

GUIDE TO

M I N N E S O T A

*Metropolitan
Council*

1999

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

Guide to Minnesota State Agencies 1999 was coordinated by Minnesota Planning, 658 Cedar St., St. Paul, MN 55155, 651-296-3985.

Upon request, *Guide to Minnesota State Agencies* will be made available in an alternate format, such as Braille, large print or audio tape. For TTY, contact Minnesota Relay Service at 800-627-3529 and ask for Minnesota Planning.

November 1998



Table of Contents

Summary Description of Agency	1
Mission Statement and Goals	3
Boards, Commissions and Advisory Committees.....	4
Legislative Committees	6
Key Regional Issues and Priority Projects	7
Key Staff Contacts	15
Appendix A. Organization Charts	16
Appendix B. Budget Summary.....	17
Appendix C. Staffing Size	18



STATE OF MINNESOTA

OFFICE OF THE GOVERNOR
130 STATE CAPITOL
SAINT PAUL 55155

ARNE H. CARLSON
GOVERNOR

Dear Commissioner:

Welcome to state government and to the Metropolitan Council. This briefing book has been assembled to assist the incoming administration during this period of executive branch transition. We hope you will find it valuable.

You will see by the material contained in the attached briefing that the Metropolitan Council has accomplished much during this important last decade of the century and also that there are many ideas for future service refinements.

Please feel free to call upon the resources of this administration as you begin to familiarize yourself with your new responsibilities.

I wish you much success.

Warmest regards,

A handwritten signature in black ink that reads "Arne H. Carlson".

ARNE H. CARLSON
Governor



To the Incoming Administration:

To ensure an orderly transition from the Carlson Administration to yours, many government agencies have been asked to prepare briefing books. In the following pages, you will find information about the Metropolitan Council to help familiarize you and your staff with the functions of metropolitan government in the Twin Cities region.

This briefing book describes the background and history of the Metropolitan Council, its mission and the commissions and advisory committees it appoints. Most important, however, is the identification of key issues, priority projects and budget and personnel summaries.

I hope you and your staff will find this document helpful as you develop programs and establish priorities for your administration. The staff of the Metropolitan Council and I stand ready to answer any questions or provide more detailed information your administration may want.

Requests may be directed to me directly at 651-602-1453 or to Jim Solem, Regional Administrator, at 651-602-1304. Please do not hesitate to ask for our help.

Best wishes to you in facing the great challenges as Minnesota's new chief executive.

Sincerely,

Curt Johnson
Chair

Metropolitan Council Members

Curtis Johnson, Chair
Roger Scherer - District 1
Bill Schreiber - District 2
Mary Hill Smith - District 3
Julius C. Smith - District 4
Neil Peterson - District 5
Martha M. Head - District 6
Barbara Butts Williams - District 7
Carol A. Kummer - District 8
James J. (Jim) Wychor - District 9
Richard Packer - District 10
Esther Newcome - District 11
Charles Arnason - District 12
Diane Z. (DeDe) Wolfson - District 13
Stephen B. Wellington, Jr. - District 14
Kevin Howe - District 15
Terrence F. Flower - District 16
Mears Park Centre, 230 East Fifth Street, St. Paul, Minnesota
55101

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

October 1998

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

Summary Description of Agency

Responsibilities

Created by the Minnesota Legislature in 1967, the Metropolitan Council deals with a range of issues, focusing on long-range, comprehensive planning, airports, housing, land use, regional finance, parks, water quality and supply, economic development and transportation.

The Council:

- Ensures that local government planning is consistent with Council plans for regional systems and with the plans of their neighboring communities.
- Owns and operates the regional wastewater collection and treatment system, which serves nearly 90 percent of the seven-county area's population.
- Owns and operates Metro Transit, the bus system that provides 95 percent of all regular-route rides in the region, including those provided under contract to "opt out" communities.
- Provides transit service for people with disabilities through Metro Mobility.
- Provides housing assistance to low- and moderate-income families as the Metropolitan Housing and Redevelopment Authority.
- Reviews large capital expenditures and long-range plans of the Metropolitan Airports Commission.

- Reviews the capital improvement program of the Metropolitan Sports Facilities Commission and issues bonds on its behalf.

Revenue Sources

- For planning functions, revenue comes from property taxes, federal and state grants and reimbursements from the Airports Commission and Sports Facilities Commission for reviews relating to their programs.
- For wastewater functions, from user fees only.
- For transit services, from bus fares, property taxes, state appropriations from the state's General Fund, capital funds from bonds issued by the Council, and federal capital funds.

Board Structure

- 17-member policy board appointed by the Governor, all serving at the Governor's pleasure.
- 16 members representing equal-population districts.
- Chair of the agency, who represents the region at large.

The Council functions with four standing committees and occasionally creates other committees or task forces to study special issues.

