAC.

The changes to SAC procedures adopted in December 2012 by the Council both simplify the credit rules and provide a boost to small business and redevelopment efforts:

### *"A" Minor Arterial System Evaluation Study*

#### **December 2012**

The purpose of the "A" Minor Arterial System Evaluation Study was to determine if the Twin Cities metro area's "A" Minor Arterial system has and continues to successfully supplement the Principal Arterial system, typically the major highways and freeways in the region. In 2012, the study considered whether the original purpose of the "A" Minor Arterial system aligns with regional policy. It also examined the system's funding – federal, state, and local – to identify the role of federal funding, including those funds awarded through the Regional Solicitation Process. The study sought to identify the changes needed to make the "A" Minor Arterial system, its purpose, and regional policies more consistent.

The study was guided by a Project Management Teams and a Technical Steering Committee composed of staff from MnDOT, the Transportation Advisory Board (TAB), the TAB's Technical Advisory Committee (TAC), Metropolitan Council, the region's seven counties, and 5 of the 10 cities on the TAC.

### **Findings and Recommendations**

1. The "A" Minor Arterial system has and continues to successfully supplement the Principal Arterial system.  
**Recommendation:** The Metropolitan Council and TAB should continue to recognize the importance of the "A" Minor Arterial system and its strong connection to regional goals and policy and clarify its purpose in policy.
2. The four types of "A" Minor Arterials have allowed the region to build the system sensitive to established policy and physical context.  
**Recommendation:** The Metropolitan Council and TAB should maintain four types of "A" Minor Arterials and update their definitions in policy, including revisiting the definitions of developed and developing areas as part of the Thrive MSP 2040 effort, and update the "A" Minor Arterial definitions as part of the *Transportation Policy Plan* update in 2014.
3. Consistent with federal policy, regional policy, and agency priority, Principal Arterials are MnDOT's investment priority and, as a result, MnDOT is investing significantly less in "A" Minor Arterials than are the seven metro counties. At the same time, the *Transportation Policy Plan* directs several "A" Minor implementation strategies toward MnDOT only.  
**Recommendation:** The Metropolitan Council and TAB should complete further analysis of this investment imbalance and develop as part of the next update of the *Transportation Policy Plan*

policies and strategies for building, managing, and improving all components of the Regional Highway System.

4. Federal funds are a small but important part of the capital funding used to improve the “A” Minor Arterial system.

**Recommendation:** The Metropolitan Council and TAB should continue directing federal funds through the Regional Solicitation process to the “A” Minor Arterial system.

5. The Regional Solicitation’s use of the four types of “A” Minor Arterials has done a good job of allocating federal funding in proportion to its use.

**Recommendation:** The TAB should continue to use the four types of “A” Minor Arterials to help target federal funding to different parts of the Regional Highway System. Evaluation metrics for allocation of federal funding among the Regional Solicitation categories should include vehicle miles traveled, average daily traffic, bus miles traveled, person throughput, and freight use, using data that can be identified for these metrics.

6. A range of factors point to the need to review the Regional Solicitation – MAP-21 (the new federal funding authorization), regional policy emphasizing lower-cost/high-benefit projects, rising construction costs, fewer staff resources, changing technology, and other considerations.

**Recommendation:** As part of the upcoming Regional Solicitation Evaluation, the TAB and TAC should:

- Continue to evaluate MAP-21 to identify the implications of the legislation on federal funding for the “A” Minor Arterial system and on the Regional Solicitation Process.
- Examine the effect of increasing the number of points awarded to projects for cost effectiveness.
- Balance the desire to increase the maximum grant amount with the desire to award funding to a large number of different projects.
- Seek ways to limit the level of effort required to prepare Regional Solicitation applications.
- Provide for the online submittal of applications.

7. While a study of completed “A” Minor Arterial projects showed a high level of consistency among proposals partially funded by the Regional Solicitation and in-place construction, the survey also identified a small number of projects with significant project elements that did not match their Regional Solicitation application and did not appear to go through the TAB’s formal scope-change process. The study survey also revealed compelling reasons for the changes and confusion about roles and responsibilities for identifying and initiating scope changes.

