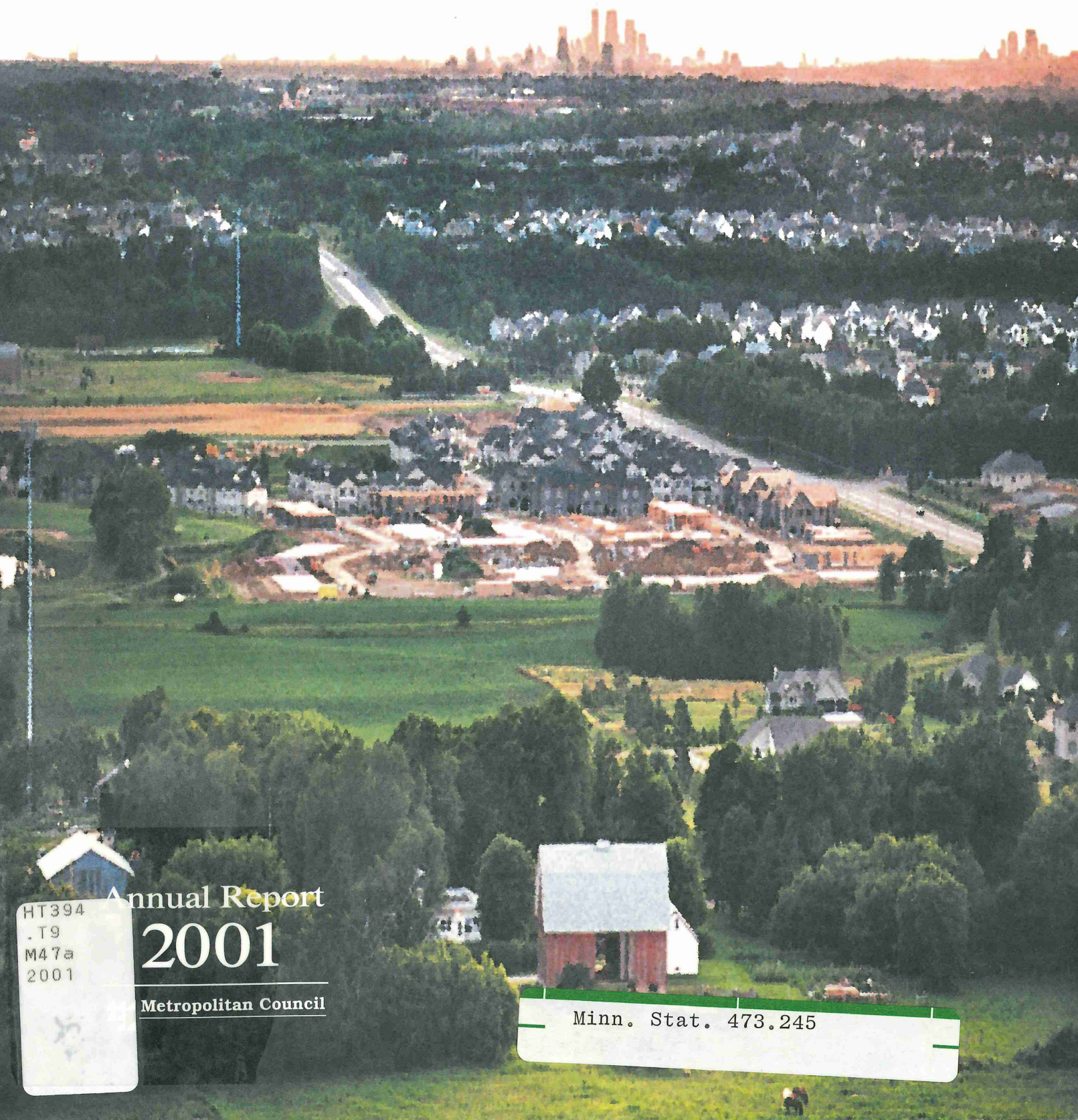




LEGISLATIVE REFERENCE LIBRARY

3 0307 00019 7411

Building communities that work



HT394
.T9
M47a
2001

Annual Report
2001

Metropolitan Council

Minn. Stat. 473.245

Message from the Chair of the Metropolitan Council



Ted Mondale

The new economic realities of regional competition require us to become a world class region, with an economic base and livable communities that compete with the quality of life of places anywhere in the world.

To build communities that work -- to make this region one of the best places to live, work, raise a family and do business -- the Governor asked us to change business as usual. The Council chose to focus on problem-solving and collaborating with communities and stakeholders, and just as important, to engage citizens in an ongoing dialogue in shaping growth for the future.

In 2001, we made important strides in building a new consensus about how, not if, this region will grow in the future. For the past few years, Council members appointed by Governor Jesse Ventura have been forging a new regional approach that aligns planning, policy and program development, and investment to support cities. The result is community-based planning initiatives to reshape regional policies, with incentives to implement policies that support smarter and successful future growth.

Council members are collaborating with citizens, cities, community groups, businesses and developers to outline a new regional growth strategy focused on integrating transportation, development and environmental protection to support our quality of life. The strategy will:

- Increase lifecycle and affordable housing;
- Preserve and protect natural resources;
- Support rural communities and preserve agricultural lands;
- Provide greater transportation choices linked to development patterns and jobs;
- Reinvest in fully developed and older communities;
- Invest in new, developing communities; and
- Focus growth and redevelopment in urban and rural centers and along corridors.

Where do we go from here? Despite our successes -- the Family Affordable Housing Program being heralded as a national model by the Chicago Tribune, the Riverview Corridor busway taking shape -- the Metropolitan Council and our partners have taken on the challenge to deliver three major policy initiatives by the end of 2002:

First, a new strategy for how this region grows in the future:

The challenge is to match up policy changes and investments to integrate housing, transportation, development and environment to support more livable communities.

Second, a comprehensive catalog of the region's most important natural resources:

The Natural Resources Inventory is a tool for determining what to preserve and protect, and how to integrate these natural resources with growth. Natural assets such as our waterways and the Mississippi River, regional parks, open spaces and natural areas such as wetlands and rural lands are essential elements of the quality of life this region holds dear.

Third, a clear road map and implementation plan -- Blueprint 2030 -- to tackle challenges of how the region will develop in ways that preserve quality of life and economic base and provide focus on implementation of short and long-term strategies for economic growth, building communities and strengthening environmental preservation.

We can and must join together to continue collaborations to make these initiatives a reality to achieve more livable communities as part of our legacy for our children and grandchildren.

RECEIVED Major Council milestones - 2001

FEB 18 2002

LEGISLATIVE REFERENCE LIBRARY
STATE OFFICE BUILDING
651 551 5555

JANUARY

- ◆ Ground breaking for Minnesota's first light-rail transit line, located in the Hiawatha Corridor
- ◆ Council adopts updated transportation policies with Smart Growth focus

FEBRUARY

- ◆ Council awards \$828,000 in competitive Metro-Environment Partnership grants to improve the quality of the region's lakes and rivers

MARCH

- ◆ Release of 2000 census figures shows Twin Cities region's population passes 2.6 million; central cities grow for first time in four decades; reinvestment strategies recognized as important factor

APRIL

- ◆ First four suburban cities sign cooperation agreements with Council's Family Affordable Housing Program, paving way for purchase of up to 75 homes for affordable rental housing
- ◆ Public wastewater services continue uninterrupted despite near-record-high floodwaters

MAY

- ◆ 150 community leaders gather for the kickoff "subregional" planning workshop for the Smart Growth Twin Cities project. Participants develop scenarios for how the region will accommodate 500,000 more people by 2020
- ◆ Residents of the Harriet Island/District Del Sol area attend first of six Smart Growth Twin Cities opportunity site workshops to plan redevelopment for mixed-use, pedestrian-friendly and transit-accessible neighborhoods
- ◆ Council launches solicitation for \$75 million in transportation grants for 2005-06
- ◆ Council and Builders Association issue joint land use study

JUNE

- ◆ Metro Transit ridership rises 2.2 percent in first half of 2001, sixth fastest-growing ridership among nation's large bus systems
- ◆ McKnight Foundation awards Council \$300,000 to implement development plans and open space protection along Mississippi River between St. Paul and Hastings
- ◆ Twin Cities residents say transportation, primarily congestion, is single most important problem facing the region
- ◆ Metro Transit implements largest service restructuring in its history with major route revisions in the Northeast Metro

JULY

- ◆ Legislature shifts transit funding from property tax to sales tax on buying new motor vehicles, linking tax to vehicle owners, not homeowners

AUGUST

- ◆ Ground breaking for first Hiawatha LRT station at 38th St. and Hiawatha Ave., one of 17 stations along 11.6-mile line
- ◆ Minnesota Pollution Control Agency grants permit; paves way for construction of state-of-the-art incinerators at Metro Wastewater Treatment Plant that reduce emissions, improve sludge processing
- ◆ First of six workshops held in region's rural area to hear local input on strategies to preserve farmland and maintain rural character for Blueprint 2030, regional Smart Growth action plan
- ◆ St. Croix Valley Wastewater Treatment Plant named best medium-sized plant in nation by U.S. EPA

SEPTEMBER

- ◆ Council releases policy issues framework for Blueprint 2030
- ◆ Region's newest bus garage opens on St. Paul's East Side; accommodates 185 buses, operates 33 routes and houses 400 employees
- ◆ Council adopts new regional parks and open space plan with Smart Growth focus
- ◆ Metro Mobility launches Taxi Ticket program to improve access for disabled riders

OCTOBER

- ◆ Metro HRA achieves 100 percent use by low-income families of Section 8 housing vouchers for affordable housing, despite tight housing market and low vacancy rates; milestone last reached in 1996

NOVEMBER

- ◆ First family moves into affordable suburban rental home through Council's Family Affordable Housing Program; nine suburban communities participate, goal is 150 homes
- ◆ Council approves route for Riverview Corridor busway after extensive community input process

DECEMBER

- ◆ Council awards \$11.8 million in Smart Growth grants for water quality projects, polluted site clean-up and redevelopment, affordable housing and smart growth model developments
- ◆ Officials pound in first "spikes" for Hiawatha LRT; design and construction on schedule and 30 percent complete at year's end
- ◆ Three-year, \$20 million budget reduction goal for competitive wastewater services on target

Quality of Life

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



The Twin Cities region has enjoyed a widely acclaimed quality of life because of its broad-based economy, well-prepared work force, affordable housing, mobility and transportation options, strong neighborhoods and revitalized downtowns. But as the region grapples with a slowing national economy and repositions to improve its competitiveness, the quality of life is at stake. Mounting traffic congestion, rising housing costs and growth pressures in rural areas are taking a toll on the environment and natural resources.