Organizational Structure

The Council is organized into four divisions. An organizational chart can be found in the Appendix (page 16). The divisions are:

- Transportation (includes Metro Transit and the Transportation and Transit Development Department)
- Environmental Services
- Community Development
- Regional Administration

Metro Transit and Environmental Services provide the daily operations for transit services and wastewater, respectively. Community Development and Transportation and Transit Development are largely where the planning functions of the Council are centered. Both these units have many other specific responsibilities as well.

Transportation Division

Metro Transit

- Operates the major regular-route bus system in the region.

Transportation and Transit Development

- Coordinates and plans the regional transportation system in conjunction with the Transportation Advisory Board through the Transportation Improvement Program.
- Administers the contracts with subregional transit services.

- Operates the Metro Commuter Services program.
- Manages the region's Metro Mobility program for qualifying physically or developmentally challenged riders.

Environmental Services Division

- Coordinates planning related to regional water supply and quality and to capital investments in the metropolitan sewer service network.
- Manages water resources through strategies for achieving the best mix of solutions to control pollution from point sources (treatment plants) and nonpoint sources (urban and rural runoff).
- Provides cost-competitive and high-quality collection and treatment of wastewater from 104 communities and approximately 839 industrial clients.
- Collects and treats 300 million gallons of wastewater a day.

Community Development Division

- Works with local governments on comprehensive planning and developing the policies for the long-range future development of the region.
- Includes the research arm of the Council and the metro-wide geographic information system (GIS) project.
- Operates the Metropolitan Housing and Redevelopment Authority (Metro HRA).

- Plans for the regional parks and open space system.
- Administers the Metropolitan Livable Communities program.
- Provides technical assistance to local governments on planning issues.

Regional Administration

- Provides the numerous support services to the Council, such as human resources, legal counsel, information systems, finance, communications and government relations.

Significant Accomplishments

The significant accomplishments of metropolitan government over its history cover a wide variety of issues.

- Transit has been redesigned, providing services more economically.
- Transit ridership is exceeding the legislatively mandated goal of 131 million rides in the current biennium by about three percent.
- Wastewater customer rates will drop more than 15 percent between 1999 and 2001 as a result of \$20 million in budget and organization streamlining in the Council's Environmental Services Division.
- Expansion of the current major airport was approved over building a new major airport, which would have required significant capital investments.
- The Hiawatha Corridor was selected as the first light rail transit line for the region.
- A shared 800-megahertz public safety radio system is being developed to provide enhanced connections among public safety agencies.
- Rural areas and agricultural land are being used at a slower rate for development.
- The cleanliness of the region's rivers, lakes and streams has improved.
- The availability of lower-cost housing has increased throughout the region.
- A nationally acclaimed system of regional parks has been developed.
- Land disposal of waste was lessened and new alternatives of recycling and processing of waste were developed.
- A 9-1-1 emergency phone system was established region-wide.

Mission Statement and Goals

The Council is guided by the following mission statement:

The mission of the Metropolitan Council is to provide leadership in the effective planning of regional growth

and redevelopment, and in the delivery of quality regional services.

To carry out this mission, the Council has adopted four specific goals:

1. **Implement the regional growth plan.**
This will give communities flexibility to

plan local growth and redevelopment, with an eye toward more compact development and efficient use of land, infrastructure and services.

2. **Continue transit improvements.** Transit needs to become a more attractive commuting alternative. Considering that the region cannot build its way out of congestion, transit will play a crucial role in meeting future transportation needs. New transitways and corridors will be part of the answer. At the same time, the existing bus system must be improved to increase ridership and meet local transit needs.
3. **Become more competitive in service cost and quality.** Competition fosters better service at lower cost. Legislation requested by the Council and passed in 1997 and

1998 helped the agency establish a competitive orientation. Managed competition, innovative procurement process, labor agreements and technology changes have already moved the Council ahead with this goal.

4. **Build partnerships with other units of government.** The Council continues to streamline its processes affecting other governmental units, and it pursues collaborative efforts on many issues, such as the regional public radio system and geographic information systems. Also, designated Council staff, serving as planning sector and watershed representatives, develop face-to-face working relationships with local units of government.

Boards, Commissions and Advisory Committees

The Metropolitan Council appoints advisory committees to ensure participation from regional citizens in the Council's decision-making process. It also appoints members to the Metropolitan Parks and Open Space Commission and the Transportation Advisory Board.

The following is a brief description of the responsibilities and membership of each of these appointed bodies.

Metropolitan Parks and Open Space Commission

- Created by statute in 1974.

- Assists the Council in developing a long-range plan and an acquisition and development program with funding priorities for regional parks.
- Coordinates closely with the 10 regional park implementing agencies that own and operate regional parks.
- Has nine members appointed by the Council. Eight members represent precincts formed from two Council districts and the chair represents the region at large. Statute lays out the process for making these appointments.

Transportation Advisory Board (TAB)

- Created in 1974.

