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# BUILDING COMMUNITIES *that work*



ANNUAL  
**2000**  
REPORT

## GROWING SMARTER *every day*



*Message from  
Metropolitan  
Council Chair  
Ted Mondale*

**S**mart growth means more choices for transportation and housing. It means keeping and protecting more green space, and doing a better job of anticipating and planning for future growth. If we grow smarter, we will make this region one of the best places around to live, work, raise a family and do business.

The concept of smart growth is moving to the forefront of state policy, thanks in large part to the vision of Governor Jesse Ventura and the administration's 'Big Plan.' We find examples of smart growth all around the region:

- Cities along the I-35W Corridor coming together to make better coordinated decisions about transportation and land use.
- Redevelopment projects like Burnsville's "Heart of the City" that have revitalized tired old developments.
- New developments in Minnetonka and Chanhassen to create town centers.
- Renewal of the Phillips neighborhood over the past three years, with serious crime down 33%, housing values up 45%, hundreds of community residents working at Childrens' Hospitals and Abbott Northwestern Hospitals. Business investments like Wells Fargo moving a mortgage company to the neighborhood, and a new freeway access plan reconnect the community to the marketplace.

When Governor Ventura appointed the new Council almost two years ago, he challenged us to do things differently.

In 2000, we took it to the next level, to be truly world class. In November, the Council officially unveiled the 'Smart Growth Twin Cities' two year initiative to engage Twin Cities residents and communities in building the kind of communities we want, with tools they need to choose where and how their communities and the region will grow.

Smart Growth Twin Cities is a forward-thinking and unique effort on regional growth and development in two important ways.

First, Smart Growth Twin Cities will engage public participation in a more creative, flexible way than anywhere in the country.

Second, Smart Growth Twin Cities is focused on real, tangible, on-the-ground implementation.

Our list of partners include the McKnight Foundation, generously helping to fund the citizens involvement part of this initiative.

We need to be honest about the challenge before us. We aren't going to change in two years development patterns that have evolved over decades. But we can change how decisions get made, so that Twin Cities residents have the choice to live in the kind of communities they want.

To build communities that reflect how the public wants to grow in the future, the Metropolitan Council has created a clear link between transportation, housing, environment and land use policies, investments and actions. To make certain that communities develop by choice, not chance, the Council has involved citizens, the public and stakeholders to plan for smarter growth.

The Metropolitan Council Annual Report 2000 highlights achievements toward goals of a globally competitive regional economy and high quality of life for the Twin Cities region.

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## SMART GROWTH TWIN CITIES OPPORTUNITY SITES

- Maplewood/St. Paul Hillcrest Village redevelopment
- St. Paul's Harriet Island and District del Sol Urban Village redevelopment
- St. Anthony Village Northwest redevelopment
- Brooklyn Center Central Business redevelopment
- Heights of Chaska development
- Ramsey Town Centre development

The Metropolitan Council worked closely with communities, developers, businesses, nonprofits and environmental groups on several fronts during 2000 to ensure that this region grows smart and that people have choices in how their communities grow. Technical assistance and funding from the Council helped communities create smart growth development, affordable housing, parks and open space, cleaner lakes and streams, and better transit service.

Council staff assisted the region's 186 communities as they completed updates of local comprehensive land use plans as required by state law. Staff sector representatives and watershed coordinators provided technical assistance to community staff on issues ranging from affordable housing to groundwater protection.

## PLANNING FOR SMART GROWTH

In 2000 the Council kicked off *'Smart Growth Twin Cities'*, a first-ever regional initiative that will put the public at the helm of steering how the region grows in the future. *Smart Growth Twin Cities* adopts an innovative urban-design based strategy to shape and define what growth will look like for the region. With the McKnight Foundation as a project partner to greatly expand public involvement and nationally renowned urban design firm Calthorpe Associates to support the Council's work, expected project outcomes include:

- a baseline model of the environmental and economic consequences of current and planned growth throughout the region
- alternative land use plans at the subregional community level that most effectively take advantage of existing and planned transportation networks
- smart growth development at six community 'opportunity sites' of 20 to 100 acres in the region, with residents of the selected cities involved in designing the developments.

Smart growth gives people more freedom and choices about where to live and work and how to get around. Smart growth is about working together to define what growth will look like for the region, development that is more walkable, convenient to transit, shops and services, with a variety of housing to meet the needs of people of all ages and incomes.

By 2020, the seven-county Twin Cities metro area will comprise 500,000 more people, 270,000 additional households and 285,000 new jobs. Smart growth is about using our resources wisely to accommodate the expected growth in a way that protects and enhances our quality of life and the economic competitiveness of the region. It means conserving open space and farmland and preserving critical environmental areas.

With smart growth as its guiding principle, the Council is focusing on four primary regional strategies to achieve its purpose.

## SMART GROWTH FOCUS AREAS

### QUALITY OF LIFE

Provide tools and support so that cities can build communities where quality of life is first-rate

### INFRASTRUCTURE

Provide high-quality, cost-effective services

### COMMUNICATIONS AND COMMUNITY RELATIONS

Build support among the public and decision-makers for regional approaches to benefit the region

### ALIGNMENT

Focus all the work of the members and staff to align resources and achieve goals





Provide tools and support so that cities can build communities where quality of life is first-rate

## INVESTMENTS SPUR AFFORDABLE HOUSING, JOB GROWTH

### LIVABLE COMMUNITIES

- \$19.2 million to 24 communities and two counties for smart growth projects.
- preserve and create affordable housing
- catalyze redevelopment and job growth in

- urban areas by cleaning up polluted land
- create convenient, mixed-use, walkable, transit-accessible developments that incorporate green space

- local communities set goals for affordable rental and ownership housing
- leveraged hundreds of millions of dollars in private and other public investments

#### *Smart Growth bricks and mortar*

#### DEMONSTRATION ACCOUNT

- \$6.4 million and \$1.5 million in supplemental transit funding
- create 599 new and 18 rehabilitated housing units in developments that include green space, commercial and retail uses, access to transit and walkways for pedestrians.
- planning or construction of mixed-use, transit-oriented developments:
- \$1.5 million to Minneapolis for mixed-income housing on the Near North Side
- \$2.5 million to Burnsville for the second phase of a mixed-use town center development
- \$350,000 to St. Paul for transit-oriented improvements in Phalen Village
- \$500,000 to Hastings for preservation and reuse of a downtown historic building in the downtown
- \$100,000 and \$1.5 million in supplemental transit funds for construction of the Hiawatha-Lake light rail transit stop in Minneapolis
- \$450,000 to Lino Lakes for mixed-income suburban housing development
- \$1 million to Brooklyn Park to restore Shingle Creek as a central park
- leverage \$193 million in private investment and \$45.6 million in other public investment.

#### *Restore polluted sites to beneficial use*

#### TAX BASE REVITALIZATION ACCOUNT

- \$5.2 million to nine cities and two counties to clean up and redevelop 89 acres of polluted land
- leverage an additional \$274.5 million in private investment
- create 765 new jobs at an average hourly wage of \$14.30
- create additional tax capacity in the region of \$6.3 million.
- largest grant: \$1.04 million to Minneapolis Community Development Agency for removal of asbestos and lead-based paint in the historic Grain Belt Brewery complex. The 12 buildings are being renovated for commercial use
- smallest grant: \$20,410 for removal of asbestos in a vacant building in Blaine planned for the expansion of a retail music store

#### *Region wide housing choices*

#### LOCAL HOUSING INCENTIVES ACCOUNT

- \$1.6 million to 9 communities and one county for construction or rehabilitation of affordable rental and ownership homes
- assisted 231 affordable rental units, including 66 Hollman units; up to 35 ownership units; and up to 600 home improvement loans
- streamlined review of applications by the Metropolitan Housing Implementation Group (MHIG), which includes the Council, the Minnesota Housing Finance Agency, the Family Housing Fund and others to issue Requests for Proposals for projects eligible for a variety of federal, state and regional funds for developers

#### *Increased affordability*

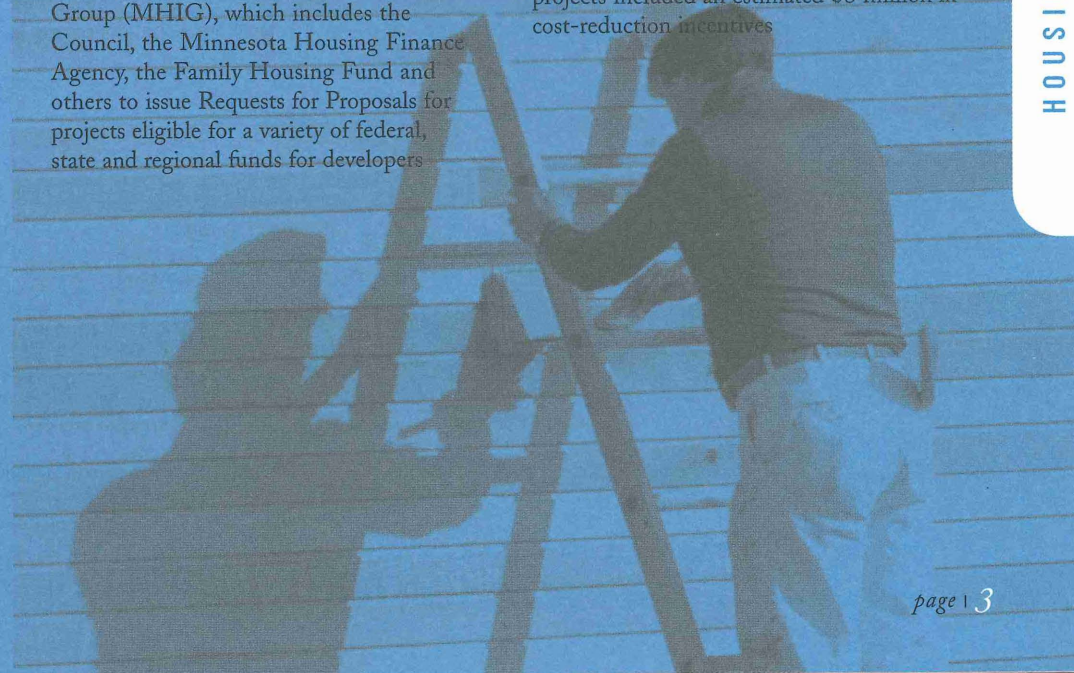
#### INCLUSIONARY HOUSING ACCOUNT

- \$4 million to 8 communities to develop economically integrated homes
- create 112 new affordable condominiums and townhomes, and 475 new rental units, including 189 affordable units
- awards to local governments that changed local housing regulations to reduce the cost of mixed-income developments
- leverage an additional \$106 million in private and other public investment
- projects included an estimated \$8 million in cost-reduction incentives