**Recommendation:** The TAB and TAC should:

- Work closely with MnDOT Metro State Aid and local Federal Highway Administration staff to define “scope changes” and communicate the need for them to project sponsors.
- Review current procedures, roles, and responsibilities for monitoring the project development process with respect to scope changes and develop policy recommendations.
- Include the scope change definition, formal scope change process, and contact information for the TAB Coordinator and MnDOT Metro State Aid Office in the Regional Solicitation materials and communicate them to project sponsors, including sponsors of MnDOT projects on the state system which do not go through the MnDOT Metro State Aid review process.

8. The survey of completed “A” Minor Arterial projects showed the Regional Solicitation is targeting federal funding toward quality improvements to the Regional Highway System.



**Recommendation:** The TAB should consider hosting a showcase of completed projects partially funded through the Regional Solicitation.

9. MAP-21, Thrive MSP 2040, the 2040 *Transportation Policy Plan* and other state and regional studies may significantly affect the “A” Minor Arterial system.

**Recommendation:** The Metropolitan Council and the TAB should forward information from this study to agencies that are or will be completing studies that affect the “A” Minor Arterial system and should monitor the studies to respond to potential effects.

10. The “A” Minor Arterial system actively supports economic activity and the transit, freight, bicycle, and pedestrian systems consistent with regional and local policies. Data is not readily available to demonstrate all of these relationships.

**Recommendation:** The Metropolitan Council and TAB should assemble needed data on “A” Minor Arterial transit, freight, bicycle, sidewalk and trail location data, ADA-compliant bus stop locations, and pedestrian use and investments. Data should also be assembled for how “A” Minor Arterials support the local and regional economy. The Metropolitan Council and TAB should consider the data and clarify multi-modal policy for the Regional Highway System, if necessary.

The analysis performed for this study was possible because the study created a new database combining MnDOT and Metropolitan Council highway information.

**Recommendation:** MnDOT and the Metropolitan Council should make the database available to all agencies and work together to decide how to best maintain the GIA database of highway and administrative and functional classification information developed as part of this study.

11. Considerable effort was required to collect and summarize “A” Minor Arterial funding information at the regional level.

**Recommendation:** The Metropolitan Council and TAB should evaluate if funding data by functional classification, like that produced by this study, is valuable and if so, should work with agencies to develop and implement a system of collecting and summarizing the information to make it more readily available and consistent for analysis.

## *2011 Study of the Water Quality of 169 Metropolitan Area Lakes*

### **December 2012**

The Metropolitan Council has collected water quality data on area lakes since 1980. Data from the Council's efforts are frequently used by the Council, as well as other agencies and private firms, to determine trends in water quality, estimated expected ranges of water quality in unmonitored lakes, examine differences, determine potential impairments, and investigate relationships between land use and water quality.

The 2012 report contains data from a total of 183 lake sites on 169 lakes monitored in 2011. Many lake sites are monitored by citizen volunteers. Data collected include surface water temperature and water transparency, lake and water conditions, and, from the water samples collected, total phosphorus, Kjeldahl nitrogen, and chlorophyll-a.

Most lakes are given a lake grade based on three parameters — phosphorus, chlorophyll-a, and water clarity. The greatest percentage of lakes (37%) received a lake grade of C. The water quality of these sites is considered average compared to other lakes in the metro area. More lakes (34%) were above average (A and B) than lakes below average (D and F (29%).

Similar to previous years, there is no distinct pattern as to where lakes with specific water quality were located. Low-grade lakes tend to be shallow with small surface areas, and in this monitoring group, occur in six of the seven metro counties. High-grade lakes are located in all seven counties, and tend to have deeper maximum and mean depths, and small contributing watersheds relative to the lake's surface area.

### **Recommendations**

None.

## Policy Plans, Other Comprehensive Plans and Amendments Adopted in 2012 and Related Review Comments of Metropolitan Agencies

### 2030 Regional Parks Policy Plan Amendment

In 2012, the Metropolitan Council – at the recommendation of the Metropolitan Parks and Open Space Commission – adopted an amendment to the *2030 Regional Parks Policy Plan*. The amendment added two regional trail search corridors to the parks system, requested by the Three Rivers Park District: the Minnetrista Regional Trail Search Corridor and the Intercity Regional Trail. Both trails met the criteria outlined in the plan for regional trails.

The amendment also included a minor clarification of financing language in the plan and a few other housekeeping changes that were not considered substantial revisions and did not require an amendment. However, they were included for the sake of transparency in public process.