- Fulfills a federal requirement that the metropolitan transportation planning process have adequate representation of local elected officials.
- Advises the Council on transportation matters involving the regional highway system, public transit and airport systems.
- Reviews and adopts the region's multi-year transportation improvement program and develops priorities for transportation projects funded under the federal Surface Transportation Program and the Congestion Mitigation/Air Quality program.
- Has 34-members consisting of local elected officials, citizens and representatives of governmental agencies, such as Mn/DOT, Metropolitan Airports Commission and the Minnesota Pollution Control Agency.

Land Use Advisory Committee

- Created by statute in 1976.
- Assists in fulfilling the Council's responsibilities for implementing the Metropolitan Land Planning Act and Metro Significance.
- Consists of a chair and at least 16 members, one from each Council district and as many additional members as necessary to ensure representation from each county. At least half of the members must be local elected officials.

Livable Communities Advisory Committee

- Created in 1996.
- Assists the Council in carrying out the 1995 Metropolitan Livable Communities Act.

- Reviews and recommends funding awards under the Livable Communities Demonstration Account.
- Consists of a chair and 14 members appointed by the Council to represent or have expertise in city and county government, financing, development, private foundation work, transportation and the environment.

Providers Advisory Committee

- Created in 1986.
- Advises the Council's Transportation Committee in the early stages of planning and prioritization of transit services.
- Consists of representatives of each current transit provider that receives operating and/or capital funding from the Council. Representatives endorsed by the Council.

Transportation Accessibility Advisory Committee

- Created by the Council in 1985 as required under state legislation.
- Consists of consumers of special transportation services and advocates for the disability community.
- Advises the Council on management policies for special transportation services.
- Has 15 members:
 - Eight representing districts and either consumers of the services or advocates for the disability community.
 - Two appointed by the State Council on Disability.
 - Two appointed by the Minnesota Senior Federation.

- Two appointed by the Minnesota Consortium for Citizens with Disabilities.
- One appointed by the Minnesota Chapter of AARP.

- May also identify initiatives for the Council to pursue to further its regional housing policies.
- Consists of 11 members appointed by the Council:

Metropolitan Housing and Redevelopment Authority Advisory Committee

- Created in 1975.

Helps develop administrative policies for the Metro HRA Section 8 rental assistance program.

- Eight from districts.
- One representative from a city with more than 200 Section 8 participants.
- One Section 8 participant.
- A chair appointed at large from the region.

Legislative Committees

Because the Council deals with a range of issues, its representatives testify before numerous legislative committees. These committees include:

- House Local Government and Metropolitan Affairs
- House Transportation and Transit and the Transportation Finance Division
- House Tax Committee and Property Tax Division
- House Economic Development and International Trade
- House Housing and Housing Finance Division
- House Environment and Natural Resources

- House Environment, Natural Resources and Agriculture Finance Committee
- Senate Local and Metropolitan Government
- Senate Transportation and the Transportation Budget Division
- Senate Jobs, Energy and Community Development
- Senate Economic Development Budget Division
- Senate Environment and Natural Resources Committee
- Senate Environment and Agriculture Budget Division
- Senate Tax Committee and the Property Taxes and Local Government Budget Division

Important Dates and Upcoming Events

- Council meetings are held the second and fourth Thursdays of each month, except in November and December (first and third Thursdays).

- Council standing committees meet at various times, but usually hold two meetings each month.
- The Council maintains a public information line (651-602-1888) that lists upcoming meetings and events.

- The Council maintains a web site (www.metrocouncil.org) that publicizes Council activities and provides a substantial amount of information about the region.
- In 1998, the Metropolitan Council held a State of the Region event to discuss the

well-being of the region based on data indicators the Council had compiled. The event drew more than 300 metropolitan area government officials and community leaders. The 1999 event will be held on February 24, probably at a location in downtown St. Paul.

Key Regional Issues and Priority Projects

The key issues and priority projects facing the region are addressed by the four major program areas of the Council – the two major operational areas (Environmental Services and Metro Transit) and the two policy development areas (Community Development and Transportation and Transit Development).

The discussion about the priority projects includes a general completion date. The key issues and priority projects for each major program area is included in the following sections.

Metro Transit

Key Issues

- **Increase operating assistance for the region’s bus system.**

Buses will continue to remain the backbone of the region’s transportation network. The region must make sure that development of rail transportation does not result in a disinvestment in the bus system.

- **Build transit ridership by developing programs and services that provide a variety of transit programs and strategies.**

A variety of programs and services are necessary to meet people’s travel needs and encourage them to use transit services.

- **Continue to improve efficiency of service and customer satisfaction.**

Reliable and dependable service with clean, safe buses and well-trained drivers are major ongoing needs gaining additional customers.

Priority Projects and Programs

- **Continue to expand bus service in the region, with the long-term objective of doubling the system by 2020.**

With growing confidence in Metro Transit’s customer satisfaction and an increase in ridership, it is time to expand bus service in the region. Transit received an additional \$9.8 million in state appropriations with the requirement that ridership be increased. During the first year of the biennium ridership is up 3.1 percent. Customer satisfaction with service is also up 5 percent over last year. Additional investments in transit have produced positive results.