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## *achieving* CLEANER RIVERS AND LAKES

The Metropolitan Council has an outstanding record of reducing direct or point source pollution in the region's waterways. In recent years, the Council has focused increasing attention and resources on reducing and preventing run-off or nonpoint source pollution from surface water run-off.

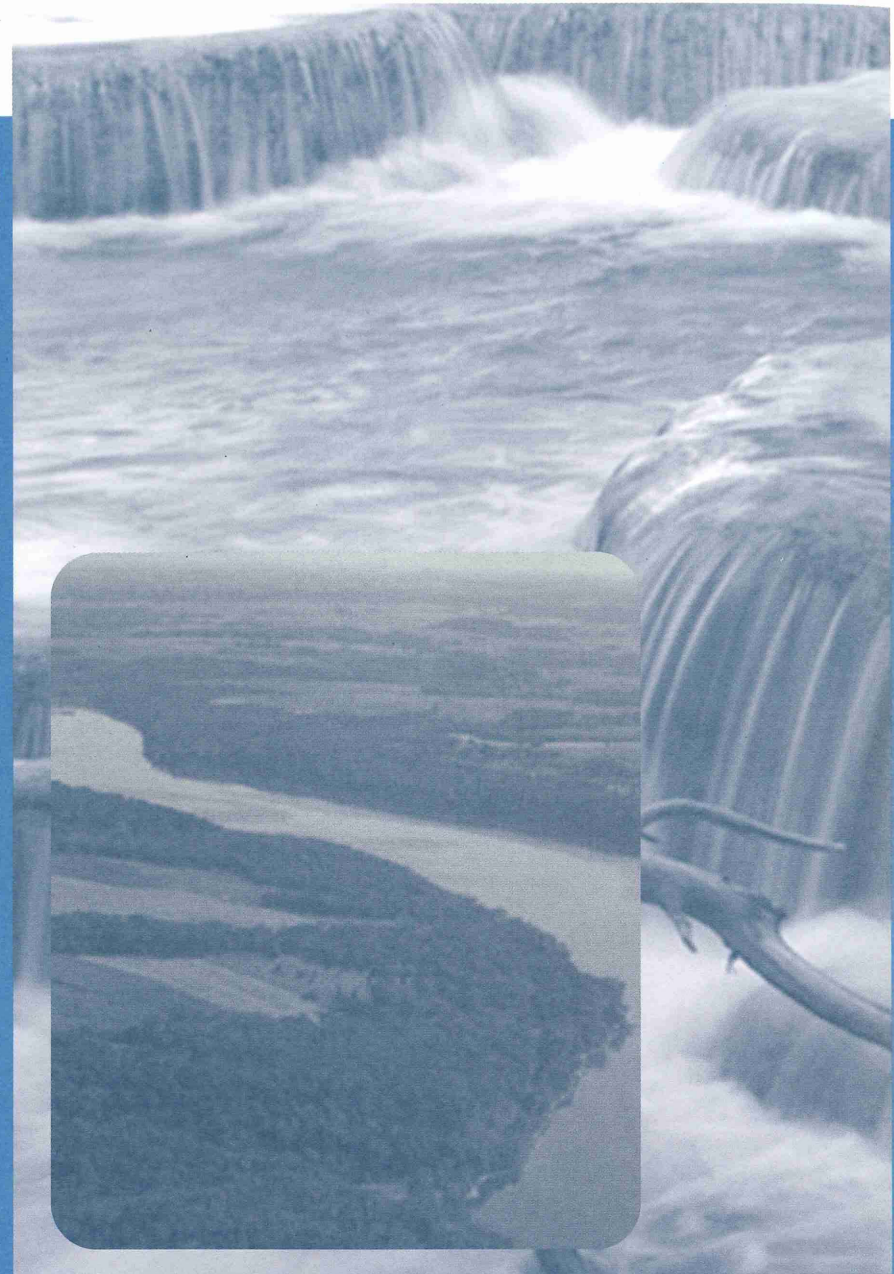
For example, three Council staff watershed coordinators work closely with metro area watershed districts and local governments to develop strategies to effectively handle stormwater runoff to meet regional water quality goals. In addition, the Council provides funds to support the nonpoint source pollution reduction efforts of diverse groups.

### **PARTNERSHIP GRANTS IMPROVE WATER QUALITY**

The Council in 2000 awarded \$1 million in MetroEnvironment Partnership Grants to 25 organizations for projects to improve the quality of the region's lakes and rivers. The grants were the first of a five-year program that will award a total of \$7.5 million. The goals are to reduce nonpoint source pollution, protect taxpayer investments in the wastewater treatment system, and advance smart growth principles of using natural resources wisely and preserving the environment. The first grants will leverage an additional \$900,000 in public and private funding.

### **GRANTS INCLUDED:**

- education projects, like the Big River Journey Scholarships, a National Park Service program that gives elementary school students river-based educational experiences
- technical projects like the Friends of the Mississippi River's project to install vegetative buffers and stabilize streambanks along the Vermillion River and its tributaries between Lakeville and Hastings
- research and development projects like the Rice Creek Watershed District's project to aerate a slow-flowing ditch from a wetland that contributes substantial amounts of phosphorus to Bald Eagle Lake in Ramsey County.
- three MetroEnvironment grants totaling \$760,000 were targeted at environmental issues that need to be addressed comprehensively from a regional perspective
- A \$400,000 grant will help coordinate and support new and existing networks of citizens who volunteer to collect water samples from and monitor the quality of metro area streams.
- A \$100,000 grant will support development of a manual on designing and installing best management practices for runoff and erosion control at urban sites smaller than five acres
- A \$285,000 grant will support a project to document the historical accumulation of a number of pollutants in Lake St. Croix, one of the region's most important recreational and ecological water resources



The Council in 2000 approved loan offers to 10 local governments totaling \$275,000 to reduce infiltration and inflow of groundwater and rain into local sanitary sewer systems. The loans can be converted to grants upon certification of improvements and expected results.



# TRANSPORTATION POLICIES SUPPORT SMART GROWTH

With 500,000 more people expected in the region by 2020, the Council wants to encourage growth along existing infrastructure to be fiscally responsible while improving mobility and regional competitiveness.

## TRANSPORTATION POLICY PLAN

- more choices
- more livable cities

The plan is revised every three years, and includes early involvement of the Council's Transportation Advisory Board (TAB).

## TAB'S 34-MEMBER BOARD

- elected officials
- citizens
- representatives of government agencies involved in transportation
- representatives of transit, freight and nonmotorized transport modes.

## REVISED GOALS

- Coordinate transportation investments and land uses while intensifying development along transportation corridors
- Commit more transportation investments to communities and projects where walking, bicycling and street grids are key elements of community design
- Double the size of the region's transit system by 2020, increasing ridership to more than 130 million rides a year
- Add new bicycle and pedestrian policies and strategies that encourage safe, high-quality facilities that are linked to transit options, and require similar elements in local comprehensive plans
- Integrate, rather than separate, local streets with neighboring land uses, aligning design standards that govern federal, state, county and local roads

## LIGHT RAIL CATALYZES SMART GROWTH

Construction begins on the region's first light rail transit (LRT) line in 2001. The 11.6-mile Hiawatha Line will run from downtown Minneapolis to the Mall of America. Operation begins in 2003.

The Federal Transit Administration (FTA) in 2000 approved \$334 million for construction of the Hiawatha Line and forwarded its approval to Congress for a 60-day review period and final award in January 2001.

Hiawatha LRT will provide residents and visitors with easy access to entertainment, shopping and work. New smart growth development that incorporates shops, office buildings, housing and parks near light rail stations will boost the local economy and offer people more choices of where to live and how to get around. A 1999 market study showed that corridor-wide development potential to 2020 includes nearly 7,000 new housing units, more than 19

million square feet of new commercial development and up to 68,000 new jobs.

The Council engaged community and business groups and neighborhoods to design LRT stations and help create adjacent development plans. The Hiawatha Line includes 17 stations from First Ave. in downtown Minneapolis to the Mall of America, with two at Minneapolis-St. Paul International Airport.