The Metropolitan Parks and Open Space Commission recommended approval of the policy plan amendment, with one abstention.

No other regional policy plan amendments or updates were adopted by the Council in 2012.

### 2012 Budget Information

The Metropolitan Council submitted its 2012 Unified Operating Budget to the Minnesota Legislature in January 2012. That budget contains detailed budget information and a general description of the Council's 2012 work program. Following is a gross summary of the 2012 adopted operating budget.

#### 2012 Budget Expenditures

Category	Dollar Amount	Percent
Transportation	\$395,123,360	51%
Debt Service	\$148,698,643	19%
Environmental Services	\$119,669,357	15%
Pass-through Funds	\$95,262,229	12%
Planning and Administration	\$21,553,061	3%
Total	\$780,306,650	100%

#### 2012 Budget Revenue

Category	Dollar Amount	Percent
State Funds	\$265,022,865	34%
Wastewater Fees	\$209,494,000	27%
Transit Fares	\$101,933,759	13%
Federal Funds	\$100,779,788	13%
Property Taxes	\$75,854,275	10%
Other	\$25,096,459	3%
<b>Total</b>	<b>\$778,181,146</b>	<b>100%</b>

*Note: Revenues and expenditures for pass-through and debt-service funds rarely match on an annual basis. In 2012, the Council used reserves to account for the difference in revenues and expenditures.*

## *2013 Budget and Program Information*

The Metropolitan Council's 2013 unified operating budget, to be submitted to the Minnesota Legislature in January 2013, contains detailed budget information and a general description of the Council's proposed program of work in 2013. Following is a summary.

### *Operating Budget Categories*

The 2013 Unified Operating Budget is \$828.4 million, an increase of 6.2% 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 2013 are expected to be \$573 million, an increase of 7% from the prior year's adopted budget. The increased expenditures are driven primarily by an \$18.5 million increase in payroll, \$2.3 million increase in consulting cost, \$4.6 million increase in materials and supplies, \$7.9 million increase in transit programs, and \$5.1 million increase in other operations expenses. These increases, along with \$1 million in operating capitals, accounted for the \$37.4 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 2013 are expected to be \$109.2 million, an increase of 14.6% 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 2013 are \$145.9 million, down 1.9% from the prior year's adopted budget.

### *2013 Program Priorities*

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

The 2013 **Transportation Division** budget focuses on maintaining the existing transit system and continuing reasonable growth of the regional transit system as funds become available. The Metropolitan Council operates or provides funding to four types of transit programs:

- Metro Transit serves 90% 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 service: The Council contracts regular-route and dial-a-ride services, and a commuter vanpool program..
- Suburban Transit Providers are 13 cities that provide their own transit service. The Council provides capital funding for these programs and passes through operating funds to the suburban providers from the state.

**Transitway Expansion.** The Council and its partners are planning and investing in a 21<sup>st</sup> century network of transitways that connect people to jobs, housing, recreation and vital services like health care. In 2013, the Council anticipates:

- Completing construction of Green Line (Central Corridor) light rail transit. 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 is 85% complete as of the end of 2012, and is scheduled to begin revenue operations in 2014.

- Continuing preliminary engineering of the Green Line extension (Southwest LRT). The 15-mile line will connect Eden Prairie in the southwest metro with downtown Minneapolis at Target Field Station. As currently proposed, the line will have 17 new stations.
- In early 2013, the Council will consider amending its *2030 Transportation Policy Plan* to incorporate the locally preferred alternative for LRT in the Bottineau Corridor.
- In spring 2013, celebrating the opening of the region's first bus rapid transit line, the Red Line BRT from Apple Valley in Dakota County to the Mall of America in Bloomington.
- Continuing studies of arterial rapid bus service on several corridors in the metro area.

**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 consistently maintains customer rates well 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% 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 2013 budget are:

- Meeting regulatory requirements
- Retaining competitive rates and charges
- Meeting customer expectations for quality and level of service
- Fully funding the current cost of all programs

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. Community Development focuses its resources, tools and incentives on implementation of the *Regional Development Framework*, the Council's regional growth plan.

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 – at an affordable cost – for more than 6,600 households of low-income seniors, disabled individuals, families and single. The Metro HRA also operates 150 federal scattered-site public housing units through its Family Affordable Housing Program.