The Metropolitan Council is collaborating with communities and engaging citizens to shape future growth in ways that strengthen the quality of life and enable the region to grow smarter. Smart growth elements include more transportation options, affordable housing, protecting farm land and open space, and more walkable neighborhoods, convenient to transit and near jobs.

Engaging citizens to shape growth

The Smart Growth Twin Cities public initiative, with funding support from the McKnight Foundation, brought together community leaders and citizens to envision how the region should accommodate future growth and ensure our quality of life. For the region-wide phase, about 375 people attended 10 "regional scenario" workshops, where participants engaged in an interactive planning exercise to create scenarios for where and how future growth should occur in the east metro, northwest metro and southwest metro.

In the local phase of the initiative, a partnership with six communities capitalized on site-specific growth opportunities. Another 400 people attended Opportunity Site workshops and meetings, where participants helped plan walkable, transit-oriented neighborhoods with a mix of uses and open space that will serve as models for other development and redevelopment projects in the region. The six sites are in St. Paul, St. Paul/Maplewood, Chaska, St. Anthony, Ramsey and Brooklyn Center. Consultants Calthorpe Associates used the design alternatives created at the workshops to produce specific site plans for community review in 2002. The results of the initiative will provide input to **Blueprint 2030**, a regional growth action plan.

"Our Hillcrest Village community is an eyesore right now. Yet it is made up of hard-working, salt-of-the earth families trying to provide a safe, affordable, comfortable place to raise their families. When you invest in a community, the bar is raised for everyone, and I believe people respond in kind."

Sue Alhiser,

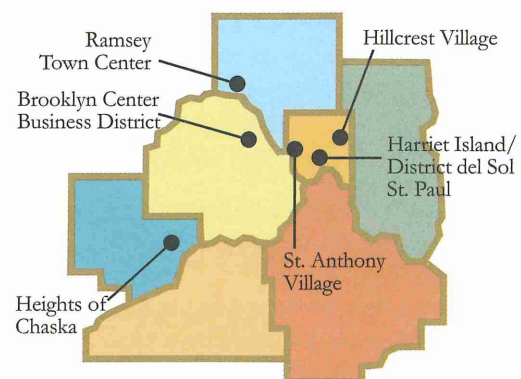
Maplewood resident, Hillcrest opportunity site

"You have given us an opportunity to be dreamers. We've never had this opportunity before and we thank you."

Israel Bravo,

St. Paul resident, District del Sol opportunity site

Smart Growth Twin Cities Opportunity Sites



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

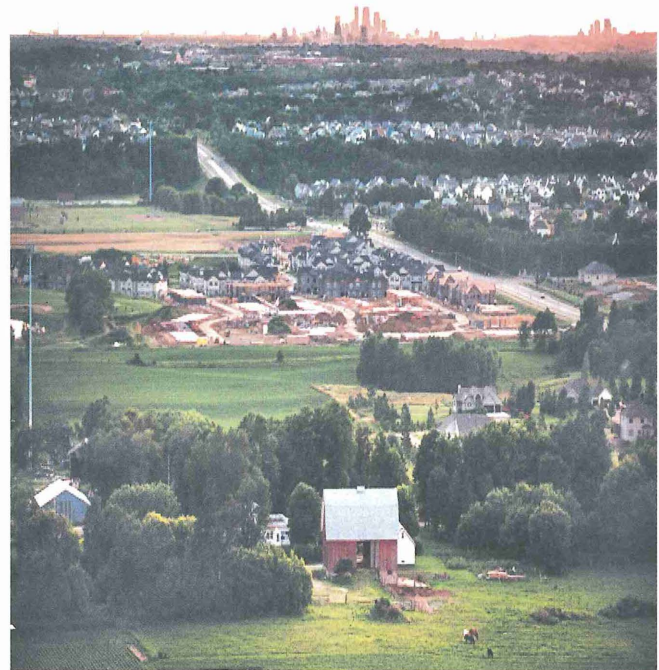
The challenge is clear: how to maintain and enhance the region's renowned quality of life and economic competitiveness as 650,000* more people live in the region by 2020. Smart growth principles -- providing choices, protecting the environment, growing the economy, saving tax dollars and making communities more livable -- provide the blueprint for future growth and development. The Metropolitan Council is aligning its policies and investments to build communities that work.

*January 2002 forecast



"Like many older suburbs, Coon Rapids has aging or vacated commercial areas that are no longer at their highest and best use. Redeveloping areas that are already well-served by roads and sewers to create a mix of housing, shops and services makes great economic and environmental sense for both our city and the entire region. That's smart growth."

Lonni McCauley,
Mayor of Coon Rapids



Cover Photo - Star Tribune Photo/David Brewster

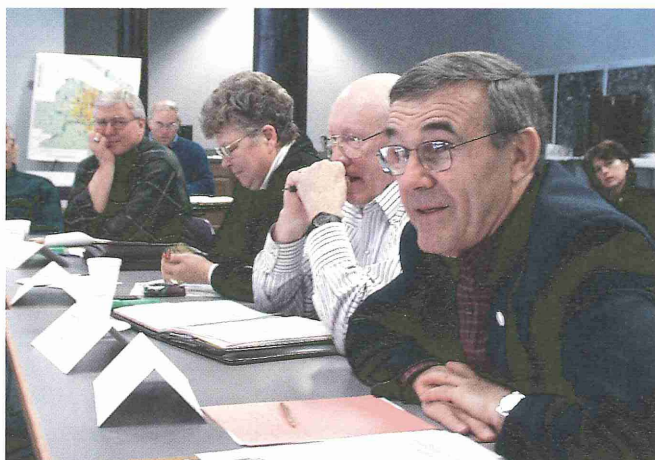
A new blueprint for growth

A new regional action plan, Blueprint 2030, will be a comprehensive strategy for regional policy revisions and new investments, focused on integrating transportation, development and environmental protection to support our quality of life. Development of the strategy will rely upon collaboration with communities, citizens and stakeholder groups in shaping policies and putting them into effect. The strategy will also:

- Increase lifecycle and affordable housing;
- Preserve and protect natural resources;
- Support rural communities and preserve agricultural lands;
- Provide greater transportation choices linked to development patterns and jobs;
- Reinvest in fully developed and older communities;
- Invest in new, developing communities; and
- Focus growth and redevelopment in urban and rural centers and along corridors.

The Council is working closely with communities, business groups, nonprofits and others to help shape development patterns and public infrastructure to expand choices for how communities grow, what neighborhoods are like and how to get around the region. Blueprint 2030 will incorporate the Council's Smart Growth Twin Cities initiative, currently engaging citizens and stakeholders in creating regional growth scenarios and more walkable, transit-oriented neighborhoods, as well as updated local comprehensive land-use plans. Of the 193 local plans required by state law to be reviewed by the Council every 10 years, 190 were submitted and reviews completed by the end of 2001.

By aligning regional system policies to achieve the Council's smart growth vision for the region, Blueprint 2030 provides the framework for a revised environmental policy plan and updated policy plans for transportation, aviation, and parks and open space. Housing policies will also be integrated into Blueprint 2030, which is before the Council for approval in December 2002.



New reinvestment tools

Reinvesting in older communities is a foundation of smart growth. But redevelopment is complex and more costly than greenfield development. Cities are seeking more tools and technical assistance. The Council, with support from the Minneapolis Foundation, is studying potential mechanisms that will foster smart growth development and redevelopment through joint partnerships with cities. A legislative initiative to implement redevelopment financing is being considered by the Governor's office.

Blueprint 2030

Principles

- Increase lifecycle and affordable housing;
- Preserve and protect natural resources;
- Support rural communities and preserve agricultural lands;
- Provide greater transportation choices linked to development patterns and jobs;
- Reinvest in fully developed and older communities;
- Invest in new, developing communities; and
- Focus growth and redevelopment in urban and rural centers and along corridors.

Land adequate to support growth

Growing demand for housing, combined with limited sewer capacity in the short-term and other development constraints, results in a tight land supply in the short term. In the long term, there appears to be an adequate 20-year supply of land to accommodate forecasted growth, according to a joint study by the Council and the Builders Association of the Twin Cities.



Investments spur affordable housing, job growth

The Council invests regional, state and federal funds to create affordable housing, job growth, livable communities and transportation options, as well as to protect the environment. The investments help communities throughout the region make smart choices about how to develop and redevelop, and leverage millions of additional dollars in private and public investment while providing jobs and business growth.



In January 2002 the Council anticipates allocating \$75 million in federal transportation funds for local, regional and state projects designed to reduce congestion and harmful auto emissions, improve safety for motorists, bicyclists and pedestrians, and enhance public transit.



Livable Communities investments in 2001

- Affordable housing grants: \$1.9 million total to 20 communities to support development, redevelopment and rehabilitation of rental and ownership housing for households with low and moderate incomes.
- Smart growth demonstration grants: \$7.5 million to six communities for mixed-use, transit- and pedestrian-friendly developments that demonstrate efficient growth and incorporate livability features the public prefers.
- Smart growth opportunity grants: \$500,000 to 10 communities to support projects in the predevelopment stage that show promise as demonstration projects.
- Tax base revitalization grants: \$4.4 million to eight communities to clean up 13 polluted sites for redevelopment and job creation. Matching funds of \$906,000 for five projects were put on hold pending state budget decisions.