The importance of transit will increase as the region continues to grow and congestion continues to increase with it. The executive and legislative branches need to provide the funding to enable the transit system to expand so that it can provide more travel options. Metro Transit has developed several proposals for service redesign and expansion that can only happen if additional resources become available.

- **Secure the additional local match for the region's first LRT line to compete effectively for federal funding.**

Metro Transit representatives continue to serve on various committees that plan for LRT, including the project management team, and under law will be the operator of the LRT service. But all the planning efforts will be successful only if the local funding can be put together to effectively compete for the full Federal Transit Administration grant of about \$220 million.

To date the state has provided \$40 million. The 1999 session of legislature will be asked for an additional \$60 million. Metro Transit will place a priority on working with the parties involved in planning LRT and to help develop the funding package and redesign bus service in that corridor to augment the LRT line.

- **Implement the Metropass program to build transit ridership.**

The program, begun in the summer of 1998, is a deeply discounted annual bus pass purchased by employers for their employees. Metropass offers employees a free or low-cost alternative to driving to work, gives employers a tax deduction and helps reduce traffic congestion in the area. Companies benefit by having a tool to recruit and retain employees, decreasing the demand for parking spaces, and the employer subsidy is a federal tax-deductible cost.

The first company to participate is American Express Financial Advisors, one of downtown Minneapolis' largest employers. This program will be ongoing and more than 40 other companies are now expressing interest in the program.

- **Implement the transit capital improvement program.**

The transit capital improvement program lays out a three-year expenditure schedule that includes such items as fleet replacement; programs to improve the delivery of transit services, such as ramp bypass lanes and park-and-ride lots, and other physical enhancements to improve bus operations and reduce commute time. One major capital project now under way is finding a site to build a new bus garage in St. Paul to replace the current Snelling garage. Both state and matching federal funds have already been approved to move forward with this project.

Tied to the capital improvement project is the issue of how these projects are funded. Over the years, the local match for these projects has been paid for by bonds paid back by local property taxes. Because federal funding has declined in recent years, the local funding share has continued to grow. In some instances, bonding for transit facilities in its current way may need to be reevaluated to reduce the growing reliance on property taxes to pay for debt service.

- **Continue to increase the reliability and dependability of transit service.**

The need to keep transit vehicles clean and safe receives a great amount of attention. Training programs for bus drivers and quality maintenance of vehicles are very important programs to ensure customer satisfaction and build bus ridership.

Likewise, a significant ongoing effort is made to prevent vandalism of buses and to protect passenger safety. A metropolitan transit police force is in place to help prevent and minimize crimes being

committed on buses or near bus shelters and stops.

process, making it difficult to plan future services.

Transportation and Transit Development

Key Issues

- **Develop and manage an efficient regional transit system to help meet the legislatively established goal of 131 million riders during the 1997-98 biennium.**

Redesigning transit services, along with capital improvements such as a system of transitways, park-and-ride lots and bus lane bypasses to improve transit service efficiencies is needed to build transit ridership.

- **Manage growing traffic congestion despite very few additional freeway lanes to be built over the next 20 years.**

Management efforts need to focus on evaluating and developing a variety of transportation alternatives. The region is projected to produce 2.1 million additional trips per day by 2020 with only 20 more miles of new freeway lanes to be built. The region can expect substantially more traffic congestion. Additional transportation alternatives, transit service expansion and new technologies will need to be part of future solutions.

- **Establish a stable long-term funding source to implement transportation programs.**

Funding of transportation projects has not kept pace with increased costs. The state gas tax has not been adjusted for several years. In addition, the state commitment to transit is dependent on the biennial budget

Priority Projects and Programs

- **Build the Hiawatha Avenue Light Rail Transit (LRT) line in cooperation with Mn/DOT and the affected local governments.**

This first LRT line in the region would eventually lead to a LRT network system to which other transit services would link up, creating a more efficient delivery of transit services. If all funding can be secured, the line could be operational by 2003.

- **Develop the regional Transportation Improvement Program (TIP) annually for allocating federal and state transportation funds in cooperation with the Transportation Advisory Board (TAB).**

The competition for limited resources is significant, so a process is in place annually to make funding determinations for transportation projects. This process includes local government officials through participation on the TAB. The process is well defined to ensure that the funds are fairly distributed to projects in the metro area. Funds are also distributed to a range of funding categories. Transportation improvements have significant impacts on regional land use and development.

- **Participate in the expansion of Minneapolis-St. Paul International Airport and help manage the impact on adjacent communities.**

The Council continues to work with the Metropolitan Airports Commission and affected local governments to ensure that the existing airport keeps our region competitive in the global economy. Major

capital improvements to the regional airport system are reviewed for consistency with Council policies.