In 2013, Community Development will work towards completion of a new regional development framework, *Thrive MSP 2040*. Goals for the new framework include:

- Maximize regional growth and prosperity in the coming decades
- Create a vision for everyone – residents, business owners, local officials and community leaders
- Define and achieve regional goals that may be too big for one community, but possible to accomplish as a region.

The division will also complete activities that support the three-year “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 continue to award Livable Communities grants to projects that enhance opportunities for affordable housing, brownfield cleanup for redevelopment and job creation, and models of mixed-use, transit-oriented development.

### **2013 Legislative Program**

The Metropolitan Council's legislative proposals for the 2013 session are still under development as of Jan. 15, 2013. The Council is working with the Governor's office and the state departments on proposals regarding appropriations, bonding, policy issues and statutory housekeeping matters.

## **Plans, Projects and Applications Submitted to the Metropolitan Council, January 1 through December 31, 2012**

**Note:** The individual entries in the list consist of:

1. The number identifying the project or application
2. The name of the applicant
3. Project description
4. If applicable, the action by the Metropolitan Council on the application, whether favorable, unfavorable, or other action

**Federal Grant and Loan Requests  
U.S. Dept. of Transportation**

**Airport Program**

21172-1  
Metropolitan Airport Commission  
Preliminary 2014 CIP  
Favorable

**Water Management Plans**

21092-1  
Waconia  
Surface Water Management Plan, Feb 2013  
Favorable

21093-1  
Watertown  
Surface Water Management Plan, Feb 2013  
Favorable

21094-1  
Cologne  
Surface Water Management Plan, Feb 2013  
Favorable

21095-1  
Norwood Young America  
Surface Water Management Plan, Feb 2013  
Favorable

21096-1  
Mayer  
Surface Water Management Plan, Feb 2013  
Favorable

21107-1  
New Germany  
Surface Water Management Plan  
Favorable

21111-1  
Spring Lake Park  
Local Surface Water Management Plan Update  
Favorable

21135-1  
Lino Lakes  
Local Surface Water Management Plan Update  
Favorable

21159-1  
Carver  
Surface Water Management Plan Update  
Favorable



21160-1  
May Township  
Surface Water Management Plan Update  
Favorable

**Watershed District Plans**

21084-1  
North Cannon River Watershed Management Organization  
Watershed Management Plan  
Favorable

**Water Supply Plans**

20356-2  
St. Francis  
Revised Water Supply Plan

21151-1  
Lilydale  
Agency Review Draft- Water Resources Management Plan  
Favorable

**Comprehensive Plan Amendment**

20227-18  
Coon Rapids  
Tronson 121st Ave. Change Low to Moderate Density 5 Acres  
Favorable

20227-19  
Coon Rapids  
Coon Rapids Boulevard Auto Mall  
Favorable

20265-5  
Chanhassen  
Chanhassen Apartments  
Favorable

20265-6  
Chanhassen  
Preserve at Rice Lake  
Favorable

20325-6  
Carver  
Replat of River Bluff Estates  
Favorable

20326-5  
Andover  
MUSA Expansion, Land Use and Density Range Changes

20361-11  
Plymouth  
Reguiding of a Portion of the Park Nicollet site

Favorable

20361-12

Plymouth

Steeple Hill 2nd Addition

Favorable

20361-13

Plymouth

Reguiding of 3.2 Acres for Hampton Hills 6th Addition

Favorable

20398-3

Falcon Heights

2013 Text Change to Definition of Mixed Use Residential

Favorable

20401-8

Eden Prairie

Hooverson Addition

Favorable

20401-9

Eden Prairie

Bryant Lake Guide Plan Change

Favorable

20401-10

Eden Prairie

Notermann Property

20406-2

Eureka Township

Residential Building Right Transfer

Favorable

20417-4

Shoreview

Lakeview Terrace

Favorable

20418-2

New Brighton

Various Text Amendments

Favorable

20418-3

New Brighton

System Statement Amendment

Favorable

20427-4

Bloomington

Mount Hope Church/Applewood Pointe

Favorable

20432-6  
Medina  
2505 Willow Dr.- Land Use Change to Agriculture  
Favorable

20434-4  
Shakopee  
Recovery Technology Solutions  
Favorable

20444-12  
Anoka  
Current Planning Areas Text Amendment  
Favorable

20444-13  
Anoka  
Round Lake Commons  
Favorable

20444-14  
Anoka  
Rum River Shores Land Use Map Amendment  
Favorable

20444-15  
Anoka  
South Ferry Riverfront District  
Favorable

20448-4  
St. Paul Park  
Price Amendment  
Favorable

20456-2  
Scandia  
Sandager Comprehensive Plan Amendment

20458-2  
Burnsville  
2012 Changes to Comprehensive Plan Update  
Favorable

20458-3  
Burnsville  
Fairview Health Services –2030 Future Land Use Guide Plan  
Favorable