Hiawatha LRT is the first link in what will become a network of commuter rail, light rail and transitways that will enhance the region's well-established bus service. This expanded transit system will speed up commute times, ease traffic congestion and safeguard the environment by reducing vehicle emissions. Investments in transit keep Minnesota economically competitive by attracting and retaining business with efficient transportation and making our neighborhoods safer and more livable.

The Council in 2000 also approved funding to begin design of three exclusive busways in the region. The priority corridor is the Riverview Corridor, running from downtown St. Paul to the international airport.

## TOTAL COST: DESIGN AND CONSTRUCTION OF THE LINE (IN 2002 DOLLARS)

- \$675 million
- In addition to the FTA, other funders include:
  - the state of Minnesota, \$100 million
  - Metropolitan Airports Commission, \$87 million
  - Minneapolis, \$70 million
  - state and Hennepin County in-kind, \$34 million
  - The Minnesota Department of Transportation—\$50 million for road improvements and in charge of construction
  - the Council's Metro Transit will operate the Hiawatha line.



TRANSPORTATION





## REGIONAL PARKS POLICIES PRESERVE GREEN SPACES

The Council in 2000, with the Metro Parks and Open Space Commission completed revisions to its Recreation Open Space Policy Plan and released it for public comment. Significant policy changes include:

- A stronger emphasis on siting of new parks and reserves for environmental protection purposes
- A directive to explore creation of a program for emergency acquisition of land that would be lost to the system without timely purchase, funded by private/public partnership
- A watershed policy that emphasizes protection of the region's water resources.

A series of public open houses/hearings on the policy plan and the 2002-2007 parks capital improvement program will be held in April 2001.

In 2000, the Minnesota Legislature appropriated \$5 million in state bonds, matched by \$3.3 million in regional bonds that financed:

- \$1.6 million for land acquisition for regional parks and trails in Bloomington

and Washington, Carver and Scott counties

- \$2.1 million for six regional park and trail rehabilitation projects in Minneapolis, St. Paul, and Anoka and Ramsey counties
- \$4.6 million for eight new park and trail development projects in Minneapolis, St. Paul, and Ramsey, Dakota and suburban Hennepin counties.

These funds leveraged an additional \$6.6 million from federal sources and \$1.1 million from local governments. The Legislature made special appropriations to the Council of \$600,000 for a grant to South St. Paul for erosion control at Kaposia Park and \$16 million for St. Paul to construct the Como Park Education Resource Center.

The Legislature's \$10 million appropriation for regional parks operation and maintenance will finance about 20 percent of the 2000 operation and maintenance budget of the system. User fees and property taxes assessed by park agencies make up the remainder.

Parks and open space are essential for maintaining the high quality of life enjoyed by residents of the region and for preserving the environment as features of Smart Growth. In 1999, people made an estimated 29.3 million visits to the Twin Cities regional system of 32 regional parks, 11 park reserves, four special recreation features and 17 regional trails.



## COUNCIL WORK GROUP EXAMINES RURAL AREA POLICIES

### RURAL ISSUES WORK GROUP

- created by the Council in 2000
- includes 8 Council members whose districts have portions of rural area and others
- mission: to formulate and recommend policies that serve the region's Rural Growth Centers, as well as preserve the rural character and the natural resource base of the region's Permanent Rural Area (PRA) and Permanent Agricultural Areas (PAA)

The rural portion of the seven-county metropolitan area has many faces. It has productive farmland, nurseries, orchards and vineyards. It has hobby farms and scattered clusters of houses. It has small towns, gravel mines and woodlands. But as the population of the seven-county metro area grows, the rural portion of the region is feeling the pressure from increasing growth.

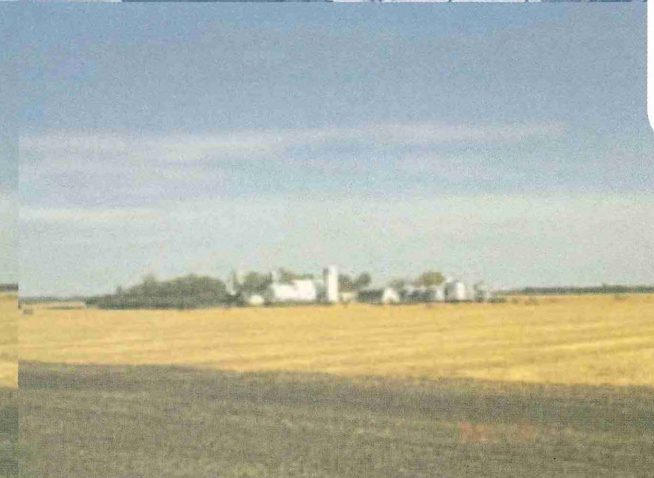
In partnership with the Minnesota Geological Survey, the Council completed a report on aggregate resources in the Twin Cities area. The report documented the dramatic reduction in aggregate resources due to paving over of the resources by urban/suburban development and the fragmentation of deposits into sites that cannot be economically mined

The Rural Issues Work Group worked with industry representatives, local governments and citizen groups to provide testimony on issues. The group began to examine policy options for managing the region's aggregate resources. Further action is expected in 2001

The Rural Issues Work Group also looked at Council policies for the PAA, PRA and Rural Growth Centers and it will present to the Council policies, tools and incentives—including legislation.

### Issues include:

- nonconforming land uses
- protection of natural areas
- groundwater supply and quality
- how to support growth in the rural towns.





## INFRASTRUCTURE



Provide high quality, cost-effective services

Smart growth focuses on where and how the region grows. To grow smarter, preserving the environment is crucial, otherwise quality of life is greatly diminished. At the same time, smart growth is fiscally conservative, promoting more efficient use of public investments.

The Metropolitan Council is committed to providing high-quality, cost-effective wastewater treatment and transit systems, and to expand and supports efforts to create affordable housing opportunities throughout the region. Meeting these goals improves the region's competitiveness in the global economy, protects the environment and enhances our quality of life.

## AFFORDABLE HOUSING

Affordable housing is core to a strong economy. Without affordable housing for people of all ages and incomes, and especially for new workers, plant expansion and job growth can grind to a halt if new employees cannot find housing they can afford near their work. Existing businesses may not reinvest in their current location if neighborhood instability or deteriorating housing undermines the appeal of the community for workers and customers. Housing that is durable and well maintained is important to the region's tax base and infrastructure, as well as the health of individual communities.

The Council estimates that at least one in five of all regional households lives in homes that are not affordable to them — that is, they

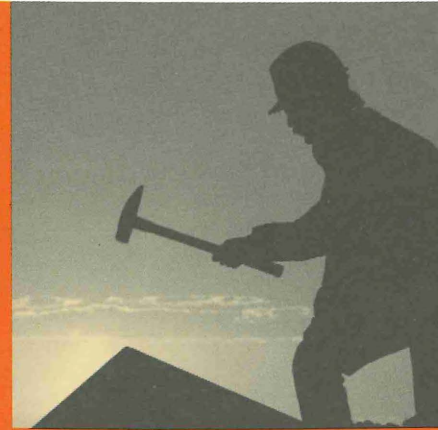
are forced to pay more for housing than they can reasonably afford. An estimated 161,000 households in the Twin Cities pay half or more of their income for housing and/or live in sub-standard housing conditions. Increasingly, these are moderate-income families—headed by teachers, police officers, nursing aides and others who provide essential services to our communities—many of whom live in the suburbs. Another significant portion of these households is elderly people.

Also, in making transportation investment decisions, the Council gave higher priority to communities that make significant efforts to develop affordable housing.

## MAYORS' TASK FORCE

A task force of Twin Cities area mayors, appointed by the Metropolitan Council, issued a report in November 2000 assessing the availability of affordable housing in the region. The mayors found that a variety of factors contribute to ballooning housing costs and recommended several actions to increase the availability of quality housing and dignified living conditions for people of all incomes and stages of life. Among the findings:

- Mixed-income development, such as West Ridge in Minnetonka, offers a preferred alternative for providing and integrating affordable housing in communities.
- More compact development can reduce housing costs and increase the supply of affordable housing.
- Funding partnerships are needed to generate resources to build affordable housing.
- Cities need flexibility to customize their affordable housing strategies
- Cities need technical assistance to negotiate and guide housing developments successful-



ly through the complicated financial structures and development agreements. Among the actions recommended by the task force:

- Local officials must provide leadership and be ambassadors for affordable housing
- Ensure that local planning and zoning enables affordable housing
- Change government policies and practices to reduce the cost of building houses
- Secure additional funding to increase the supply.

The Council will use the recommendations to develop legislative initiatives and help shape its own policies and programs.

## FAMILY AFFORDABLE HOUSING

The Council in 2000 initiated its new Family Affordable Housing Program (FAHP), a rental program operated under the Federal Housing and Urban Development Department's Low Rent Public Housing Guidelines. The program is another tool communities can use to help address the critical and escalating need for more affordable housing units throughout the region.

The Council is establishing partnerships

with suburban cities to initially acquire units. The Council plans to acquire units in 2001 and will focus efforts on a variety of housing types, including single-family homes, town homes and duplexes. The Council is also augmenting its Family Self Sufficiency Program to ensure that residents of FAHP units have the necessary skills and support to be successful renters. A professional property management firm will manage FAHP units.