- **Develop strategies for state funding of transit.**

The Council continues to work with government organizations and special interest groups to analyze funding scenarios and develop a consensus on the long-range funding of transit programs. It also appears that any consensus on this topic must include support for additional funding for highway and roads, as well. Ideas continue to be brought forth in policy discussions to keep this issue at the table in state appropriation discussions.

- **Conduct ongoing management and competitive procurement of transit and paratransit services (other than Metro Transit services) and implement transit service redesign.**

Many community-designed transit services provide local transit options for riders. The Council annually establishes contracts with these service providers and provides support for the competitively bidding of these services to program providers.

In addition, the Metro Mobility service contracts are managed and administered by the Council. This service continues to certify about 400 riders per month and provides about one million trips per year.

- **Implement the Council's *Transportation Policy Plan*.**

The Council reviews local comprehensive plans to ensure their consistency with its regional plans, including its transportation policies. The Council's policies are developed based on regional travel forecast models, air quality planning and

the administration of a travel demand management program.

Environmental Services

Metropolitan Council Environmental Services (MCES) has specific responsibility for two mandated core functions: (1) developing plans to preserve the region's water quality and water supply, and (2) collecting and treating wastewater.

Key Issues:

- **Improve the cost-competitive position of the organization.**

A key challenge is to deliver competitive and equitable services and rates for current and future wastewater customers while improving the competitive position of the organization. Part of this effort involves a \$20 million reduction in operational expenses over the next three years.

- **Implement changes to the cost allocation system to improve equity among user groups.**

Two task forces – which examined the Industrial Rate System (IRS) and the Service Availability Charge (SAC) – recommended changes to MCES's cost allocation system. The Council will need legislative action in order to implement the SAC recommendation.

- **Maintain high collection and treatment standards while reducing operating costs.**

Another challenge is to maintain high wastewater treatment and environmental standards and high-quality customer service while reducing operating costs. The wastewater system will need \$415

million in capital investment for improvements over the next five years.

- **Continue environmental planning on a watershed basis for the region.**

MCES works in partnership with state agencies, local units of government, nonprofit organizations and others to develop and implement abatement strategies for nonpoint pollution sources to protect the waters of the metropolitan area.

Priority Projects and Programs

- **Improve the cost-competitive position of the organization.**

MCES has developed a plan that will reduce wastewater rates 15 percent by 2001 through reductions in three expenditure areas: program labor, program nonlabor and debt service costs. As a part of this plan to right-size the organization, MCES will use voluntary separation incentives, early retirement programs and interjurisdictional staff transfers to reduce staff.

Key work programs will be redesigned to make better use of technology, improve efficiency, and enhance service quality and reliability. Further strategies include carefully examining the size, scope and timing of capital projects to reduce debt service expenditures.

- **Maintain high collection and treatment standards while reducing operating costs.**

Critical capital projects that will meet the regulatory and growth needs of region and address issues of customers include (a) a biosolids processing project at the Metro Plant that will reduce plant emissions and odors and use waste energy to help power the plant; (b) construction of a new South Washington County wastewater treatment

plant on the site of the existing plant, minimizing disruption to the surrounding community; and (c) completion of the associated interceptor routing.

Through a partnership with the Minnesota Dental Association, a mercury reduction plan will be implemented at the wastewater treatment plants to prevent mercury amalgam particles produced by dental clinics from entering the wastewater stream.

Phosphorus reduction plans will be implemented for treatment plants that will leverage resources by linking phosphorus removal facilities for environmental improvement with plant upgrades for regional growth.

Air and water permits for the Metro Plant are currently being negotiated with the Minnesota Pollution Control Agency.

- **Implement changes to cost allocation system to improve equity among user groups.**

The Council is presenting the findings and recommendations of the Industrial Rate System (IRS) and Service Availability Charge (SAC) Task Forces to key stakeholder groups for final review and comment.

The Council will propose a legislative initiative to implement changes in the SAC rate system. The change will more closely link the SAC system of charges to the Council's regional growth strategy.

- **Continue environmental planning on a watershed basis for the region.**

MCES continues to develop and implement pollution abatement strategies for nonpoint sources that link water, air and land use management efforts for the metropolitan area.

Through partnerships with state agencies, local units of government, nonprofit organizations and the private sector, collaborative approaches are being used to address critical issues such as phosphorus runoff, mercury pollution and PCB contamination in the Minnesota River, and the need for additional water monitoring sites. Linkages have been established between the Metropolitan Council and state programs to achieve an integrated and sustainable approach to water policy planning and implementation.

Community Development

Key Issues

- **Implement the Council's regional growth strategy** by addressing issues of redevelopment, agricultural land preservation, development, growth beyond the region, and doing a comprehensive study on the cost of growth.

The Metro 2040 regional land use plan has highlighted many issues needing to be resolved about how the region will develop, including making wise land use choices, and limiting the amount of public investment for the extension of urban services in the metropolitan area.

- **Expand affordable housing opportunities in the region.**
Increasing affordable and life-cycle housing throughout the region continues to be a major challenge for the region.
- **Ensure consistency of local comprehensive plans submitted by the end of 1998 with regional policies and resolving any differences.**

The Council may face some difficult negotiations in resolving differences between regional policies and local plans.