Environmental grants

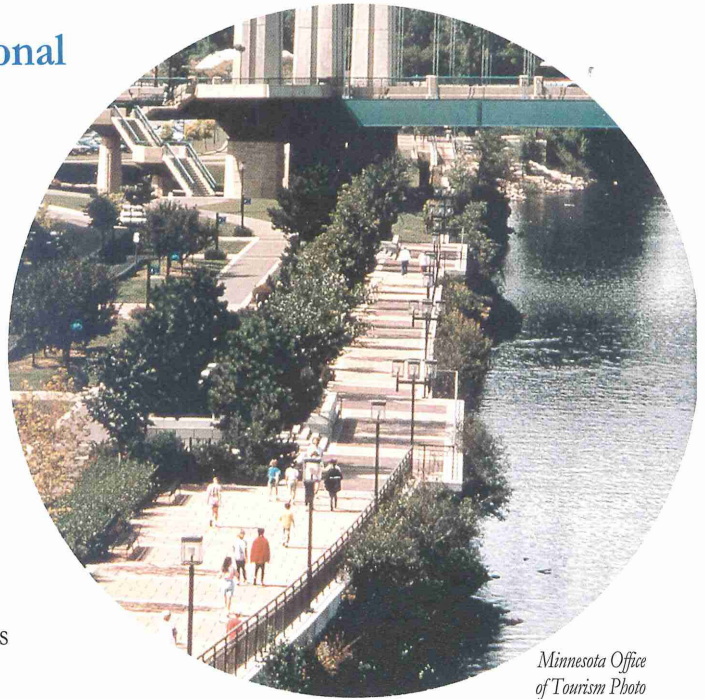
- MetroEnvironment Partnership competitive grants: \$1.8 million for local projects to improve the quality of the region's lakes and rivers. Projects include educational programs, stormwater runoff management, nonpoint-source pollution reduction, water quality research and others.
- MetroEnvironment Partnership targeted grants: \$1.3 million for projects of regional significance -- water quality enhancements for Smart Growth Twin Cities opportunity sites; the regional natural resources inventory; local environmental planning assistance; implementation of alternative stormwater management techniques; and environmental education.

Environmental policies align with regional growth goals

In 2001 advisory groups, including the Regional Environment Partnership, helped identify key issues and policy options in re-vamping the regional water resources policies into a broader Environmental Policy Plan. Environmental policies will align with Blueprint 2030 to promote a strong economy and high quality of life by accommodating growth, sustaining and improving the environment, strengthening community vitality, and providing housing and transportation choices.

Environmental policies under discussion include:

- Identify regional natural resources/environmental features to shape growth
- Encourage growth and redevelopment along river corridors
- Ensure water supply to meet projected growth
- Protect water quality and regional quality of life
- Deliver efficient wastewater collection and treatment
- Clean up brownfields for redevelopment and jobs
- Protect air quality and reduce noise and odor
- Investigate alternative energy sources
- Integrate implementation strategies in **Blueprint 2030**



*Minnesota Office
of Tourism Photo*

'When I appointed Metropolitan Council members, they had to take on a tough regional agenda. I'm proud to say that progress is being made on all fronts...essential for healthy, vital communities and improved service to the public.'

Jesse Ventura,
Governor, State of Minnesota

Natural resources inventory

Preserving natural resources is key to the continued economic competitiveness, community livability and overall quality of life in the region. Using environmental features to shape growth, the Council -- in concert with a number of stakeholders -- is undertaking an effort to define, analyze and interpret natural resources in the region.

A natural resources inventory will influence policies and actions for growth and environmental protection, as well as for regional systems like parks and transportation. Teams of scientists and specialists from several agencies are conducting the inventory to ensure scientific soundness and broad input.

Outcomes:

- Resource maps in GIS format available.
- Identification of regional resource priority areas including habitat nodes and connecting corridors.
- Identification of resource features that may limit development (e.g., groundwater recharge areas).
- Partner-developed education program on interpretation and implications of development impacts on natural resources.
- Technical and financial assistance for local governments to identify local priority areas and implement protection measures.

Transportation policies support smart growth

- Updated plan adopted in 2001 after broad community input.
- Transportation investments targeted to support and encourage highly livable, mixed-use development concentrations with affordable housing along major transportation corridors and at key transportation nodes.
- Double the capacity of the transit system by 2020 to reduce congestion, foster more efficient use of land, preserve open space and farm land, and protect the region's air quality.
- Leverage local and regional investments to spur development and redevelopment of livable neighborhoods where walking, bicycling and street grids are key elements of community design.

New tools for rural areas

Nearly half of the metropolitan area is made up of open spaces and agricultural land. The rural area includes prime farmland, hobby farms, small towns, gravel mining operations, clustered homes, large-lot estates, and a wealth of natural resources such as wetlands, woodlands and lakes.

With increasing population in the region, the rural area is experiencing more development pressure. In a 2001 Twin Cities area survey, 28 percent of residents voiced preference for a small-town type of lifestyle, although only 15 percent actually live in rural areas.

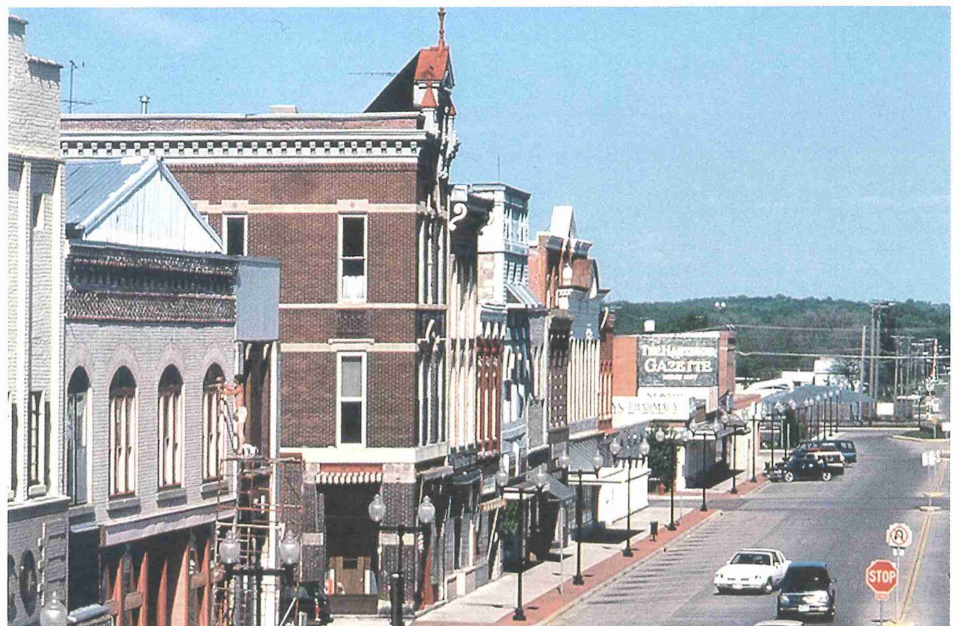
The Council's Rural Issues Work Group in 2001 instituted a county dialogue and began to formulate new policies to serve rural communities, and preserve the region's rural character and its natural resources. Input came from rural residents across the region in a series of workshops.

Rural Policy Highlights:

Policies are being formulated for rural centers, permanent agriculture areas and a diverse rural area. Likely outcomes:

- Growth of rural centers along regional transportation corridors will be encouraged to maximize existing public investment.
- Rural centers will absorb most of rural growth to relieve pressure on agriculture and protect ecologically sensitive areas.
- Financial assistance may be provided to centers that help meet regional growth goals.
- Strengthened protection will be considered for prime agricultural land, including the possibility of purchase of ag conservation easements.
- A wider range of density patterns for rural areas will be considered.

The Council approved a series of work group recommendations regarding the management of aggregate resources in the region. Among them, the Council will consider incentives to communities for supplying the region with aggregate -- a critical ingredient for redevelopment and economic growth -- including seeking legislation to authorize communities that allow mining and quarrying to locally collect and use revenues from a host-community fee.



Minnesota Office of Tourism Photo

Parks policies emphasize natural resource protection

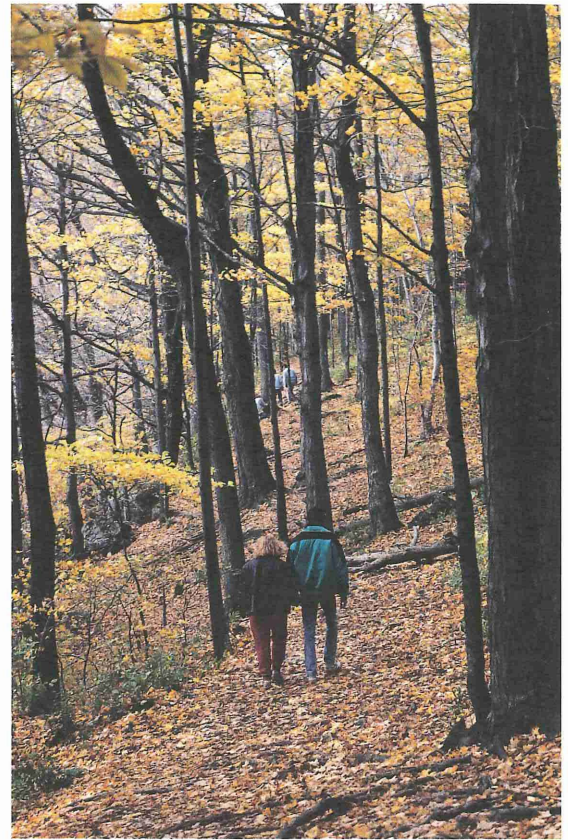
Parks and open space provide tangible benefits to the quality of life and create a magnet for economic development. In 2001 the Council, working with the Metropolitan Parks and Open Space Commission, adopted its updated Regional Recreation Open Space Policy Plan. The policies align with the Council's smart growth goals. New policies include:

- Siting new parks and trails with priority on protecting lands with important natural resource features rather than recreation potential.
- Park master plans must include a natural resources inventory and spending proposals to restore degraded natural resources.
- Improved integration of park system goals with goals for housing, transportation and other local and regional issues.
- Water quality protection in parks through enhancement of native vegetation, best management practices and public education.

In 2001 the Minnesota Legislature appropriated \$5.6 million from the Environmental Trust Fund for capital improvements to the regional parks system. The funds, combined with nearly \$3.8 million in regional bonds issues by the Council, will be used to finance:

- The first phase of reconstruction of Como Park Conservatory's fern and growing houses.
- A visitor building, utilities, parking area, trails, relocation of an equestrian center and other improvements at Bunker Hills Regional Park in Anoka County.
- Completion of three sections of North Hennepin Regional Trail.
- Thirteen additional projects in Bloomington and Minneapolis, and in Carver, Dakota, Hennepin, Ramsey and Washington counties.

An updated version of the Council's informative, colorful regional parks map and brochure is now available. The map features regional parks and trails, as well as state and federal park and conservation lands across the seven-county region.



Preserving parkland and open space is a key principle of smart growth. In 2000, people made an estimated 29.3 million visits to the Twin Cities regional system of 44 parks and park reserves, four special recreation areas and 20 regional trails.