## HOUSING CHOICE VOUCHERS

The Council's Housing and Redevelopment Authority (HRA) administers Section 8 housing assistance to about 5,000 households in over 100 communities in the seven-county area. Despite daunting market conditions, the number of households receiving assistance increased by more than 600 in 2000.

The current waiting list at Metro HRA consists of over 1,700 households. In part because of low vacancy rates and rents that are too high to meet Section 8 guidelines, only about one in three households who have a voucher are able to locate a unit. Metro HRA serves another 750 households through a variety of other specialized federal, state and locally funded rent subsidy programs. Council staff are working to better market the Section 8 program to landlords, as well as address the barriers that low-income households face when searching for affordable rental housing.

The Council also worked with the Metropolitan Housing Implementation Group to review applications for a variety of federal, state and regional funding programs that help create more affordable housing opportunities. The Council allocates Livable Communities funds to provide gap financing for affordable housing developments.



## EXPANDED TRANSIT CAPACITY

Several new transit facilities made significant progress or opened in the region in 2000. The Council's plan is to double the service capacity by 2020 in order to ease traffic congestion, give people more choices of where to live and how to travel in the region, and save taxpayer dollars.

With more and bigger highways comes more traffic and unplanned development that adds even more traffic. An enhanced transit system will relieve congestion and support the Council's goals to encourage more convenient, transit-oriented growth in the region, foster more efficient land use, lower public facility costs, preserve air quality, protect green space, and improve regional competitiveness.

### Improvements:

- new transit center in Columbia Heights
- two new hubs on the way in Minneapolis and Bloomington
- expansions of park-and-ride stations in Eden Prairie, Eagan and Burnsville
- exclusive and lengthened bus lane to eastbound I-94 from Minneapolis
- 12 miles of bus-only shoulders along I-94 between the central cities.
- new control center in Minneapolis

The Council approved \$6.3 million for preliminary engineering and design of three exclusive commuter "busways" in the Twin Cities, leveraging \$44 million earmarked by the Legislature for busway construction:

- St. Paul Riverview, from downtown to the international airport
- Minneapolis Northwest, from down-

town through Robbinsdale, Crystal and Brooklyn Park to Maple Grove

- Minneapolis Southwest, from downtown through St. Louis Park, Hopkins and Minnetonka to Eden Prairie

The Council will promote smart growth along dedicated transit corridors. Linked to high-quality transit service, these projects will include a mix of housing, retail, offices and green space in a walkable environment.

The Transit 2020 Master Plan calls for a greatly expanded, easy-to-use, linked system that has bus service as its foundation. Light rail transit, commuter rail, exclusive busways, HOV lanes will also be an important part of the system. Without expanded transit, severely congested highway miles are projected to grow from 100 in 1995 to 210 in 2020, even with 25 miles of planned highway expansion.

## METRO TRANSIT RECORD GAINS

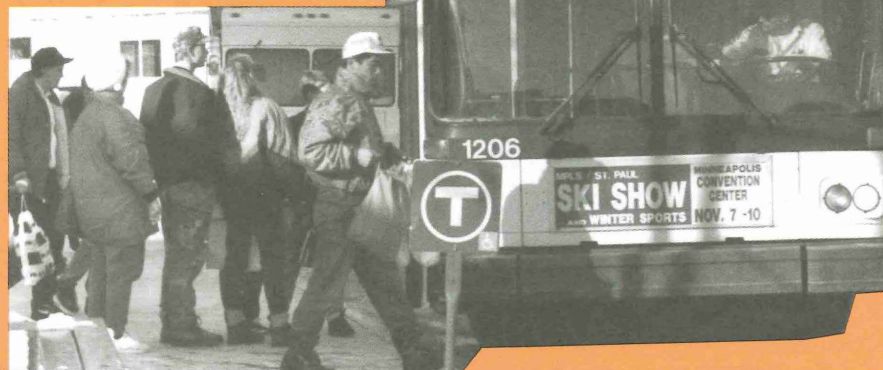
The region has made record gains in bus ridership in recent years. In 1999 the Twin Cities had the second fastest transit ridership growth in the country, up 8.8 percent from 1998. Ridership increased 18.4 percent from 1996 to 1999, while service increased only 10.5 percent.

In 2000, ridership gains on Metro Transit routes slowed to an estimated

two percent as many routes reached capacity. Additional resources are needed to expand service, especially on heavily traveled routes where complaints about overloaded buses are up 200 percent.

While ridership gains are slowing, Metro Transit in November 2000 was still 6.3 million rides, or 6.4 percent, ahead of the pace needed to reach a goal of 138 million rides during the two-year funding cycle that ends June 30, 2001. After exceeding the Minnesota Legislature's ridership challenge in the 1998-99 biennium, the Council set the new goal to prove that additional transit resources, wisely used, will boost ridership and create more efficiency and quality of service.

While Metro Transit provides the vast majority of bus service in the region, the Council also outsources about 60 routes, and several communities provide their own bus service. These services, including Metro Mobility, the transit service for people with disabilities, provided an estimated seven million additional rides in 2000.



## METRO MOBILITY EARNS PEER PRAISE

Metro Mobility, the region's main public transportation program for people with disabilities, rated among the nation's best, based on

findings and a comprehensive evaluation by a panel of national paratransit experts in 2000.

The panel looked at policies and operations, including eligibility, ride reservations, trip scheduling, dispatching, maintenance and administration. Metro Mobility received high marks for vehicle maintenance, computerized dispatching, driver training and budget. Potential improvements include the need to reduce cancellations and no-shows, increase shared rides, and define what the system will be like when regular-route buses become fully accessible in 2004.

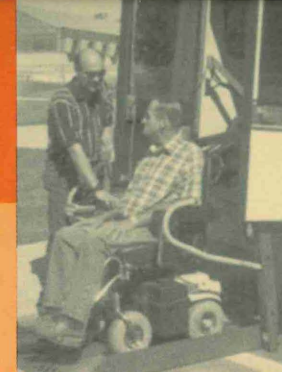
Metro Mobility provided door-through-door service for about 21,000 certified riders. Total ridership was just over one million in 1999.

## MORE CAPACITY NEEDED

To achieve the Council's goal to double bus system capacity, Metro Transit must add four more garages by 2005, and build a new 150-bus garage every three years after that, according to a long-range garage needs study completed in 2000. A new 185-bus garage is under construction near downtown St. Paul to replace the aging Snelling Ave. facility.

The study found that four of the agency's five current garages have reached capacity and are operating beyond what they can maintain, causing additional operational costs. The study team analyzed garage space against four criteria—transportation, maintenance and support, services and cleanliness, and bus storage.

The garage now under construction, at Mississippi and Cayuga Aves., will open in late 2001. The Snelling Ave. property plan includes a smaller bus garage and commercial, retail spaces and housing options using smart growth principles.





## INCREASING EFFICIENCY, INVESTING WISELY

### OVERVIEW

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

#### Aviation Issues:

- land use compatibility around reliever airports
- aviation forecasts
- airport safety zoning
- performance measures for airport system

### AVIATION PLAN UPDATE

The Council and Metropolitan Airports Commission (MAC) continue to implement the 2010 Plan for Minneapolis-St. Paul International Airport and work with surrounding communities on noise mitigation issues, construction of the new north-south runway and a new charter terminal, and realignment of the entry roadway and expansion of parking at the Lindbergh terminal in 2000.

Several key actions in 2000 affected future planning and development at the region's reliever airports. The Minnesota Legislature enacted a law that limits the maximum runway length at minor reliever airports to 5,000 feet.

At the Anoka County-Blaine Airport, the Council, the MAC and the City of Mounds View reached a settlement that will guide development of the airport to 2020. The agreement allows MAC to further develop runways and building areas, and install a precision instrument landing system. Environmental evaluation of the impacts of airport expansion, especially on surrounding wetlands, is expected to be completed in 2002.

At Flying Cloud Airport in Eden Prairie, the MAC is purchasing land needed for protection and expansion of the airport. The Federal Aviation Administration is currently reviewing an environmental impact statement on the proposed expansion.

The MAC updated the long-term comprehensive plan for St. Paul Downtown Airport in 2000. The update assessed the feasibility of additional flood protections and redevelopment of hangar building areas. Council review is expected in early 2001.

### INCENTIVES FOR PEOPLE TO RIDE THE BUS

**Metropass** — Thirty-six employers in the Twin Cities with a total of almost 10,000 workers were offering deeply discounted annual bus passes to their employees through the Metropass program in 2000. Employers benefit because Metropass is tax-deductible, attracts new employees and cuts demand for on-site parking. Employees get a free or low-cost alternative to driving to work, so they avoid traffic congestion, parking hassles and higher commuting costs.

In 2000, Metro Transit renewed its first-ever Metropass contract with American Express Financial Advisors in downtown Minneapolis. When the company started the program in October 1998, 2,100 of the company's 6,000 employees used transit to get to work. Two years later, 4,400 of the company's 7,000 employees take transit.

**U-Pass** — A new program to offer discounted bus service to University of Minnesota students was launched in September. Students are eligible to purchase U-Pass cards for \$50 each semester, valid for unlimited bus rides throughout the region for an entire semester. Students save \$161 over the normal retail bus pass price for the four-month semester. The University received a \$5.5 million federal grant to help fund the program for a two-year demonstration. (Staff and faculty members are eligible for Metropass. Participants pay \$35 per month for unlimited bus rides.)