20463-3  
Brooklyn Park  
Athlos Leadership Academy/Xcel Energy  
Favorable

20463-4

Brooklyn Park  
Conor Commercial  
Favorable

20473-4  
Savage  
DNR-owned Savage Fen Properties  
Favorable

20476-3  
Arden Hills  
Arden Village Apts. 2.27 Acres  
Favorable

20501-2  
Blaine  
2011 System Statement Amendment  
Favorable

20535-9  
St. Paul  
Greater Lowertown Master Plan  
Favorable

20535-10  
St. Paul  
District Del Sol Small Area Plan  
Favorable

20535-11  
St. Paul  
West Side Community Plan  
Favorable

20535-12  
St. Paul  
Great River Passage Master Plan Comprehensive Plan Amendment  
Favorable

20543-3  
Minnetonka  
Minnetonka Medical Center  
Favorable

20591-8  
Apple Valley  
2030 Land Use Plan  
Favorable

20591-9  
Apple Valley  
Land use map amendment for Arcon single-family development  
Favorable

20591-10

Apple Valley  
Cortland Comprehensive Plan Amendment  
Favorable

20595-3  
Newport  
Mixed Use Districts  
Favorable

20599-4  
Lake Elmo  
Olson Lake Trail Sewer Service Area  
Favorable

20599-5  
Lake Elmo  
Village Land Use Plan  
Favorable

20599-6  
Lake Elmo  
Diedrich-Landucci I-94 Corridor  
Favorable

20606-8  
Eagan  
Riverview Ridge  
Favorable

20606-9  
Eagan  
Holden Property  
Favorable

20606-10  
Eagan  
Dakota Path Cell Tower  
Favorable

20606-11  
Eagan  
Nicols Ridge Park  
Favorable

20606-12  
Eagan  
Gratus Development  
Favorable

20607-4  
Woodbury  
Edgewood Vista  
Favorable

20609-2

Hastings  
Hastings CVS  
Favorable

20613-2  
Robbinsdale  
Bechtold & Isaacson Art Studio  
Favorable

20613-3  
Robbinsdale  
Clare Housing  
Favorable

20614-4  
Inver Grove Heights  
Dakota County Senior Housing  
Favorable

20614-5  
Inver Grove Heights  
Darvan Acres Nature Center, Inc.  
Favorable

20615-3  
Champlin  
Mississippi Crossings Redevelopment Framework Plan 70 Acres  
Favorable

20615-4  
Champlin  
Critical Area  
Favorable

20616-4  
Brooklyn Center  
Luther Auto-Honda Expansion Project  
Favorable

20619-5  
St. Louis Park  
Eliot Park Apts. Change Density 4.27 Acres  
Favorable

20619-6  
St. Louis Park  
Wooddale Flats  
Favorable

20620-3  
Rogers  
2013 Comprehensive Plan Update with Hassan Twp.- annexation included

20628-4  
Maplewood

East Metro Public Safety Training Center 20.51 Acres  
Favorable

20628-5  
Maplewood  
Gloster Park Map Correction  
Favorable

**Housing Bond Program**

11118-3  
Maple Grove  
Eagle Ridge Apartments Project  
Favorable

11740-2  
Mendota Heights  
Lexington Heights Apartments Project  
Favorable

20929-2  
Minneapolis  
Five15 on the Park (formerly Currie Park Lofts)  
Favorable

20963-2  
Wayzata  
Proposed Housing Program, 73 Unit Senior Housing  
Favorable

21078-1  
Deephaven  
St. Therese Senior Living Housing Bond  
Favorable

21097-1  
St. Paul  
Senior Housing, Episcopal Homes Project  
Favorable

21097-2  
St. Paul  
Senior Housing and Health Care Revenue Bonds- Episcopal Homes  
Favorable