Provide high-quality, cost-effective services



Growing smarter is about reinvesting in older communities and encouraging growth along transportation corridors already served by sewers. This helps preserve open space and saves tax dollars by making efficient use of public investments.

The Metropolitan Council is committed to providing high-quality, cost-effective wastewater treatment and transit services, and to expand and support 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.

"The Metropolitan Council has been way ahead of the game in addressing the affordable housing crisis. Cities have to get on board—we've got to start doing things differently."

Tom Ryan, Mayor of Blaine

Affordable housing

Affordable housing is core to a strong economy. Without affordable housing for people of all ages and incomes -- including essential workers like teachers, police, and nursing aides -- jobs go unfilled and community vitality suffers. People need choices so they can continue to live in their community through life changes, as students, young working families, and older people.



The Council works closely with communities, housing authorities, state and federal agencies, nonprofit partners and builders to expand the supply of affordable housing in the region. When the Council considers grant applications for transportation, brownfield cleanup and other funding, communities that are making significant efforts to develop affordable housing have an advantage. The Council also uses Livable Communities funds to provide gap financing for affordable housing developments.

■ Family affordable housing

Under the Family Affordable Housing Program, moderate- and low-income families move into homes owned by the Council's Housing and Redevelopment Authority (Metro HRA). In 2001, the Council worked with cities to approve a total of 150 units in nine suburban communities in Anoka, Hennepin and Ramsey Counties for rental by moderate- and low-income families.



Additional units are targeted for purchase by April 2002 with families moved in by August. Seventy percent of the units are earmarked for families from Minneapolis; the remainder will be leased to families on the Metro HRA waiting list from suburbs across the region. A professional property management firm manages the housing leases and properties.

■ Housing choice vouchers

For the first time in recent years, the Metro HRA in 2001 achieved full use of available federal Section 8 housing choice vouchers by low income individuals and families - despite record low vacancy rates and escalating housing costs in the region. This means that 2,400 new families have located stable housing, increasing the federal government's investment in the region by more than \$8 million a year.

Challenged by market conditions, the HRA increased outreach to property owners, and secured new partnerships with them, resulting in more housing choice vouchers for families that were on waiting lists. Rent standards were increased so vouchers were competitive with market-rate costs.

The Council serves more than 5,500 low-income seniors, families and people with disabilities in Anoka, Carver, and suburban Hennepin and Ramsey counties through the program. Federal funding for Metro HRA is an estimated \$32 million for 2002.

■ Achieving fair housing practices

The Council collaborated with cities and counties in the region to identify barriers to fair housing. A report specified public and private sector policies that need to be changed to eliminate the barriers.



The East Metro Transit Facility



Transit on track in 2001

- The Twin Cities' **first new bus garage in more than a decade opened on St. Paul's East Side**. The East Metro Transit Facility accommodates up to 185 buses, operates 33 bus routes, and houses more than 400 drivers, mechanics and other employees.
- The 94-year-old Snelling Garage closed. It will be razed and redeveloped in a joint effort between the Council and the city of St. Paul. **A 100-bus garage will be part of the new mixed-use development.**
- Planning is underway for **an exclusive busway in the Northwest Corridor**, from downtown Minneapolis along County Hwy. 81 to Osseo and beyond to Rogers. The project starts with broad support from elected officials, businesses and residents along the alignment.
- **A new transit hub opened in the Minneapolis Uptown neighborhood**, which generates the fourth largest transit traffic in the region. The hub features a bus layover area and heated/air conditioned shelters for passengers. The Hubbard Marketplace Transit Station in Robbinsdale also opened in 2001. The station is the transfer point for four Metro Transit routes and is located near shops, offices and housing.
- Metro Transit ridership was strong for the first half of 2001, up 2.2 percent from the previous year, **the sixth fastest-growing ridership among the nation's large bus systems**. Ridership on Council regular-route contract transit service was up 2.5 percent in the same period. A 25-cent fare hike on July 1 caused ridership to drop in subsequent months, ranging from 2.5 to 2.8 percent lower than a year previous. Ridership also dropped dramatically the week of the Sept. 11 terrorist attacks.
- **Fifty-one employers with a total of 69,000 employees offered discounted annual bus passes** to their employees through the Council's Metropass program. The passes are tax-deductible for employers and cut demand for on-site parking. Metropass ridership in 2001 was 4.6 million, up 43 percent from the previous year. Almost 12,000 students purchased a U-Pass, also valid for unlimited rides, for the fall 2001 semester. Ridership was 1.8 million.



- **The Metro Mobility fleet was increased to 150** paratransit vehicles and 16 sedans in conjunction with the start of new contracts for demand service on July 1. In September, the new Taxi Ticket program was launched whereby qualified riders can arrange for transportation from a private provider for trips that Metro Mobility cannot fulfilled.

Transit supports region's growth

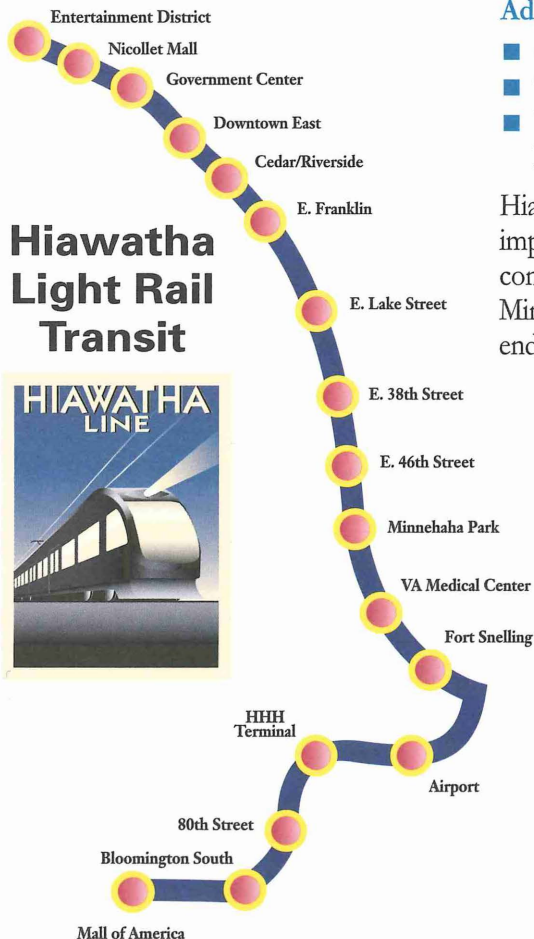
Transit plays a key role in maintaining the region's economic competitiveness and quality of life. Coupled with land use decisions, transit investments help shape growth and make efficient use of existing infrastructure, improve air quality and preserve open space. The Council developed a long range transit master plan in 2000 to double ridership and system capacity by 2020 and is on pace to reach the goal.

Exclusive transitways in heavily traveled corridors -- light rail transit, busways and commuter rail --will slow highway congestion and encourage mixed-use developments of housing, retail, offices and open space. With ready access to job centers, affordable housing in these developments will support the growing employment needs of the region's businesses.



Light rail construction makes progress

Construction of the 11.6-mile Hiawatha light rail transit (LRT) line began in 2001 and was nearly 30 percent complete at year's end. The region's first LRT route will connect downtown Minneapolis with Minneapolis-St. Paul International Airport (MSP) and the Mall of America. Recent market studies show the line creates enormous development and redevelopment potential at and near the 17 stations along the route.



Additional progress in 2001:

- Construction is under way on seven of 17 stations along the route.
- Tunneling began at MSP to accommodate track underneath the airport.
- Utility relocation in preparation for construction in downtown Minneapolis is proceeding.

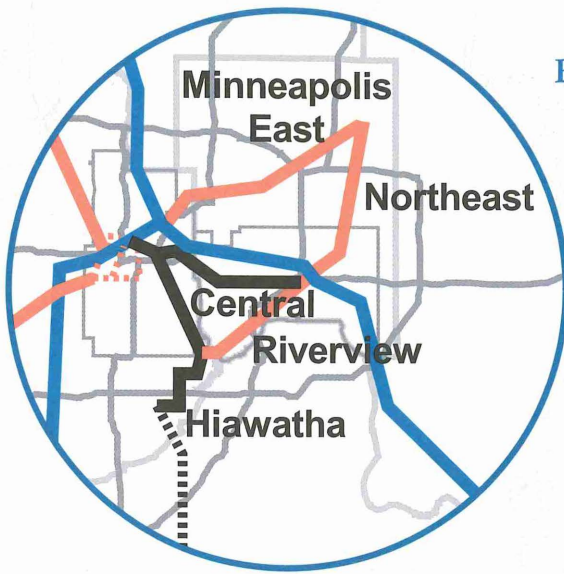
Hiawatha LRT service will be integrated with buses, park and ride lots, and improved pedestrian and bikeway connections, offering more choices and convenience. The line will open with partial service from downtown Minneapolis to Fort Snelling in late 2003, with full service scheduled for the end of 2004. Projected ridership is 19,300 passengers daily in 2004.

"We view light rail as a great benefit to the city and this community in terms of transportation to and from the job site. It's also going to spur development. I think it's going to be a real boon for this neighborhood."

Will Antel,
Executive Director, American Indian OIC

"The beauty of a fixed rail system, like light rail, is that it is there to stay for decades to come. That is a very important draw for developers. Once this system is built, people will love it and all the doubters will become convinced."

Sam Grabarski,
President and CEO, Minneapolis Downtown Council



Riverview busway corridor moves ahead

The Council in late 2001 gave final approval to the \$46 million Riverview Corridor busway project. The project will operate from Maplewood Mall through downtown St. Paul and continue to the airport and Mall of America via West Seventh Street.

After extensive input from area residents and businesses, initial plans for an exclusive busway on an abandoned railroad bed were revised to place the route on West Seventh Street to the airport. Special transit features will include signal-light priority for buses, off-bus fare collection, coordinated connecting bus service, and diamond lanes along part of the alignment.

"Citizens will soon have more choices for commuting -- by Hiawatha light rail, bus and roadways to the Mall of America, the international airport, downtown Minneapolis and the University of Minnesota."

Jesse Ventura,
Governor, State of Minnesota

Public wants transportation choices

Transportation issues, primarily congestion and traffic, surfaced as the "single most important problem facing the metro area" in the 2001 Twin Cities Annual Survey of the region's residents. When asked if light rail, exclusive busways and commuter rail are needed to meet long-term transportation needs in the region, 79 percent agreed.