- **Promote the widespread sharing of GIS (geographic information systems) data among local governments and other organizations through "MetroGIS."**

The Council is facilitating the startup of this initiative, along with the support of a policy board of government officials, to move the MetroGIS from concept to reality.

- **Acquire, develop and redevelop regional parklands to provide a variety of nature-oriented and recreational opportunities.**
- **Establish the 800-megahertz public radio project as an operational system.**

Priority Projects and Programs

- **Analyze the fiscal impacts of development in the region.**

The Council will conduct a detailed case study of the impacts on two school districts and eight cities in various stages of development. The fiscal impact of development will be analyzed for two different year-2020 land use scenarios – current regional trends and the Council's regional growth strategy – for a number of land use patterns.

The case studies of each community will be used to determine the marginal costs of providing services for expected growth. The work began in August 1998 and is expected to be completed in May 1999.

- **Develop policies and programs to preserve agricultural land in the region.**

The Council has created a task force to work on the long-term goal of preserving good farmland. The intent is to allow farmers in the metropolitan area to make agricultural investments with assurances that their land can continue in agricultural use without interference from urban pressures. Recommendations should be forthcoming from the task force sometime in early 1999.

- **Review the comprehensive plans of local governments** to determine their conformance with metropolitan system plans, consistency with the regional policies and compatibility with plans of adjacent governmental units.

By law local governments must submit updated comprehensive plans to the Council by end of 1998. This priority project engages staff in several Council divisions – airports, sewers, transportation and transit, housing, parks and demographics. In most cases, the Council requests minor changes in the plans. With others, however, differences have to be negotiated. In a few cases involving metro system impacts, the Council can require that a plan be modified.

- **Develop MetroGIS into a self-sustaining organization.**

The overarching goal of the MetroGIS project is to resolve policy and technology obstacles that must be overcome to sustain a long-term regional data sharing mechanism. These efforts must be successful before the interim data-sharing agreements expire. Some of these agreements are scheduled to expire December 31, 1999.

- **Continue providing a coordinated way for delivering affordable housing services.**

A coordinated tool for delivering affordable housing services continues to operate through the Metropolitan Council Housing and Redevelopment Authority (Metro HRA). Many smaller government jurisdictions without an HRA have been able to provide housing subsidies to their residents through this program, which serves 4,800 individuals and families in more than 100 communities.

The Metro HRA also administers a number of local and state funded programs for special-need clients, including people with cognitive disabilities, as well as three housing rehabilitation loan programs for low-income homeowners.

- **Support local governments in providing affordable and life-cycle housing through the Metropolitan Livable Communities program.**

More affordable and varied housing types need to be developed in many communities to sustain a mix of housing choices for families of all income levels. In 1995, the Metropolitan Livable Communities Act was passed to help with this issue. In the first three years of this voluntary program, approximately 100 communities have chosen to participate annually.

These communities have adopted housing action plans to help provide a framework for how they will attain their goals. Participating communities are eligible for three different grant programs administered by the Council – one supporting the cleanup of polluted sites, another that helps communities work toward their established housing goals and a third that supports demonstration projects to link housing with job opportunities and transit.

- **Continue the development of a regional park system.**

The Council works with the Metropolitan Parks and Open Space Commission and 10 park implementing agencies to seek state funding for regional parks. The funding pays for the acquisition, development and redevelopment of regional parks consistent with the capital improvement plans for the system, as well as a portion of the operation and maintenance costs of the parks. Preservation of open space and expanding recreational opportunities for regional citizens continue to be high priorities for regional citizens.

- **Prepare for the year-2000 census.**

The Council will work with local governments and other government agencies to help ensure that the 2000 census will be as accurate as possible and to lay the groundwork for the statistical analysis to be done when the 2000 census information becomes available.

- **Call attention to urbanization beyond the edges of the seven-county metropolitan area.**

Urbanization has continued to expand outside the region and development problems, especially transportation-related, are beginning to affect the metropolitan region. While this

development lies outside the planning authority of the Council, the Council intends to continue to call attention to this issue and urge that adjacent counties be given the tools needed to plan and manage their growth.

This effort will include documenting the extent of urbanization and how it affects the metropolitan area. The Council will continue to work with adjacent counties to share information, encourage them to facilitate local planning and work with them to coordinate plans.

- **Continue to provide staff support and serve as the fiscal agent for the Metropolitan Radio Board.**

This board, created in 1995, is responsible for developing and implementing a plan for developing a region-wide public safety radio system. This system will share the 800-megahertz channels allocated to metropolitan area governmental jurisdictions, as well as the network infrastructure of towers, transmission facilities, computer controllers and software.

Construction on the system is expected to begin in early 1999. The initial phase participants will include the City of Minneapolis, Hennepin and Carver Counties, Metro Transit and the State of Minnesota.