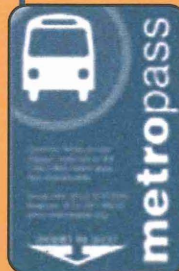
**State Fair** — Metro Transit delivered record 830,116 rides to and from the Minnesota State Fair in 2000. One in four people now go by bus to the Fair. Free park-and-ride lots and special State Fair

Express routes from major shopping malls made riding to the fair a popular choice.

**Diversified fleet** — Part of improving service to transit users means providing the right kind of vehicle for different kinds of trips. In 2000 Metro Transit purchased 25 small buses for use on neighborhood circulator routes. The vehicles are 26 feet long, with wheelchair lifts and seating capacity for 23 ambulatory passengers, or 17 ambulatory passengers and two passengers in wheelchairs.

**Guaranteed Ride Home** — Bus riders and carpoolers who register with Metro Commuter Services are ensured that in the event of an emergency they can get a free ride home. Every year enrollees receive two coupons to use in emergencies either for a free bus ride or up to \$20 reimbursement for cab fare. In 2000 an estimated 31,000 people were registered for the program, almost double the previous year. As of Nov. 30, only 662 coupons had been redeemed, confirming that a majority of enrollees view the program as an insurance policy that provides peace of mind.

**Easier trip planning on-line** — Now with just a few clicks of the mouse, internet visitors can find the fastest bus route to their destination in seconds. New software takes the guesswork out of hundreds of route options. The program, called TIPS (transit itinerary planning system) determines the fastest travel path—the user simply enters a starting point, destination and arrival time. It's the same system phone representatives use in the Metropolitan Transit Information Center. The program became operational for web users in 2000 by clicking directly on [www.metrotransit.org](http://www.metrotransit.org) or [www.metrocouncil.org](http://www.metrocouncil.org)





## IMPROVED EFFICIENCY, PROTECTING THE ENVIRONMENT

### ENVIRONMENTAL PARTNERSHIPS FOR COORDINATED POLICIES AND INVESTMENTS

- state and local government
- the private sector
- environmental organizations
- schools.

To make way for projected growth, the Council has committed to protect the region's highly admired natural environment. The Council's Environmental Services division (MCES) in 2000 awarded \$1 million in grants to 25 organizations for projects aimed at preventing urban and rural surface runoff pollution from entering lakes and rivers in the Twin Cities region. An additional \$760,000 was awarded to three projects with region-wide significance.

The Council collected and treated nearly 100 billion gallons of wastewater annually for 104 communities in the region and maintained an excellent record of near-perfect compliance with clean water discharge permits, even as it

reduced costs and constructed additional capacity. This was accomplished in concert with reductions in expenses and staff, and amid capital project planning and construction to serve the region's future growth.

A three-year, \$20 million budget reduction goal will competitively decrease wholesale wastewater rates that the Council charges cities by 12.6 percent from 1998 to 2001. The reduction will allow cities to pass the cost savings on to their citizens or invest in their own infrastructure projects. The Council's goal is to be among the nation's best five wastewater utilities in the nation, in terms of rates and service quality, by 2005.

### NEW SOLIDS PROCESSING FACILITY IN OPERATION

A key project completed in 2000 was the construction of new solids processing facilities at the Blue Lake Plant in Shakopee, including the first public-private partnership operating part of the regional wastewater collection and treatment system. While MCES owns and operates the solids thickening and

dewatering facility, New England Fertilizer Co. operates the final step in the process, where solids are heat-dried into fertilizer pellets. The firm uses MCES employees to operate the facility, which MCES owns. This kind of partnership reduces capital and operating costs, providing the best value for

MCES ratepayers.

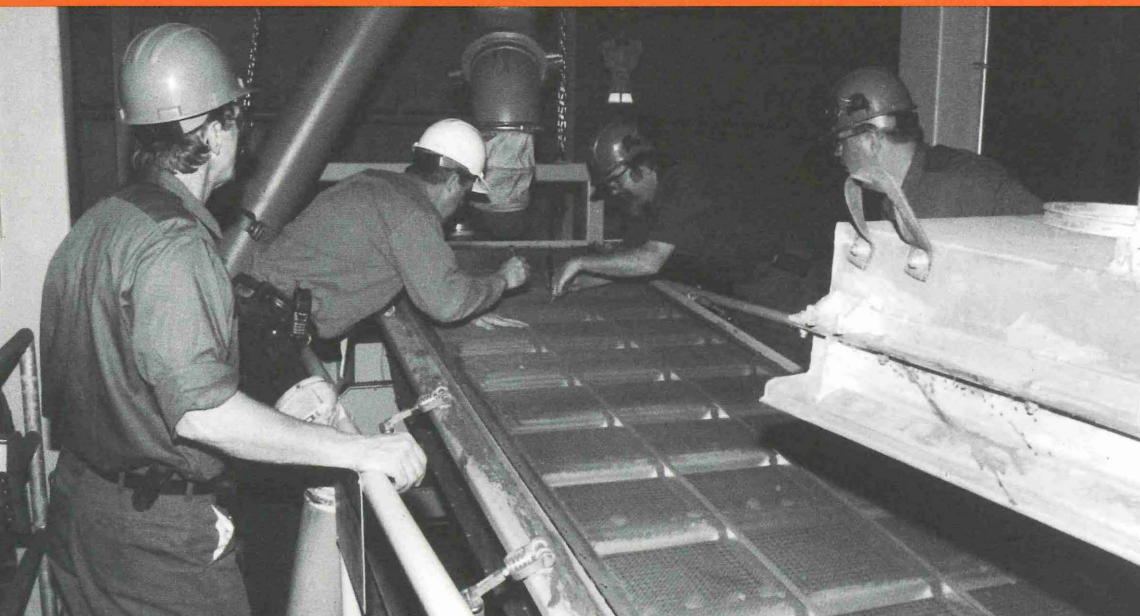
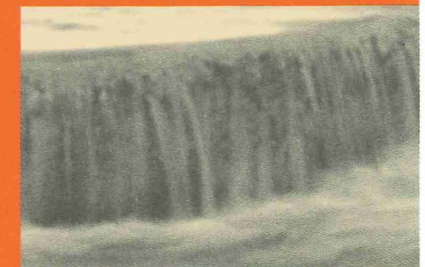
Several other important capital projects advanced in 2000. The second phase of the Elm Creek interceptor in Maple Grove was completed. Planning continues for the new South Washington County Plant, to be completed in 2002, and for new Metro Plant solids facilities, to be on line in 2004. These projects will enhance the region's quality of life by reducing pollutants such as mercury and phosphorus, and will provide sufficient infrastructure to accommodate smart growth. The Council is engaging local constituents to a greater degree than ever before, and has reduced long-range capital budgets by 10 percent from earlier estimates.

MCES is also addressing watershed and wastewater capacity within and beyond the metropolitan urban service area (MUSA) and developing a 50-year plan to supply the necessary infrastructure at the best cost.



The Council collected and treated nearly 100 billion gallons of

wastewater annually for 104 communities in the region and maintained an excellent record of near-perfect compliance with clean water discharge permits, even as it reduced costs and constructed additional capacity.







Build support among the public and decision-makers for regional approaches to benefit the region

## BUILD SUPPORT FOR REGIONAL APPROACHES

The Metropolitan Council worked in partnership with communities and groups throughout the region to advance smart growth initiatives. The Council engaged citizens in efforts to protect the environment, improve and expand transit, and support transit-oriented development and other initiatives that improve the quality of life and economic competitiveness of the region.

### PUBLIC INPUT IN TRANSIT IMPROVEMENTS

Residents in cities around the region helped to improve transit service where they live by becoming involved in a major Council effort to restructure the bus route system. With input from cities and local residents, Metro Transit is changing routes and schedules to better serve new development, job growth centers and other shifts in development patterns in the region. It's the biggest overhaul since the system became public 33 years ago.

Planners carved the transit-taxing district into nine sectors, using geo-

graphic boundaries like freeways and rivers. An area from northeast Minneapolis to Rosedale was the first to undergo examination. Using no new tax dollars, the plan simplifies routes, eliminates duplication, improves bus-to-bus connections, suburb-to-suburb routes, enhances midday and evening service and serves customers more frequently. After a series of public open houses and hearings, the changes were implemented in September.

Route restructuring is also underway in St. Louis Park, Minnetonka and Hopkins, with implementation scheduled for March 2001. Route changes in downtown St. Paul service to points

north will be implemented in June 2001.

Restructuring of service in all nine sectors is expected to take five years. Current ridership data, demographics, housing density and land use are all being examined as part of the study. Planners begin the process in each sector by meeting with legislators, local elected officials, and city and county staff to hear their ideas and preferences.

Information available in Take Out, a newsletter available on buses; community newspaper ads and articles; ads in bus shelters; posters and brochures in transit stores; information on [www.metrotransit.org](http://www.metrotransit.org); and cable television.

maintenance and site access.

Factory acceptance testing of all the equipment for the regional backbone was successfully completed late in 2000 and shipped to the region for installation. After full installation, expected in Fall 2001, a testing and break-in period will begin. The system is expected to become fully operational in 2002.

The Metropolitan Radio Board is an independent policy-making body of local elected officials from the region whose charge is to set standards for and govern the construction and operation of an 800 MHz digital trunked public radio system to serve the seven-county area. The Council provides administrative support to the board. For more information contact [www.metroradioboard.org](http://www.metroradioboard.org).