Aviation crucial to competitive economy

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

The Council in 2001 completed work with a multi-party advisory task force in preparation for updating its aviation policy plan to align with smart growth priorities. Issues include land use compatibility and safety zones, assessment of 1993 dual-track aviation forecasts, new 2020 general aviation forecasts, aircraft noise and performance measures for the airport system.

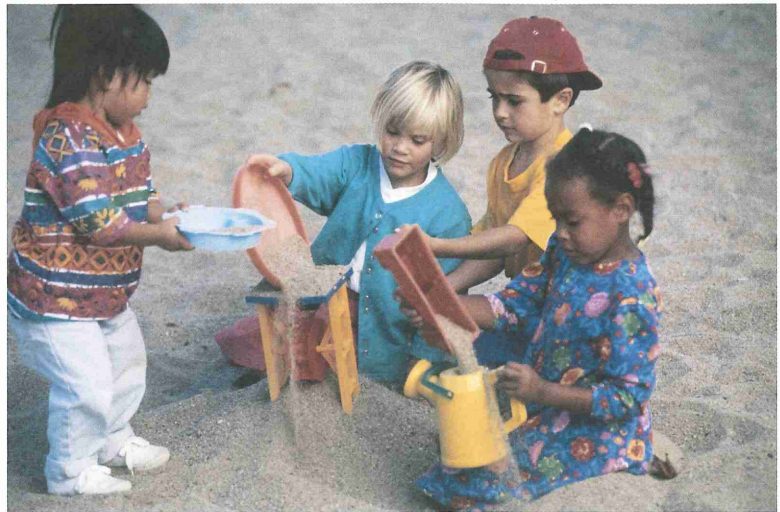
The uncertainty created in the wake of the September 11 terrorist attacks rocked the aviation industry and had a major impact on industry and airport revenues. The Council will monitor financial and safety impacts on system airports closely to determine how capital improvements should move forward.

The Council completed reviews of several reliever airport development plans, and reviewed plans for community development projects, such as the Phase II Mall of America development in Bloomington, that may impact airport activities. Council members and staff are also involved with interagency coordination activities that will carry through 2002 dealing with environmental issues (such as noise, deicing, sewer/water service), proposed second-tier airports, air passenger and air cargo service, and airport zoning.

Improved efficiency, protecting the environment

The Council's Environmental Services division in 2001 met its three-year, \$20 million budget reduction goal to increase the Council's competitive position in the marketplace for both labor costs and municipal rates. At the same time, the Council maintained near-perfect compliance with clean water discharge permits as it collected nearly 100 billion gallons of wastewater for 104 communities in the region, and continued to plan and construct capital projects to serve the region's future growth.

Municipal rates were reduced by 12.6 percent over the three-year period, while customer satisfaction remained high (88 percent). Communities responded by reducing or moderating their local rates and reinvesting in their aging local infrastructure. 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.



"Council staff responded to the emergency quickly and very competently to ensure that public safety was protected."

Pam Blixt,
President, Minnehaha Creek Watershed District Board

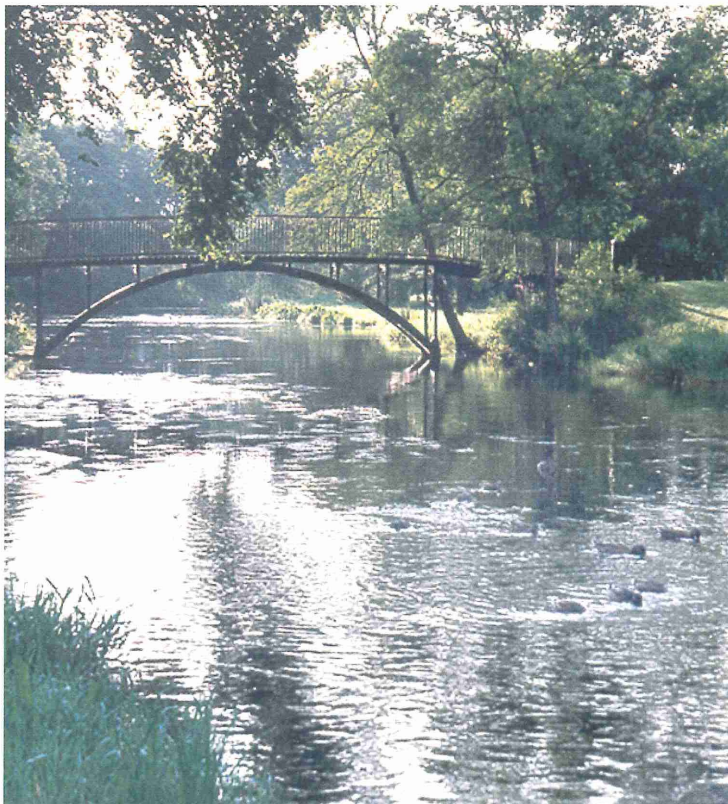


Photo - Terry Kayser

Service continues despite record floods

The Council successfully weathered the third highest river floods on record at its wastewater treatment plants. Employees at the Blue Lake Plant on the Minnesota River used extensive pumping and strategic flooding of the plant's tunnels to counteract upward pressure from the rising groundwater. Dikes and sandbagging helped protect the Blue Lake, Hastings and Metro plants from rising Mississippi and Minnesota rivers.

Quick response to creek accident

The Council's emergency response efforts were tested in August when a private bridge contractor accidentally punctured a 30-inch sewer pipe that runs under Minnehaha Creek in Hopkins. The Council quickly diverted a portion of the wastewater to other pipes in the system and coordinated a very difficult repair of the pipe. The Council also helped lead local, regional and state government efforts to close the creek to recreational use for two weeks, measure the spill's effect on the creek's water quality, and keep the public well-informed about the incident.



St. Croix Valley Plant gets top honors

The Council's St. Croix Valley Wastewater Treatment Plant (formerly the Stillwater Plant) received awards from the U.S. Environmental Protection Agency (EPA) for the "Best Medium Advanced Facility" in both Region 5 and nationwide. The EPA praised the facility's record of consistently removing 98 percent of the oxygen-demanding pollutants from the wastewater.

Facility planning, construction support Smart Growth goals

The Council achieved efficiency and improved environmental protection through a number of capital projects during 2001. The Minnesota Pollution Control Agency approved an amended air permit for the Metro Wastewater Treatment Plant, paving the way for construction of new solids processing facilities at the plant. The U.S. EPA endorsed the state-of-the-art incineration technology, with energy recovery and pollution control features, chosen by the Council. When the new incinerators go on-line in 2005, the region will benefit from decreased odors and reduced emissions of particulates, greenhouse gases, mercury and other air pollutants.

The Council adopted a master plan for wastewater service to several fast-growing communities in Dakota County—Rosemount, Apple Valley, Lakeville, Farmington and Empire Township. The plan was the result of a year-long study, which included an extensive series of focus group and community meetings. The plan recommends:

- Closing the Rosemount Plant in 2005 and conveying the service area's wastewater to an interceptor leading to the Metro Plant.
- Doubling the capacity of the Empire Plant but stopping the discharge of effluent to the Vermillion River to help prevent flooding and preserve the unique river ecosystem. Instead, the plan recommends constructing an outfall pipe to the Mississippi River. Several routing options for the pipe are being considered in consultation with property owners. A public hearing is scheduled for early 2002.

At the Hastings Plant, the aeration tanks were retrofitted with fine-bubble diffusers. The new equipment will cut electrical costs in this phase of the treatment process by 30 percent. The Council also saved money on the installation by utilizing pipefitters on its internal construction crew.



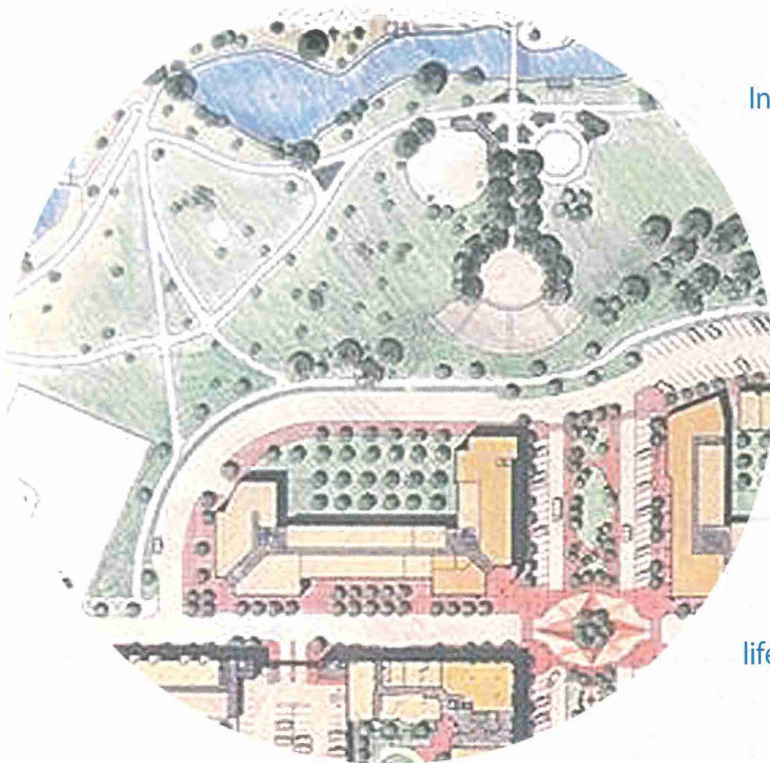
Photo - Terry Kayser

"The Council was very good working with local communities to plan for long-term sewer service for the Empire/Rosemount area. They did a super job explaining the options. The town board approved the whole thing."

G.E. Stelzel,
Chair, Empire Town Board

Community Building

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



In 2001, the Metropolitan Council worked in partnership with local government, community groups, business and citizens throughout the region to shape future growth and offer choices in planning more livable communities. Working with communities, the Council leveraged public-private investment, planning and technical resources to demonstrate smarter growth. Results are more walkable neighborhoods, mixed-use development that preserves open space and is convenient to transit, an improved quality of life and a more economically competitive region.

Working with communities to shape future growth

Metropolitan Council members represent 16 equal-population districts, with the 17th member, the chair, serving at large. The Council is appointed by and serves at the pleasure of the Governor. In 2001, Council members worked closely with communities to forge a new regional approach that aligns policy, planning, services and investment to better support communities and how they want to grow.