Key Staff Contacts

Categorized by the Council's four divisions, here are key contacts that could provide more information and answer any questions about programs and operations.

Regional Administration Division

Curt Johnson, Chair	(651) 602-1453
Jim Solem, Regional Administrator.....	(651) 602-1304
Richard Johnson, Associate Regional Administrator and Chief Financial Officer	(651) 602-1454
Sally Evert, Director of Intergovernmental Relations	(651) 602-1394
Judy Hohmann, Director of Communications	(651) 602-1423
Richard Brainerd, Director of Human Resources	(651) 602-1398
Beth Widstrom Anderson, Controller	(651) 602-1567

Transportation Division

Transportation Planning and Development Programs

Nacho Diaz, Director of Transportation Planning	(651) 602-1754
Connie Kozlak, Planning Manager	(651) 602-1720
Mark Fuhrmann, Programs Manager	(651) 602-1722

Metro Transit

Art Leahy, General Manager	(612) 349-7510
William Foster, Assistant General Manager for Operations.....	(612) 349-7511
Julie Johanson, Assistant General Manager for Administration.....	(612) 349-7514

Community Development Division

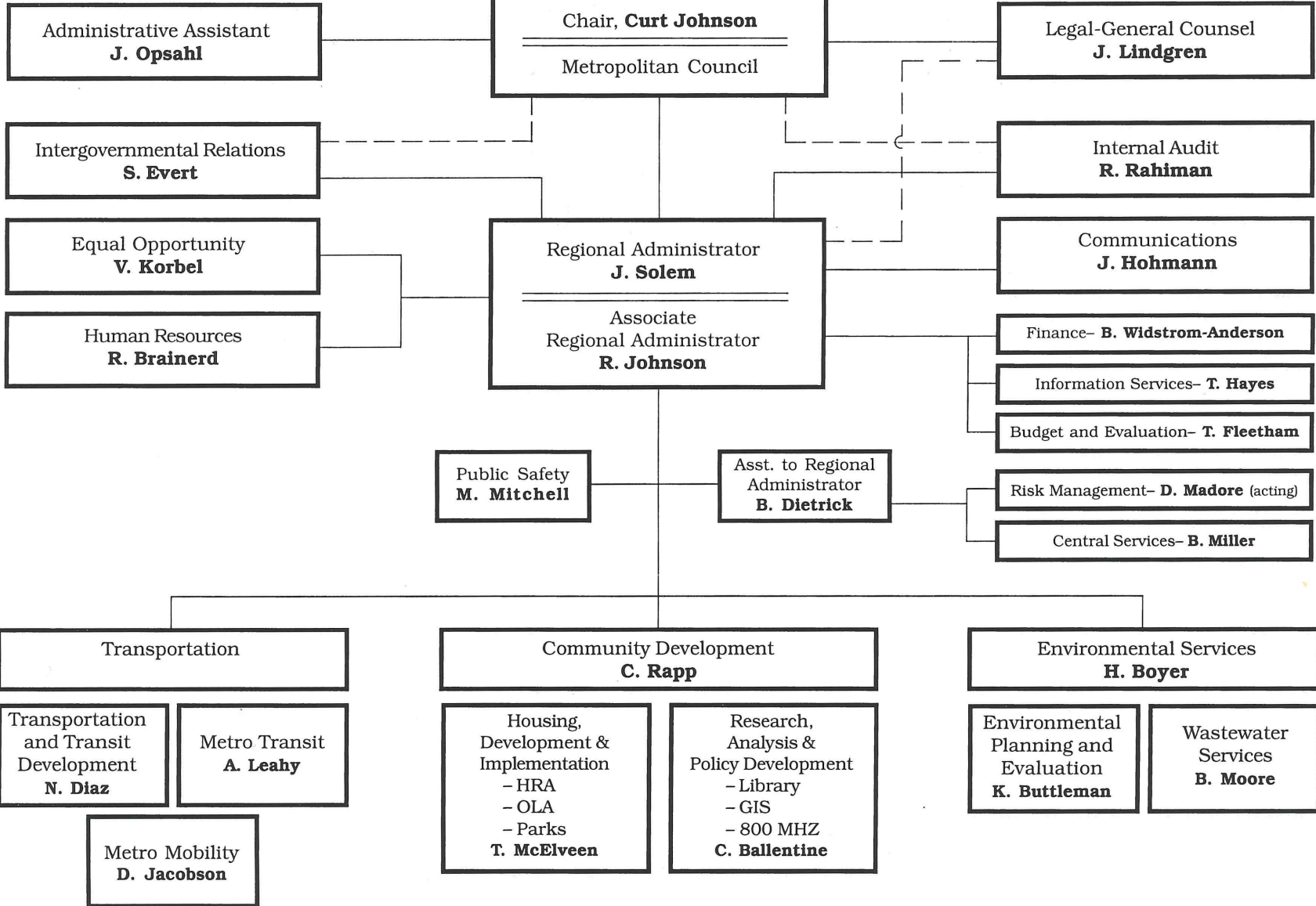
Craig Rapp, Division Director	(651) 602-1615
Tom McElveen, Director of Housing, Development and Implementation.....	(651) 602-1306
Chuck Ballentine, Director of Research, Analysis and Policy Development.....	(651) 602-1521