21112-1  
Chaska and Independence  
Housing Program - 125 Unit Senior Community  
Favorable

21112-2  
Chaska  
126 Unit Progressive Senior Living by Chanhassen, Greenwood, Shorewood  
Favorable

21117-1

Crystal  
130-Unit Independent Senior Housing  
Favorable

21121-1  
St. Anthony  
Proposed Housing Plan and Program  
Favorable

21122-1  
Hopkins  
Augustana Chapel View Homes Housing Program, Minneapolis - refinancing  
Favorable

21127-1  
St. Paul  
Multifamily Housing Revenue Bonds  
Favorable

21129-1  
Minneapolis  
Snelling Apartments Housing Revenue Bonds Application  
Favorable

21134-1  
St. Paul  
Multifamily Housing Revenue Bond, Series 2013- Humboldt Apt. Project  
Favorable

21140-1  
Oak Park Heights  
Multifamily Housing Revenue Bond, Oakgreen Commons Project  
Favorable

21145-1  
Minneapolis  
Greenway Heights Family Housing  
Favorable

21150-1  
Minneapolis  
Seward Square Apartments  
Favorable

21152-1  
Dakota County Community Development Agency  
Dakota County Community Development Agency Development Bonds  
Favorable

21162-1  
Wayzata  
Hammer Residences, Inc. Project  
Favorable

21163-1



St. Paul  
Lewis Park Apartments Project  
Favorable

21181-1  
Dakota County  
Dakota County Community Development Agency Development Bonds  
Favorable

**State Disposal System Permit**

21104-1  
Minnesota Pollution Control Agency  
Credit River Township  
Favorable

21131-1  
Minnesota Pollution Control Agency  
Wyldeewood Acres Wastewater Treatment Plant  
Favorable

21147-1  
Minnesota Pollution Control Agency  
Bay Lake Wastewater Treatment Plant  
Favorable

21170-1  
Minnesota Pollution Control Agency  
Jackson Heights Mobile Home Park  
Favorable

21175-1  
Minnesota Pollution Control Agency  
LSP- Cottage Grove Power Plant  
Favorable

21179-1  
Minnesota Pollution Control Agency  
Afton Alps Wastewater Treatment Facility in Hastings  
Favorable

21180-1  
Minnesota Pollution Control Agency  
Mobile Manor Park in Shakopee  
Favorable

21191-1  
Minnesota Pollution Control Agency  
Territory Wastewater Treatment Facility  
Favorable

**Well Permit**

18837-3  
Loretto  
Wellhead Plan Amendment, Part II

Favorable

20351-2

Fridley

Wellhead Protection Plan, Part II

Favorable

20775-2

New Brighton

Wellhead Protection Plan, Part II

Favorable

20862-2

Orono

Wellhead Protection Plan, Part II

Favorable

20927-2

Minnetonka Beach

Wellhead Protection Plan, Part II

Favorable

20928-2

Maple Plain

Wellhead Protection Plan, Part II

Favorable

21055-2

Mahtomedi

Wellhead Protection Plan Amendment, Part II

Favorable

21070-1

Rogers

Wellhead Protection Plan, Part I

Favorable

21087-1

Woodbury

Letter of Intent

Favorable

21088-1

Burnsville

Wellhead Protection Plan, Part I

Favorable

21088-2

Burnsville

Wellhead Protection Plan Amendment, Part II

Favorable

21100-1

Medina

Wellhead Protection Plan Part II

Favorable

21108-1

Waconia

Part I Wellhead Protection Plan Amendment

Favorable

21142-1

Bloomington

Wellhead Protection Program

Favorable

21153-1

Mounds View

Wellhead Protection Plan, Part II

Favorable

21154-1

Long Lake

Wellhead Protection Plan, Part I

Favorable

21177-1

Oak Park Heights

Wellhead Protection Plan, Part II

Favorable

21183-1

Minnetrista

Wellhead Protection Program

Favorable

21190-1

Woodbury

Wellhead Protection Plan Amendment, Part I

Favorable

21192-1

Lino Lakes

Wellhead Protection Plan, Part I

**National Pollution Discharge Elimination Permit**

21067-1

Minnesota Pollution Control Agency

Rogers Wastewater Treatment Facility

Favorable

21072-1

Minnesota Pollution Control Agency

Twin City Tanning LLP Permit

Favorable

21075-1

Minnesota Pollution Control Agency

St. Paul Stormwater Management Program

Favorable

21076-1

Minnesota Pollution Control Agency  
Minneapolis Stormwater Management Program  
Favorable