The result is community-based planning initiatives to reshape regional policies, with incentives to implement policies that support smart growth. Council members, working in collaboration with citizens, cities, community groups, business and developers, are shaping a new regional growth strategy, Blueprint 2030, that builds on the linkages between housing and jobs, transportation choices, balancing development and preserving the environment.



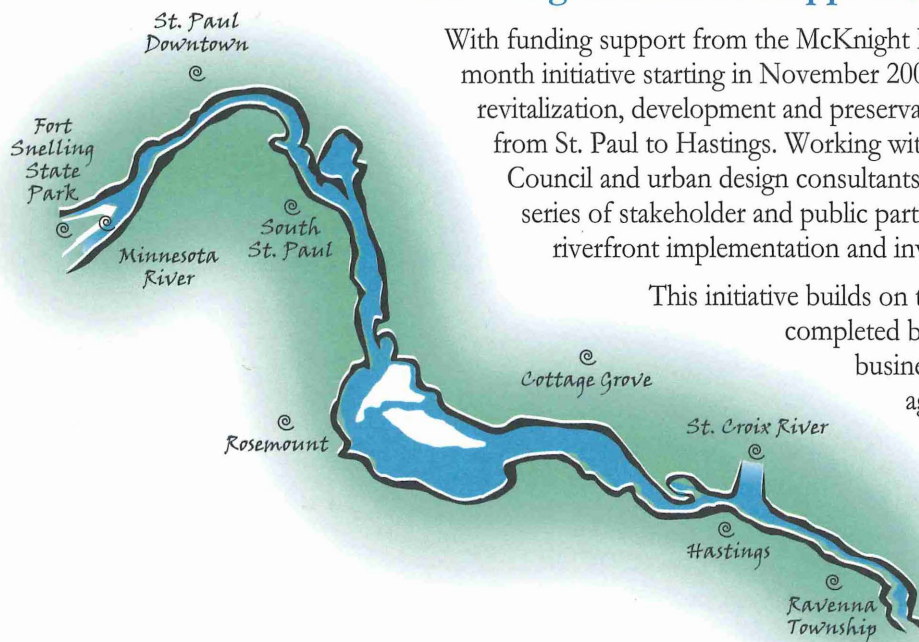
"The commitment of time and energy put forth by the Met Council staff during the extensive public process for updating the Scott County comprehensive plan helped build bridges between and among the Council, the county and the townships. It led to an appreciation of differing perspectives and a dialogue on solutions rather than just problems."

Mike Sobota, *Scott County
Community Development Director*

Investing in the Mississippi riverfront

With funding support from the McKnight Foundation, the Council launched a 24-month initiative starting in November 2001 to create an action framework for revitalization, development and preservation in the Mississippi River corridor from St. Paul to Hastings. Working with a broad coalition of stakeholders, the Council and urban design consultants Calthorpe Associates will coordinate a series of stakeholder and public participatory workshops to set priorities for riverfront implementation and investment.

This initiative builds on the extensive planning efforts already completed by local communities, nonprofits, business and industry, and government agencies. These community planning activities include comprehensive plans, river corridor plans, capital improvement and environmental protection plans; they will be integrated into an overall corridor action framework for revitalization, development and preservation.



Objectives are to:

- Set priorities for riverfront growth and protection
- Affirm direction for river corridor development
- Develop an investment model for local communities



"This initiative represents a long-overdue hope for preserving and enhancing a legendary stretch of the river for future generations, a great riverside greenway replete with marshes and floodplains, open spaces and trails, bluffland and farmland."

Rip Rapson,
McKnight Foundation
President

Reducing mercury in the environment

As part of a broader regional initiative to reduce the release of mercury in the environment, a continuing partnership between the Council and the Minnesota Dental Association made important strides in 2001. Joint studies were conducted to:

- Further evaluate mercury contributions to wastewater from the dental community.
- Test advanced equipment to remove mercury amalgam from wastewater at dental offices.

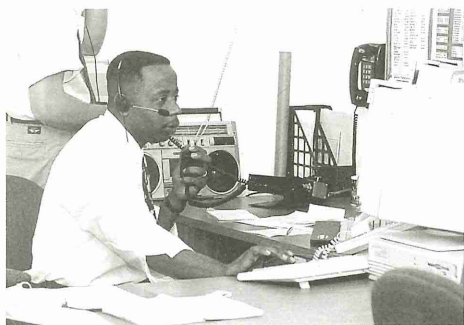
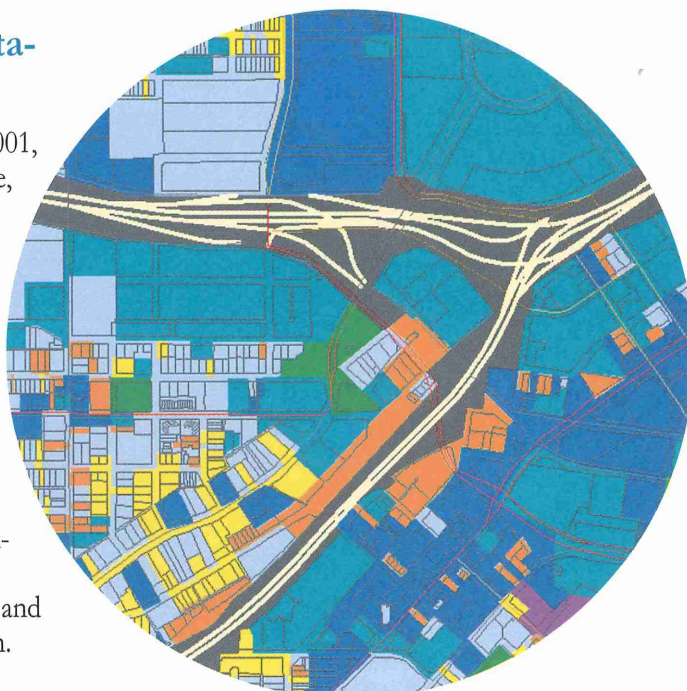
The regional initiative also includes controlling discharges from industrial sources and improving air emissions at wastewater treatment plants operated by the Council.



Creating new geographic information data-sharing tools

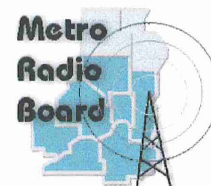
In response to a regional land parcel data pilot project in 2001, the Twin Cities region's geospatial data-sharing collaborative, MetroGIS, launched an initiative to develop an Internet-based tool to distribute geospatial data. The new tool will allow users to select a specific geographic area and the desired data characteristics, then either view the data online without special software or download it directly. Besides meeting the needs of data users, the new tool provides excellent protection to data producers.

MetroGIS makes data-sharing available to local governments, the Metropolitan Council and other public agencies in the region. The Council funds this effort with in-kind contributions from participating agencies. Geospatial data is used for growth planning, community development and other functions from mosquito control to crime prevention.



Testing the emergency radio communications system

Installation and testing of a new region-wide public safety radio communications system was completed in 2001. The system will allow public safety and emergency personnel from state and local government to communicate quickly and easily. It incorporates the latest in emergency communications technology and has significant potential for expanded future uses.



The Metropolitan Radio Board, made up of local elected officials, completed a standards, protocols and procedures manual in 2001, and began developing a training program for system users. Initial participants of the system are the State of Minnesota; Metro Transit and Metro Mobility; the city of Minneapolis; and Hennepin and Carver Counties. New users may apply to join after July 1, 2002. The Council provided administrative support and issued bonds to help fund this regional effort.

Restructuring transit service with input from riders, the public

The Council in 2001 continued a major initiative to restructure transit service throughout the region to increase ridership and system efficiency. With extensive input from community residents and local officials in the west and northeast metro area, routes were changed to better serve development and housing, job growth centers and other shifts in development patterns. Service improvements include better community-to-community connections, improved reverse commute options, better express service and new transit centers, park-and-ride lots, transfer and boarding points.

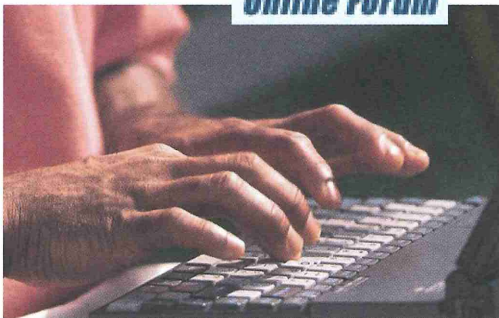
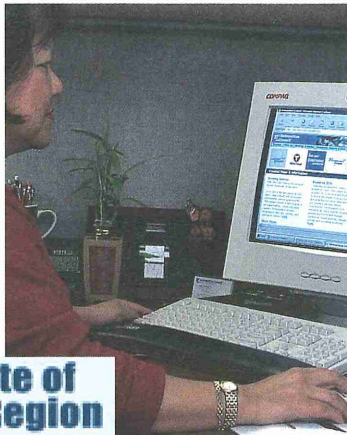
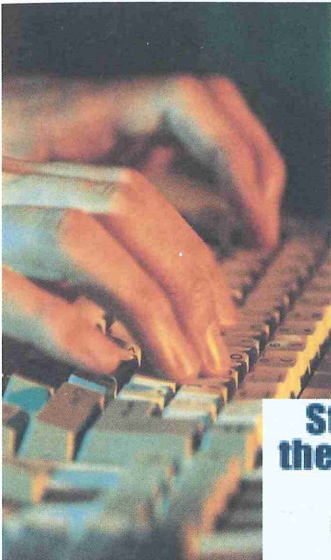


Citizens, community leaders exchange views in online dialogue

The Council launched the first-ever 'State of the Region' online discussion of community and business leaders in conjunction with the State of the Region address by Chair Ted Mondale in December 2001. Community and business leaders and citizens were invited to join the regional discussion, which focused on traffic congestion, affordable housing and how the region grows in the future -- issues ranked in the 2000 Twin Cities public opinion survey as the most important facing the metropolitan area. An "other issues" category was also available if participants had additional issues they wanted to raise.

Besides the panelists and Council members who participated, 275 citizens registered to join at www.metrocouncil.org. About 25 percent of the registrants, or 70 people, posted at least one message during the three weeks the dialogue was open, while remaining registrants followed the online discussion. Almost 600 messages total were posted to the main discussion topics.

Non-registrants or 'guests' could also read the postings; a total of 15,500 pages were viewed during this time period. Messages from the online discussion are archived and available on the Council web site. A recap of the discussion and comments was prepared for Council members as input to develop Blueprint 2030, the regional growth action plan.