**RADIO BOARD** ▶ A process designed to produce the operational manual for the Twin Cities area's new 800 MHz digital radio "backbone" got underway in 2000. The Metropolitan Radio Board chose Alliant Consulting of St. Paul to facilitate the process of producing a procedures and protocols manual for the system. The process is designed to allow everyone who has an operational interest in the system to provide input.

The process is expected to set clear standards for managing the system, including determining priorities for using available system capacity and defining operational procedures in such areas as roaming and scanning. It will also outline procedures for a broad range of additional topics such as user training,

### CITIZENS WEIGHED IN ON WEB

Visitors to the Council's web site, [www.metrocouncil.org](http://www.metrocouncil.org), were offered a virtual tour of smart growth developments around the region and to post their opinions on issues related to regional growth. Smart growth information was directly accessible at [www.mnsmartgrowth.org](http://www.mnsmartgrowth.org):



- facts about smart growth
- comments from citizens, local elected officials and business leaders
- smart growth initiatives
- news about smart growth
- local, regional and national smart growth resources

The Council's web site receives more than 80,000 hits daily, with 60 percent of those on the transit page that allows people to plan their bus trip. In 2000 online visitors tested a new software program that makes possible almost instantaneous trip planning. To use the program, called TIPS (transit itinerary planning system) the user simply enters a starting point, destination and arrival time, and within seconds the fastest possible route flashes on the screen. It's the same system phone representatives use in the Metropolitan Transit Information Center.

After a feedback and tune-up period, the software became fully operational on the web site in December. Other features of the transit web pages, directly accessible at [www.metrotransit.org](http://www.metrotransit.org), include fare information, where to buy bus cards and passes, employer programs, service accessible to people with disabilities, and more.



## CITIZENS MONITOR WATER QUALITY



For many years the Metropolitan Council has coordinated a network of volunteers who collect water samples and monitor the quality of rivers and lakes in the metro area. The 1999 Minnesota Legislature reauthorized funding for an inter-agency water quality monitoring initiative that measures and tracks water quality along the Mississippi, Minnesota and St. Croix Rivers and their tributaries. The Council is responsible for monitoring 30 stations in the seven-county metro area. It uses the data to establish target pollutant loads for all 46 metro area watersheds, to analyze how land use impacts water quality and to

advise communities on strategies for improving water quality.

A MetroEnvironment Partnership grant of \$400,000 awarded in 2000 will expand the network of volunteers in the region who collect water samples and monitor the quality of metro area streams.

The Volunteer Stream Monitoring Program will now be spearheaded by a subgroup of WaterShed Partners, a collaboration of three dozen public, private and nonprofit organizations and the Council to:

- Expand monitoring to all metro area streams
- Connect the water quality monitor-

ing efforts of volunteers and agencies

- Centralize management of the monitoring data, for easy access
- Expand data and information available for water resource decision-making at the individual, community, regional and state levels
- Support the Council's smart growth efforts by helping participants to better understand the health of metro area streams and watersheds, and their connections to local land use decisions.

Volunteers also collect and analyze water samples from 99 metro area lakes on behalf of the Council. The data is helpful as communities draw up surface

water management plans, and is also used as part of environmental assessments for development projects. The Council issues an annual regional report card on lake water quality.

By blending education and science through volunteer monitoring, the Council helps create a strong citizen advocacy for water resource protection. And through its participation with WaterShed Partners and work with individual members like the Science Museum of Minnesota and the Center for Global Environmental Education, the Council can leverage additional resources and increase the reach of its messages.

## WATER QUALITY EDUCATION IN HOMES, CLASSROOMS

Metropolitan Council Environmental Services was recognized as a regional leader in investing in environmental education. MCES and the Science Museum of Minnesota in 2000 received the prestigious Environmental Education Award from the Minnesota Environmental Initiative (MEI) for their creative collaboration on the Waterworks bathroom exhibit in the new museum's Mississippi River gallery. MEI is an organization of public- and private-sector members dedicated to creating and sustaining innovative partnerships to improve the environment.

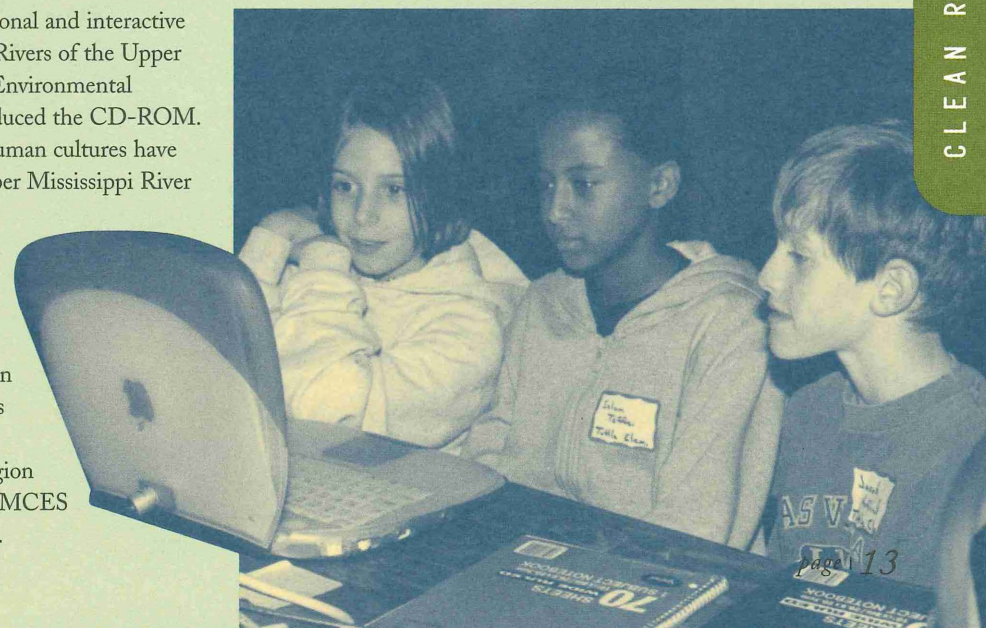
The Waterworks exhibit explores the inner workings of the regional wastewater collection and treatment system. Visitors interact with colorful and informative displays as they enter a huge sewer pipe leading to the bathrooms. Once inside, the drinking fountains, diaper-changing areas, sinks and even toilet stall doors provide information on the impact of human activity on water and its ultimate return to the river.

MCES was also a major funder with the Minnehaha Creek

Watershed District of the new educational and interactive CD-ROM titled "Waters to the Sea: Rivers of the Upper Mississippi." The Center for Global Environmental Education at Hamline University produced the CD-ROM.

"Waters to the Sea" explores how human cultures have been shaped by three rivers in the Upper Mississippi River watershed. Children ages 8 and up are introduced to basic concepts of watershed geography, ecology and water quality monitoring three virtual river journeys; and explore urban development, logging and agriculture affects on rivers, deciduous and coniferous forests and prairie ecosystems.

Each school in the seven-county region will receive a copy of the CD-ROM. MCES also offers related training for teachers.







## BUILDING CONSENSUS ON A REGIONAL ENVIRONMENTAL VISION

The Council brought community leaders together to forge a consensus on the region's key environmental priorities and challenges, and devise strategies to address them in light of anticipated growth. Urban and suburban water quality and quantity emerged as a leading environmental issue identified by the Council's Regional Environmental Partnership in 2000. In Fall 2000, three task groups were established and began

developing strategies for these specific issues: coordination of grants; innovation in stormwater permitting; and comprehensive and coordinated environmental resource planning.

A long-range goal is to develop strategies for the Council's Regional Blueprint and Water Resources Management Policy Plan as they are revised and broadened to a more inclusive environmental policy plan for the region.

### PARTNERSHIP MEMBERS TARGETED ISSUES

- Urban/suburban water quality and quantity
- More integrated planning across political and ecological boundaries (issues of "collar" counties that surround the seven-county metro area)
- Land use and development patterns in urban/suburban areas
- Destruction and degradation of natural resources in urban/suburban areas
- Loss and fragmentation of ecosystems in rural/agricultural areas and collar counties
- Urban/suburban governance issues
- Ecological literacy in urban/suburban areas
- Transportation and transit in urban/suburban areas
- Infrastructure and land use inefficiencies in rural/agricultural areas
- Air quality in urban/suburban areas

### GEOSPACIAL DATA-SHARING COLLABORATION MOVES AHEAD

The Council in 2000 committed to funding MetroGIS through 2003. MetroGIS is a collaboration of local governments, the Metropolitan Council and other public agencies in the Twin Cities area that develop, use and share geospatial data.

Geospatial data is a powerful tool to improve information for decision-making, and in particular enhances the Metropolitan Council's efforts to implement smart growth. Visualization of data allows policymakers and the public to understand more easily the relationships between land use, transportation networks, housing, creeks and lakes,

open space and other features. Data sharing, the central role of MetroGIS, eliminates government inefficiencies as organizations share data rather than each develop what they need themselves.

Working in cooperation with the seven counties, MetroGIS made progress in 2000 on the development of several regional datasets, including census geography, planned future land use, hydrographic and school district boundaries. Already available are regional street centerline data, municipal boundaries, orthoimagery, and land cover.