21079-1

Minnesota Pollution Control Agency  
Prior Lake/Spring Lake Ferric Chloride Wastewater Treatment Facility  
Favorable

21080-1

Minnesota Pollution Control Agency  
Permit to Metropolitan Airports Commission – MSP Int'l Airport  
Favorable

21086-1

Minnesota Pollution Control Agency  
Hidden Harbor Marina, St. Paul Park  
Favorable

21099-1

Minnesota Pollution Control Agency  
Stormwater associated with construction activity  
Favorable

21113-1

Minnesota Pollution Control Agency  
St. Croix Forge Inc. to unnamed wetlands  
Favorable

21118-1

Minnesota Pollution Control Agency  
Carver Wastewater Treatment Facility  
Favorable

21125-1

Minnesota Pollution Control Agency  
Waldorf Corp. DBA Rock-Tenn, St. Paul  
Favorable

21126-1

Minnesota Pollution Control Agency  
Pepsi Bottling Group, Burnsville  
Favorable

21139-1

Minnesota Pollution Control Agency  
Reilly Tar Groundwater Remediation Site, St. Louis Park  
Favorable

21146-1

Minnesota Pollution Control Agency  
Remediation at former Advance Machine, Spring Park

Favorable

21149-1

Minnesota Pollution Control Agency  
Stillwater Foundations Project

Favorable

21161-1

Minnesota Pollution Control Agency  
Belle Plain Wastewater Treatment Plant

Favorable

21164-1

Minnesota Pollution Control Agency  
Xcel-Allen S. King Generating Plant, Bayport

Favorable

21168-1

Minnesota Pollution Control Agency  
U.S. Air Force Reserve

Favorable

21169-1

Minnesota Pollution Control Agency  
St. Paul Regional Water Services - McCarron Water Treatment Plant

Favorable

21171-1

Minnesota Pollution Control Agency  
Kinder Morgan Dredge

Favorable

21178-1

Minnesota Pollution Control Agency  
Captain Ken's Food, Inc., St. Paul

Favorable

21189-1

Minnesota Pollution Control Agency  
Boomerang Laboratories, Spring Park

Favorable

**U.S. Corps of Army Engineers**

21083-1

U.S. Army Corps of Engineers  
Dredge/fill wetlands adjacent to Mississippi River, Burnsville

Favorable

21110-1

U.S. Army Corps of Engineers  
MnDOT- Barge Access area for St. Croix River crossing

Favorable

21133-1

U.S. Army Corps of Engineers

Permit to discharge fill material in wetlands adjacent to Langdon Lake  
Favorable

21148-1  
U.S. Army Corps of Engineers  
Discharge dredged and fill material in wetlands adjacent to Spring Lake  
Favorable

21157-1  
U.S. Army Corps of Engineers  
Issuance of regional general permit for RGP-002-Mn  
Favorable

21158-1  
U.S. Army Corps of Engineers  
Modification of regional general permit for RGP-003-Mn  
Favorable

21173-1  
U.S. Army Corps of Engineers  
Discharge fill material for proposed water quality improvement project  
Favorable

21182-1  
U.S. Army Corps of Engineers  
Discharge dredged and fill material in wetlands adjacent to Black Dog Lake  
Favorable

21188-1  
U.S. Army Corps of Engineers  
MnDOT to construct a rockfill & riprap causeway for St. Croix crossing  
Favorable

#### **Controlled Access Highway**

20923-2  
Minnesota Department of Transportation  
4th Street entrance to I-35W  
Favorable

21065-2  
Minnesota Department of Transportation  
Interchanges at TH100 & TH7/CSAH25, TH100 & Minnetonka Blvd.  
Favorable

#### **Environmental Assessment or Statement - Federal**

18672-5  
Brooklyn Park  
Oxbow Commons/610 Crossings, 2013 AUAR Update  
Favorable