State of the Region cites "great strides"

The Twin Cities region is showing more tangible signs of becoming the "world class" region that Council members envisioned when appointed three years ago by Governor Jesse Ventura. At the annual State of the Region event Dec. 12, Council Chair Ted Mondale cited these important trends:

- Creation of affordable housing in the suburbs
- Clean-up of 700 acres of polluted land for redevelopment in older urban areas
- Population growth in the central cities
- Smart growth redevelopment projects in town centers like Burnsville and St. Louis Park
- An emerging consensus on how the region should grow in the future



Mondale, Governor Ventura and a community panel highlighted community revitalization occurring throughout the region. Regional investments of \$11.1 million in grants for affordable housing, smart growth redevelopment projects and water quality protection efforts were awarded to communities. Several mayors, including St. Paul mayor-elect Randy Kelly, praised the Council for its collaboration with communities and vision for the region. More than 350 people attended the event, held in Maplewood, adjacent to a Smart Growth Twin Cities opportunity site.

Redesigned web site features smart growth, improves navigation

Information on how the Twin Cities region is growing smarter is now more prominent on the Council's newly redesigned web site, at www.metrocouncil.org. The web site boasts a clean new look with lively graphics, a streamlined structure, and highlights on regional services offered to communities and citizens.

Citizens and stakeholders use the site for myriad business, community and entertainment purposes. From checking bus schedules and route information to purchasing bus passes and ordering land use map CDs. From planning outings to regional parks to learning about water quality. From getting involved in smart growth workshops to voicing opinions on light rail station designs, busways and riverfront development. From taking virtual tours of smart growth development to participating in online discussions. In 2001, the web site served as an extraordinary public involvement and citizen participation tool.

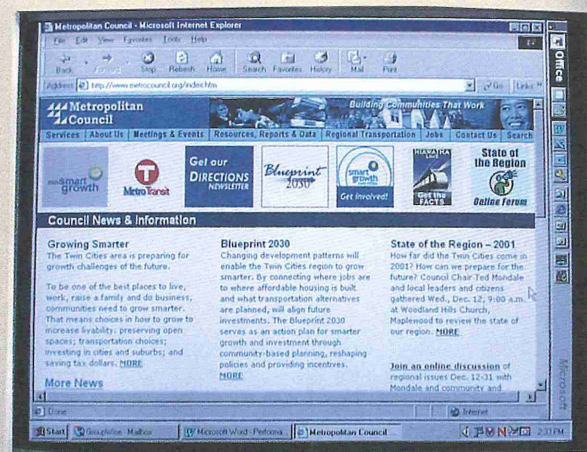
www.metrocouncil.org

The site in 2001 also hosted the first-ever regional online discussion between business and community leaders and citizens. Major topic areas focused on traffic congestion, affordable housing and future growth. The discussion drew more than 600 comments in 21 days.

Throughout 2001 visitor sessions to the Council's web site were up 49% to nearly 1.5 million sessions for the year, while average daily hits topped 200,000, up 94% for the year. Online sales of bus passes increased 163% from a year earlier. The site's most popular areas continue to be the transit index, bus schedules and the innovative trip planner.

Users find additional web features such as:

- A trip-planning feature for bus riders
- Notices of upcoming public meetings
- The latest on Smart Growth Twin Cities opportunity site workshops and public involvement
- Smart growth news and what is happening on the local, state and national scene
- A virtual tour of Smart Growth development across the Twin Cities region
- A showcase of Smart Growth leaders, communities and businesses
- The Smart Growth online forum, where users can share their perspectives on transit, land use and the environment



2001 Budget Overview

The Metropolitan Council serves the public in five principal areas:

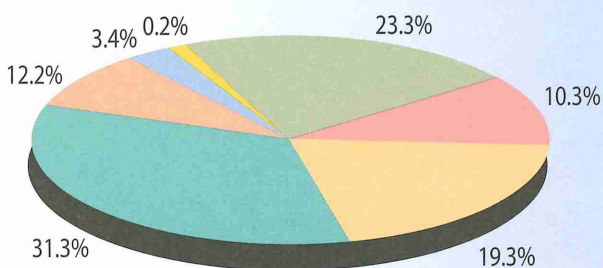
- 1) Working with communities to plan, develop and redevelop for smarter growth so that neighborhoods are walkable, convenient to transit, jobs, shops and services; preserve open space; and provide choices for more affordable housing.
- 2) Providing and coordinating regional transit services and travel demand management through Metro Transit and Metro Commuter Services; working with transit providers, transportation agencies and businesses to reduce traffic congestion and improve air quality; and providing transportation service to people with disabilities through Metro Mobility.
- 3) Managing and protecting water resources by collecting and treating wastewater, and by working with communities and coordinating watershed management to improve water quality and supply.
- 4) Providing affordable housing choices by working with communities and employers to increase the supply of affordable housing, and providing affordable housing opportunities to low- and moderate-income families through the Metro Housing and Redevelopment Authority.
- 5) Increasing efficiency of regional services and investments by maintaining a AAA credit rating, making efficient and effective capital improvements and providing cost-competitive services.

Metropolitan Council 2001 Amended Summary Budget Council Operations

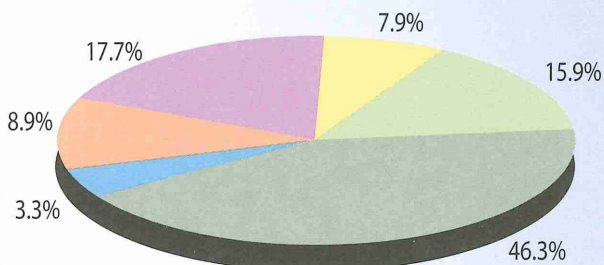
	General Fund	HRA	Total	Environmental Services Division	Transportation Division	Capital Outlay	TOTAL	2002 ADOPTED
EXTERNAL REVENUE								
Property Tax	8,224,500		8,224,500		73,417,300		81,641,800	10,563,898
Federal Revenues		3,426,521	3,426,521		16,868,035		20,294,556	25,177,107
State Revenues	1,966,000	402,195	2,368,195	300,000	75,871,514		78,539,709	157,485,511
Local	662,667	123,400	786,067		326,250		1,112,317	913,780
Sewer Service Charges				84,717,000			84,717,000	82,883,000
Industrial Strength Charges				6,531,900			6,531,900	7,909,457
Passenger Fares					60,771,315		60,771,315	66,571,086
Contract & Special Event Revenue					7,584,520		7,584,520	11,211,000
Interest	375,000	150,000	525,000	1,700,000	1,031,260		3,256,260	4,850,000
Other		194,188	194,188	175,000	2,547,268	785,170	3,701,626	2,152,050
Total Revenue	11,228,167	4,296,304	15,524,471	93,423,900	238,417,462	785,170	348,151,003	369,716,889
EXPENDITURES								
Salaries & Benefits	19,056,716	1,822,978	20,879,694	50,499,735	152,214,940		223,594,369	241,464,590
Contracted Services	8,408,394	402,500	8,810,894	4,077,116	9,071,152		21,959,162	21,190,194
Materials & Supplies				3,866,276	11,482,228		15,348,504	13,778,245
Chemicals				2,935,210			2,935,210	3,066,997
Utilities				14,505,000	3,269,597		17,774,597	17,806,828
Rent	2,025,535	152,000	2,177,535		218,902		2,396,437	2,341,757
Insurance	33,615		33,615	1,203,000	2,600,000		3,836,615	2,958,265
Other Operating Expenses	3,576,280	1,423,502	4,999,782	905,570	13,881,858		19,787,210	21,692,918
Transit Assistance					42,855,519		42,855,519	51,343,509
Metro Environmental Partnership				2,200,000			2,200,000	2,150,000
Capital Outlay				829,506		3,504,648	4,334,154	4,694,437
Total Expenditures	33,100,540	3,800,980	36,901,520	81,021,413	235,594,196	3,504,648	357,021,777	382,487,740
Excess/(Deficit) of Revenue vs Expense	(21,872,373)	495,324	(21,377,049)	12,402,487	2,823,266	(2,719,478)	(8,870,774)	(12,770,851)
Cost Allocation	21,781,220	(595,000)	21,186,220	(12,723,361)	(10,774,877)	2,312,018		
Other Sources & (Uses) of Funds:								
Total Other Financing Sources/(Uses)	(1,371,000)		(1,371,000)	749,100	(1,985,157)	407,460	(2,199,597)	2,683,334
Balance/Deficit	(1,462,153)	(99,676)	(1,561,829)	428,226	(9,936,768)		(11,070,371)	(10,087,517)

2001

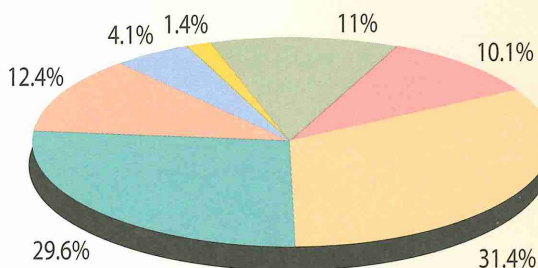
BUDGET: WHERE IT COMES FROM



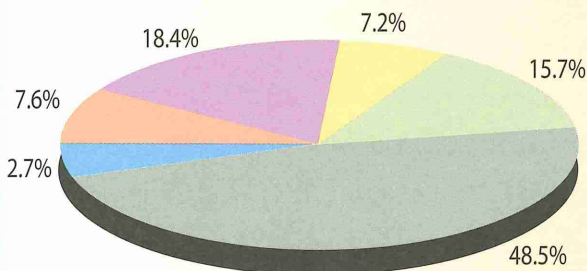
BUDGET: WHERE IT GOES



BUDGET: WHERE IT COMES FROM



BUDGET: WHERE IT GOES



LEVY STATE FARE RESERVES
FEDERAL WATER/SAC OTHER

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

2002



Chair
Ted Mondale
Region-at-large

Chair of Council, Chair, Hiawatha Corridor Management Committee. President, Redtagbiz.com business-to-business Internet company. Former State Senator, Roundtable Member of the Democratic Leadership Council, Public Policy Institute's New Economy Task Force member and Alliance for Global Competitiveness member. Author of the book, **A New Commitment to Minnesota Families**. Honored previously as one of the "top 100 to watch" by CityBusiness. 651-602-1453 fax 651-602-1358 ted.mondale@metc.state.mn.us