MetroGIS created and made available a pilot

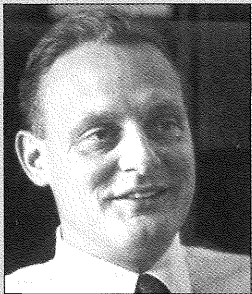
regional parcel database in 2000. The database covers the seven-county metro area and contains an estimated 900,000 parcels. In return for use of the database until June 30, 2001, public sector participants in the pilot project are required to complete a written evaluation and attend a peer review forum so that MetroGIS learns about how the database benefits organizations and how it can be improved. The MetroGIS Policy Board is developing access policies for academic, nonprofit and private sector.

For more information, contact [www.metrogis.org](http://www.metrogis.org).

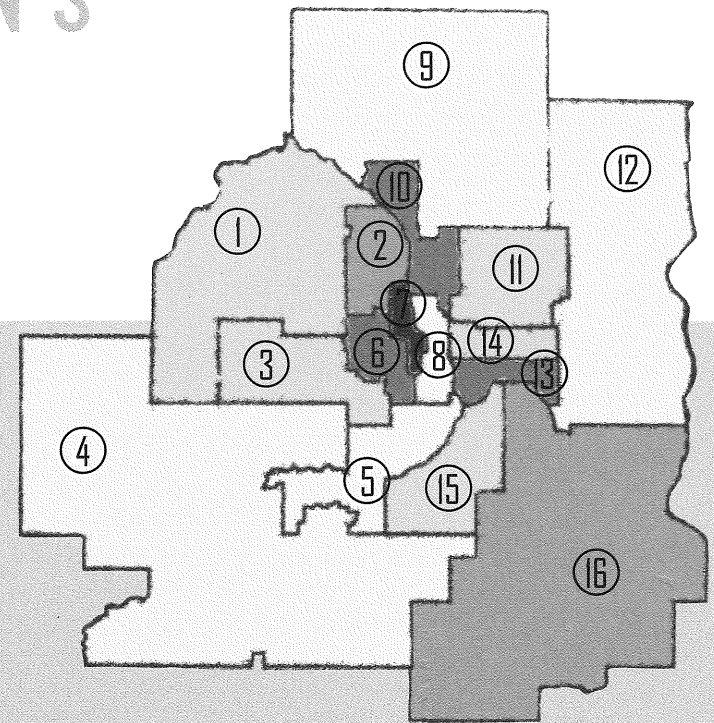
GIS database covers the seven-county metro area and contains an estimated 900,000 parcels



## meet THE METROPOLITAN COUNCIL



Ted Mondale, Chair



Saundra Spigner,  
District 1



Todd Paulson,  
District 2



Mary Hill Smith,  
District 3



Julius Smith,  
District 4



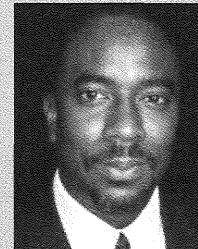
Phil Riveness,  
District 5



Frank Hornstein,  
District 6



Matthew Ramadan,  
District 7



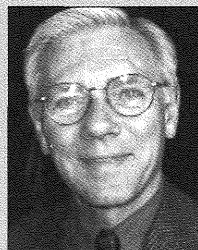
Carol Kummer,  
District 8



Natalie Haas Steffen,  
District 9



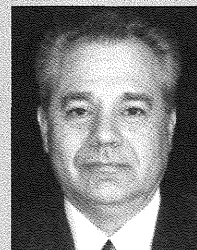
Jim Nelson,  
District 10



Roger Williams,  
District 11



Marc Hugunin,  
District 12



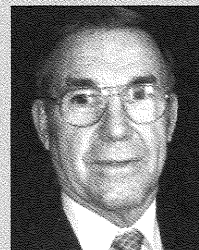
Fred Perez,  
District 13



Lee Pao Xiong,  
District 14



Carolyn Rodriguez,  
District 15



John Conzemius,  
District 16

The mission of the Metropolitan Council is to improve regional competitiveness in the global economy so this is one of the best places to live, work, raise a family and do business. Members are appointed and serve at the pleasure of the Governor.

Regional Administrator: Jay Lindgren  
(651) 602-1554, FAX (651) 602-1358





## GOVERNMENT OF SERVICE, NOT SYSTEMS

Governor Jesse Ventura called on state and regional agencies to increase their effectiveness by collaborating with local governments and other partners.

In concert with Governor Ventura's Big Plan to make the region more competitive, the Metropolitan Council made much progress to align regional policies and focus work. The Council's new 'Smart Growth Twin Cities' initiative provides local communities and the public with tools to evaluate their growth patterns and develop in ways that preserve the environment and make the best use of infrastructure and other public investments. The Council is committed to serving the public and communities by providing cost-effective services to the region in alignment with the Governor's vision to have a government of service, not systems.

Communities that made a commitment to develop affordable housing were eligible to compete for Livable Communities funds. Projects that featured convenient, mixed-use development that were walkable and accessible to transit received funding priority. A Transportation Advisory Board (TAB) Relations Task Force composed of six Council members worked closely with the TAB to ensure that funding decisions are linked to the Council's smart growth objectives.

The Council in 2000 awarded waivers of the service availability charge (SAC) for regional wastewater treatment to local governments as part of a three-year, \$750,000 demonstration program. Waivers are given to a limited number of affordable housing units that are part of inclusionary housing developments. Inclusionary developments are projects that provide

a variety of prices and designs that serve families with a range of incomes and housing needs.

To qualify for the SAC waiver, local governments must help lower the cost of housing using local incentives, such as waivers of local SAC fees and water access charges, density bonuses, and relaxed parking requirements that result in a unit-cost reduction. As of Dec. 1, 2000, 59 waivers had been granted, and another 100 were estimated by year's end. The program is being funded from SAC reserves.

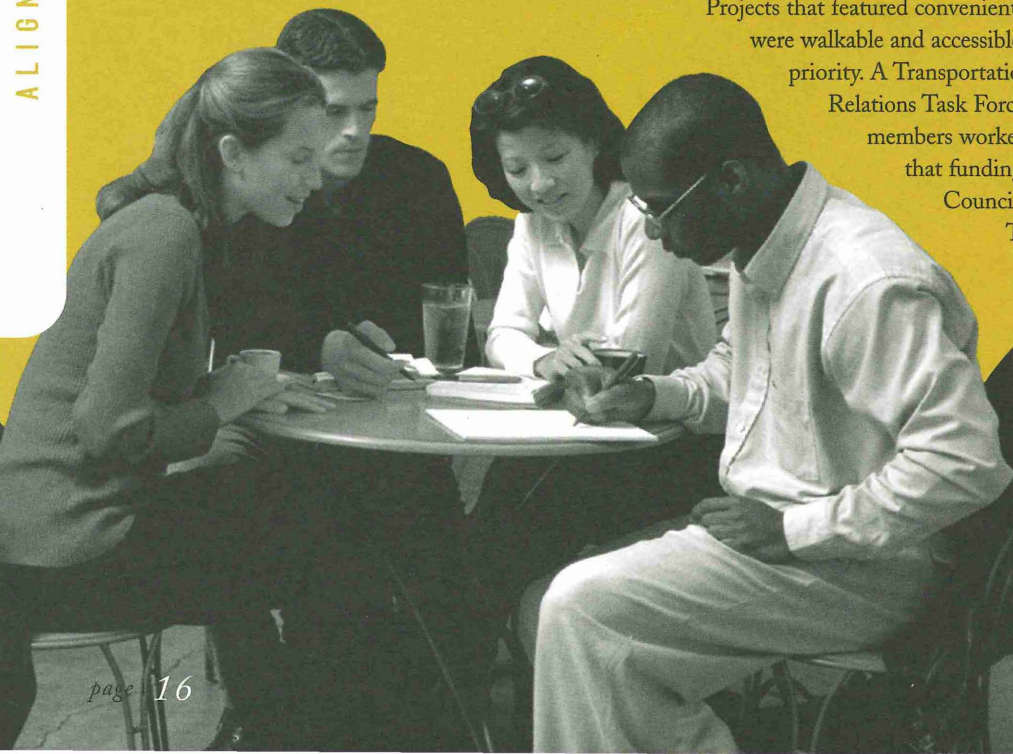
## PROVIDING EFFICIENT, COST-EFFECTIVE SERVICES, INCREASING REGIONAL COOPERATION

Governor Jesse Ventura also called on state and regional agencies to increase their effectiveness by collaborating with local governments and other partners. The Council's track record of working in partnership expanded to achieve regional goals.

- Metropolitan Council Environmental Services (MCES) is on track to meet its three-year, \$20 million budget reduction goal by 2001, decreasing wholesale wastewater rates 12.6 percent from 1998 to 2001. MCES maintained an excellent record of complying with environmental permits and reduced pollutants in area waterways in collaboration with industry, communities, environmental groups and other organizations.

- Metro Transit ridership grew 18.4 percent from 1996 to 1999, while service increased only 10.5 percent, reflecting both strategic expansions of service and quality of service improvements.

- Collaborations included work for smart growth, affordable housing, urban revitalization, agricultural preservation, water quality and supply, environmental education, light rail transit and transit-oriented development, geographic data sharing, public safety.