19929-3  
St. Louis Park  
West End AUAR Update  
Favorable

20052-3  
Edina  
Gateway Study Area AUAR Update  
Favorable

21041-2  
Hennepin County  
CSAH 61 (Shady Oak Road) Reconstruction  
Favorable

21062-2  
Fridley  
Fridley Business Park  
Favorable

21062-3  
Fridley  
FMC Redevelopment, Final AUAR  
Favorable

21068-1  
Brooklyn Park  
North Park Business Center 227 Acres  
Favorable

21068-2  
Brooklyn Park  
Final AUAR, Northpark Business Center  
Favorable

21074-1  
Minnesota Department of Transportation  
I-35E MN Pass Project  
Favorable

21102-1  
Minnesota Department of Transportation  
Northern Lights Express High Speed Rail from Minneapolis to Duluth  
Favorable

21105-1  
Minnesota Department of Commerce  
Scott County - Westgate Transmission Line  
Favorable

21119-1  
Ramsey  
The Cor  
Favorable

21119-2  
Ramsey  
Final AUAR, The Cor  
Favorable

21138-1  
Rosemount  
UMore Study Area, Draft AUAR  
Favorable

21138-2  
Rosemount  
UMore Study Area, Final AUAR  
Favorable

21165-1  
Minneapolis  
Downtown East Development, Draft AUAR and Draft Mitigation Plan  
Favorable

21165-2  
Minneapolis  
Downtown East Development, Final AUAR  
Favorable

**Environmental Assessment Worksheet - State**

21051-2  
Eagan  
Dakota Path 1st Addition Amended  
Favorable

21071-1  
Minnesota Pollution Control Agency  
Flint Hills Resources Propylene Storage Project  
Favorable

21085-1  
Maplewood  
3M Research and Lab Building  
Favorable

21089-1  
St. Paul  
Lowertown Ballpark  
Favorable

21090-1  
Metropolitan Airports Commission  
Terminal 2-Humphrey Rental Auto Companies, quick-turn- around facility  
Favorable

21115-1  
Lake Elmo  
Savona Residential Development  
Favorable

21120-1  
Minneapolis  
Currie Park Lofts Development



Favorable

21123-1

Minnesota Department of Transportation  
Future County Road Extension, Maple Grove from TH610 to CSAH30  
Favorable

21124-1

Fridley  
Riverside Corporate Centre  
Favorable

21128-1

Rosemount  
SKB Rosemount Industrial Waste Facility Expansion  
Favorable

21130-1

Carver County  
Southwest Reconnection Project, Highway 61-101 flood mitigation  
Favorable

21137-1

Minnesota Department of Transportation  
TH8 from Greenway Ave. N. to Karmel Ave., Washington & Chisago Counties  
Favorable

21141-1

Blaine  
Ball Road Addition  
Favorable

21143-1

Minnesota Department of Transportation  
Th55 and Th149 Improvements  
Favorable

21155-1

Woodbury  
Fields of Woodbury  
Favorable

21156-1

Corcoran  
Lennar Residential Development  
Favorable

21166-1

Shakopee  
Valley Park Business Center West  
Favorable

21167-1

Rogers  
Kinghorn Industrial Park Development

Favorable

21174-1

Woodbury

St. Therese of Woodbury

Favorable

21176-1

Hennepin County

Reconstruction of CSAH 101 from CSAH 5 to U.S. Hwy 12

Favorable

21185-1

Minnesota Pollution Control Agency

Dem-Con Recovery and Recycling Facility

Favorable

### **Environmental Impact Statement - State**

20822-3

Scott County

Jordan Aggregates- FEIS

Favorable

21040-2

Minnesota Sports Facilities Authority

Draft EIS - Minnesota Multi Purpose Stadium

Favorable

21040-3

Minnesota Sports Facilities Authority

Final EIS- Minnesota Multi Purpose Stadium

Favorable

### **Miscellaneous Programs**

20983-2

Minnesota Public Utilities Commission

SWTC Chaska 115KV transmission line upgrade, Carver and Scott Counties

Favorable

21144-1

Minnesota Public Utilities Commission

Great River Energy, Elko-New Market and Cleary Lake Area, 115KV transmission line

Favorable

21186-1

Minnesota Public Utilities Commission

Certificate of Need - Hollydale 115KV transmission line project

Favorable

21195-1

Dakota County

Notice of intent to remove land from Metropolitan Agricultural Preserves

Favorable





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