District 7

George Garnett

Downtown and north Minneapolis, portion of south Minneapolis

The head of Garnett Associates, a consulting firm focusing on community and economic development. Former vice president at the Minneapolis Foundation. A strong proponent of affordable housing, Garnett has worked on revitalizing the West Broadway corridor in North Minneapolis, revitalizing Plymouth Ave. west of Penn Ave. in Minneapolis, and has evaluated best practices in reducing poverty. 612-529-0777 fax: 651-602-1358 george.garnett@metc.state.mn.us



District 8

Carol Kummer

Eastern half of Minneapolis

Chair, Hiawatha LRT Corridor Community Advisory Committee; co-chair, Metro Council Polluted Sites Work Group. Management analyst, Minnesota Dept. of Labor and Industry; former Metropolitan Waste Control Commission member. 612-722-0370 fax: 612-728-3913 carol.kummer@metc.state.mn.us



District 15

Carolyn Rodriguez

Mendota, Mendota Heights, Eagan, Lilydale, Burnsville, Apple Valley Council member for Transportation Advisory Board. Former Community Action Council coordinator for the McKnight Family Loan Program; former state representative serving on transportation, education, and commerce and economic development committees. 952-431-1835 fax: 952-431-1385 carolyn.rodriguez@metc.state.mn.us

The Metropolitan Council



District 1

Sandra Spigner

Northwestern Hennepin County
Chair, Diversity Advisory Committee. Hennepin County probation officer; Peace Officer Standards and Training Board; Community Action for Suburban Hennepin, board of directors; former member of the Plymouth City Council, Plymouth Planning Commission executive committee, and Plymouth Human Rights Commission, chair.

763-546-6135 fax: 763-543-8174
sandra.spigner@metc.state.mn.us



District 2

Todd Paulson

Robbinsdale, Crystal, New Hope, Brooklyn Center, Brooklyn Park
Attorney for Suburban Middle Income Legal; former mayor of Brooklyn Center; former Metropolitan Transit Commission chair; former executive director of Common Cause Minnesota.

763-560-2122 fax: 763-560-2299
todd.paulson@metc.state.mn.us

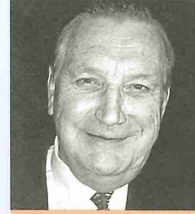


District 3

Mary Hill Smith

Edina, Hopkins, eastern Lake Minnetonka communities
Council 2nd Vice-Chair, Chair, Transportation Committee. Former Wayzata School Board chair; executive committee member, University of Minnesota Center for Transportation Studies; former Interfaith Outreach/Community Partners board of directors.

952-475-1388 fax: 952-475-1048
mary.smith@metc.state.mn.us



District 4

Julius Smith

Lakeville, Eden Prairie, Carver County, most of Scott County
Council Treasurer, Chair, Management Committee. Attorney; president, International Renaissance Festivals, Ltd.; former member, Governor's Sports Commission Task Force; president, International Conference Foundation; adjunct professor, University of Minnesota Humphrey Inst. of Public Affairs.

952-443-2430 fax: 952-897-0639
julius.smith@metc.state.mn.us

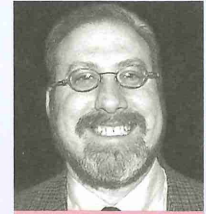


District 5

Phil Riveness

Shakopee, Savage, Bloomington, Richfield
Chair, Rail Transit Committee. Assoc. administrator, Noran Neurological Clinic; former state Senate majority whip; former state House assistant majority leader; former executive director, So. Hennepin Human Services Council; former MTC bus driver.

952-841-9827 fax: 952-897-1059
phil.riveness@metc.state.mn.us



District 6

Frank Hornstein

Golden Valley, St. Louis Park, southwestern Minneapolis
Chair, Regional Growth Policy Committee. Founding director of the Jewish Community Action Organization. Established the Alliance for Metropolitan Stability, promoting citizen participation to increase affordable housing, improve transit and land use planning.

612-926-3406 fax: 612-928-4504
frank.hornstein@metc.state.mn.us



District 9

Natalie Haas Steffen

Anoka County except Coon Rapids, Fridley, Columbia Heights and Hilltop

Board of directors, Association of Metropolitan Municipalities; former commissioner, Minnesota Dept. of Human Services; former Anoka County commissioner; former Ramsey city council member.

763-753-4298 fax: 763-753-2837



District 10

Jim Nelson

Coon Rapids, Fridley, Hilltop, Columbia Heights, St. Anthony, New Brighton, Mounds View
Chair, Environment Committee. Owner, James W. Nelson Real Estate Co.; owns and manages rental properties in Mpls. and St. Paul; Columbia Heights Park and Rec. commissioner; former Mpls. Park Board commissioner; former Mpls. planning commissioner.

763-789-5859 fax: 763-782-3857
james.nelson@metc.state.mn.us



District 11

Roger Williams

Most suburban communities in northern Ramsey County
Chair, Regional Environmental Partnership. Former director, MN Office of Dispute Resolution; former assistant director, Intergov. Affairs, MN State Planning Agency; former New Brighton City Council member; former chair, Ramsey Co. League of Local Governments.

651-633-2168 fax: 651-633-6877
roger.williams@metc.state.mn.us



District 12

Marc Hugunin

North and central Washington County, North St. Paul, portion of Maplewood
Council 1st Vice-Chair, Chair, Rural Issues Work Group. Principal in marketing and public affairs consulting firm, PepinHugunin & Associates; former Grant City Council member; board of directors, Parks and Trails Council of MN; member, Glacier Mountaineering Society, MN Historical Society, Society of American Baseball Research.

651-430-3515 fax: 651-351-1235
marc.hugunin@metc.state.mn.us

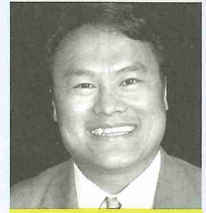


District 13

Dan Galles

Southern half of St. Paul
Chair, Riverview Corridor Management Committee. Partner in Galles Companies. Immediate past president of the West End Business and Professional Assoc. and serves on the board of directors of the Highland District Council, St. Paul Planning Commission, St. Paul Board of Zoning Appeals, Ramsey County Capital Improvement Program Committee and the Riverview Corridor Citizen Workgroup.

651-695-8462 fax: 651-695-3730
dan.galles@metc.state.mn.us



District 14

Lee Pao Xiong

Northern half St. Paul, Lauderdale, Falcon Heights
Chair, Livable Communities Committee; co-chair Core Cities Work Group. President, Urban Coalition. Former director, government and community relations, Concordia University; former executive director, Minnesota Council on Asian-Pacific Minnesotans; executive director, Hmong American Partnership.

651-489-6862 fax: 651-488-6317
leepao.xiong@metc.state.mn.us



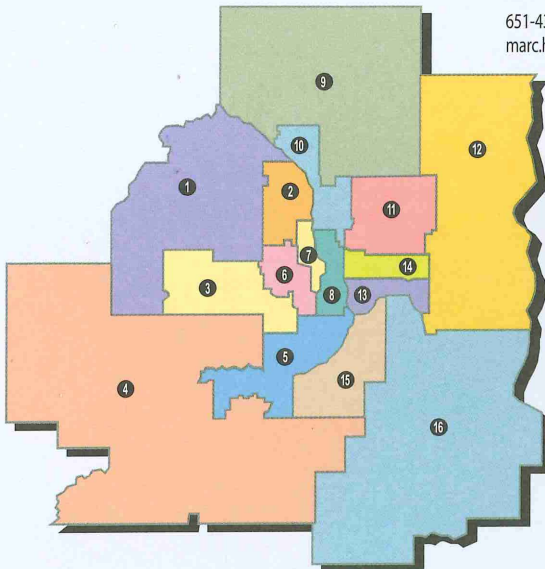
District 16

John Conzemius

South Washington County, large portion of Dakota County

Farmer producing beef cattle, hogs and raising corn, soybeans, alfalfa and vegetables. Member, Dakota County Planning Commission; former member, Dakota County Extension Committee.

507-263-2545 fax: 507-263-0403
john.conzemius@metc.state.mn.us



Members are appointed and serve at the pleasure of the Governor.

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.

Regional Administrator - 651-602-1554

General Office - 651-602-1000

TTY 651-291-0904

Regional Data Center - 651-602-1140

Email - data.center@metc.state.mn.us

Web Site - www.metrocouncil.org

Metro Information Line - 651-602-1888



Metropolitan Council

Building communities that work

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

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 low-income individuals and families. The Council also establishes policies and provides planning and technical assistance to communities in the seven-county area for airports, regional parks, highways and transit, sewers, air and water quality, land use and affordable housing.

Metropolitan Council Contact Information

General offices

(651) 602-1000

Chair and Regional Administrator's Offices

(651) 602-1554

FAX (651) 602-1358

Environmental Services

(651) 602-1005

Metro Transit

(612) 349-7400

Metro Mobility Service Center

(651) 602-1111

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

Transit Information Center

(612) 373-3333

Bus route and schedule information, trip-planning services

Metro Commuter Services

(651) 602-1602

Commuting options, employer trip planning and travel demand management

Metro HRA

(651) 602-1428

Housing Choice vouchers for low-income individuals and families

Regional Data Center

(651) 602-1140

Maps, CD-ROMS, reports, publications and research services

Email: data.center@metc.state.mn.us

Metro Information Line

(651) 602-1888

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

Public Comment Line

(651) 602-1500

24-hour voice mail for comments, ideas, suggestions

www.metrocouncil.org

for regional information and Smart Growth On-line Forum

www.mnsmartgrowth.org

for direct link to Smart Growth information

www.metrotransit.org

for direct link for transit information

www.metrocommuterservices.org

for direct link to employer travel demand info

Upon request, this publication will be made available in alternative formats to people with disabilities. An annual report is required by statute. This publication is printed on recyclable paper at a cost of \$5,908 for 2,000 copies.

Photos not credited are Metropolitan Council files photos.

HT394.T9 M47a 2001
Metropolitan Council of the
Twin Cities Area.
Annual report to the

HT394.T9 M47a 2001
Metropolitan Council of the
Twin Cities Area.
Annual report to the

DATE	ISSUED TO

LEGISLATIVE REFERENCE LIBRARY
645 State Office Building
Saint Paul, Minnesota 55155

DEMCO