# METROPOLITAN COUNCIL 2000

## AMENDED SUMMARY BUDGET COUNCIL OPERATIONS

	GENERAL FUND	HRA	TOTAL	ENVIRON. SERVICES DIVISION	TRANSPORTATION DIVISION	CAPITAL OUTLAY	TOTAL	2001 ADOPTED
<b>EXTERNAL REVENUE</b>								
PROPERTY TAX	8,082,600		8,082,600		66,640,600		74,723,200	81,641,800
FEDERAL REVENUES	103,418	3,016,998	3,120,416		12,310,894		15,431,310	16,223,485
STATE REVENUES	2,008,920	339,842	2,348,762		70,026,200		72,374,962	74,379,345
LOCAL	287,667	68,320	355,987		322,100		678,087	862,317
SEWER SERVICE CHARGES				77,659,000			77,659,000	76,960,600
INDUSTRIAL STRENGTH CHARGES				6,233,000			6,233,000	6,386,500
PASSENGER FARES					56,516,400		56,516,400	56,114,000
CONTRACT + SPECIAL EVENT REVENUE					9,342,800		9,342,800	7,584,520
INTEREST	175,000	150,000	325,000	2,742,000	855,000		3,922,000	3,427,760
OTHER		97,147	97,147	600,000	3,010,900	525,000	4,233,047	4,064,298
<b>TOTAL REVENUE</b>	<b>10,657,605</b>	<b>3,672,307</b>	<b>14,329,912</b>	<b>87,234,000</b>	<b>219,024,894</b>	<b>525,000</b>	<b>321,113,806</b>	<b>327,644,625</b>
<b>EXPENDITURES</b>								
SALARIES + BENEFITS	17,827,421	1,740,787	19,568,208	54,443,000	136,666,920		210,678,128	219,454,048
CONTRACTED SERVICES	8,480,132	435,618	8,915,750	4,990,000	7,626,821		21,532,571	19,104,642
MATERIALS + SUPPLIES				4,810,000	16,970,285		21,780,285	16,220,000
CHEMICALS				2,928,000			2,928,000	2,900,000
UTILITIES				10,549,000	2,811,202		13,360,202	15,269,597
RENT	1,897,079	114,659	2,011,738		201,100		2,212,838	2,396,437
INSURANCE	33,615	1,275,170	1,308,785	1,311,000	2,204,000		4,823,785	3,836,615
OTHER OPERATING EXPENSES	3,247,180		3,247,180	1,473,000	4,139,268		8,859,448	20,296,948
TRANSIT ASSISTANCE					42,934,961		42,934,961	
REGIONAL ENVIRONMENTAL PARTNERSHIP								200,000
MOU EXPENSES				1,500,000			1,500,000	2,000,000
CAPITAL OUTLAY	25,000		25,000	515,000		1,449,400	1,989,400	2,328,000
<b>TOTAL EXPENDITURES</b>	<b>31,510,427</b>	<b>3,566,234</b>	<b>35,076,661</b>	<b>82,519,000</b>	<b>213,554,557</b>	<b>1,449,400</b>	<b>332,599,618</b>	<b>345,713,160</b>
<b>EXCESS/(DEFICIT) OF REVENUES vs EXPENSES</b>								
EXCESS/(DEFICIT) OF REVENUES vs EXPENSES	(20,852,822)	106,073	(20,746,749)	4,715,000	5,470,337	(924,400)	(11,485,812)	(18,068,535)
COST ALLOCATION	20,280,676	(580,733)	19,699,943	(10,826,976)	(9,757,367)	884,400		
OTHER SOURCES + (USES) OF FUNDS:								
TOTAL OTHER FINANCING SOURCES/(USES)	(899,000)		(899,000)	5,738,000	(1,738,500)		3,100,500	(437,057)
USE OF FUND BALANCE	1,471,146	474,660	1,945,806	373,976	6,025,530	40,000	8,385,312	
<b>BALANCE/DEFICIT</b>								<b>(18,505,592)</b>



## 2000 BUDGET OVERVIEW

The Metropolitan Council serves the public in five principal areas:

1) Work with communities to plan, develop and redevelop for smarter growth so that neighborhoods are walkable, convenient to shops and services, easy access to transit, with green spaces and a variety of housing for people of all ages and incomes

2) Provide and coordinate regional transit services and travel demand management through Metro Transit and Metro Commuter Services; working with transit providers, employers and business, transporta-

tion agencies to reduce traffic congestion and improve air quality; and providing transportation service for people with disabilities through Metro Mobility

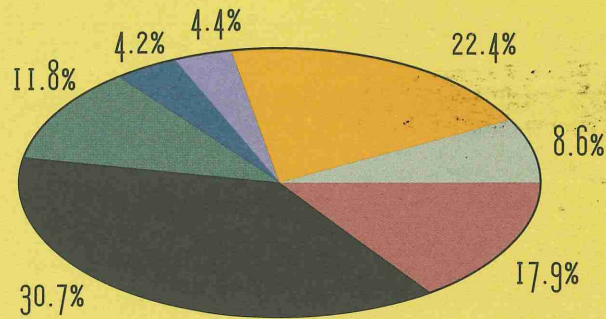
3) Manage water resources to ensure water quality and supply and reduce pollution with Environmental Services working with communities to improve water quality of lakes and rivers, and coordinating watershed management to protect water quality and supply

4) Provide affordable housing choices by working

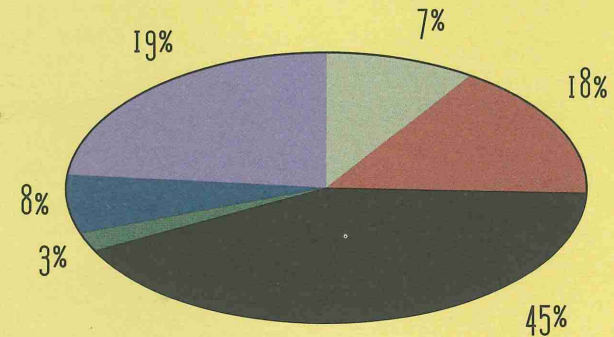
with communities and businesses to plan and increase supply of affordable housing, operating Metro Housing and Redevelopment Authority to serve moderate and low income families and seniors, providing housing choice vouchers for low income families

5) Increase efficiency of regional services and investments, maintain a triple-A credit rating, effective and efficient capital improvements, and cost-competitive services

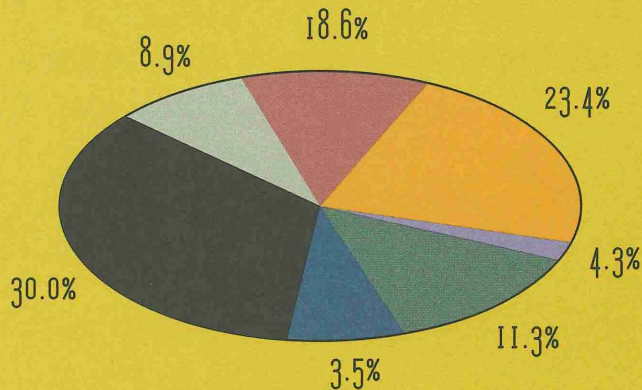
2000 BUDGET: WHERE IT COMES FROM



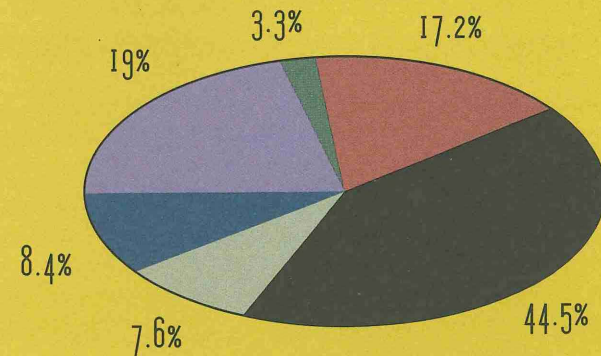
2000 BUDGET: WHERE IT GOES



2001 BUDGET: WHERE IT COMES FROM



2001 BUDGET: WHERE IT GOES



● LEVY ● STATE ● FARES ● RESERVES  
● FEDERAL ● WATER/SAC ● OTHER

● PLANNING/ADMIN. ● TRANSPORTATION ● PASSTHRU GRANTS  
● ENVIRONMENT ● LIVABLE COMMUNITIES ● DEBT SERVICE



## METROPOLITAN COUNCIL CONTACT INFORMATION

General Offices  
(651) 602-1000

Chair Ted Mondale  
Regional Administrator: Jay Lindgren  
(651) 602-1554  
FAX (651) 602-1358

Environmental Services  
(651) 602-1005

Metro Transit  
(612) 349-7400

Metro Mobility Service Center  
(651) 602-1111

Customer information and reservations for transit  
services for people with disabilities

Transit Information Center  
(612) 373-3333

Bus route and schedule information; trip-planning  
services

Metro HRA  
(651) 602-1428

Affordable housing services for people with low  
incomes

Regional Data Center  
(651) 602-1140

Reports, publications, maps and custom research  
services  
Email: [data.center@metc.state.mn.us](mailto:data.center@metc.state.mn.us)

Metro Information Line  
(651) 602-1888

24-hour regional public information

Public Comment Line  
(651) 602-1500

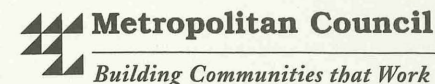
24-hour public comment line on regional issues

**WWW.METROCOUNCIL.ORG** for regional information and Smart Growth On-line Forum

**WWW.MNSMARTGROWTH.ORG** for direct link to smart growth information

**WWW.METROTRANSIT.ORG** for direct link to transit information

**WWW.METROCOMMUTERSERVICES.ORG** for direct link to employer travel demand info



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

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

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PUBLICATION #14-01-001