Environmental Services Division

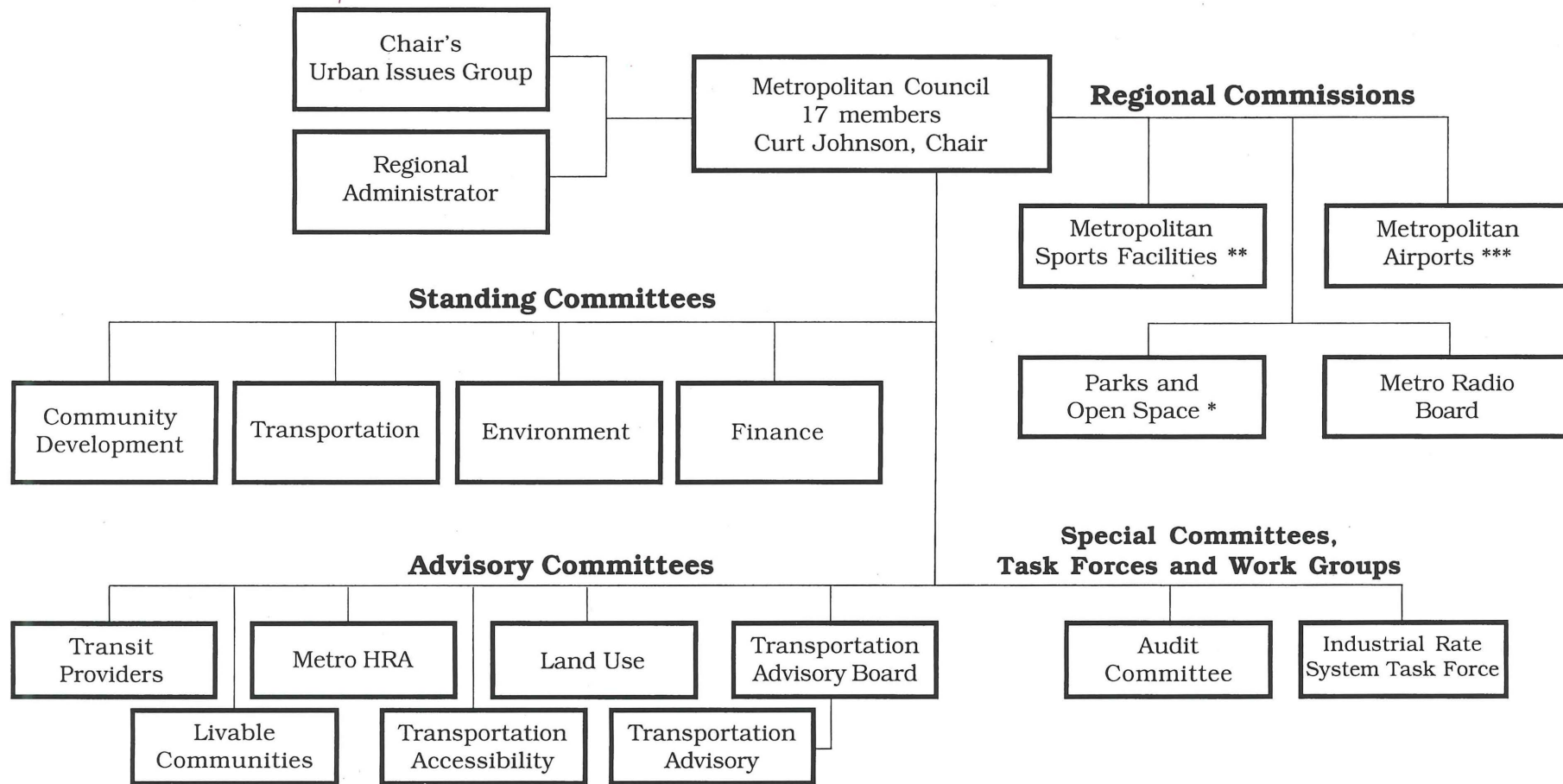
Helen Boyer, Division Director	(651) 602-1106
Bill Moore, General Manager of Wastewater Services	(651) 602-1162
Keith Buttleman, Director of Environmental Planning and Evaluation	(651) 602-1015

Appendix A. Organization Charts

Metropolitan Council



Metropolitan Council Policymaking Structure



Appendix A-2

16b

* Staff support provided to Commission by Metropolitan Council.

** The Metropolitan Council has budget approval and issues bonds for the commission.

*** The Metropolitan Council reviews the capital budget and approves certain projects.

Metropolitan Council

Mears Park Centre
 230 East Fifth Street
 St. Paul, Minnesota 55101-1626
 (612) 602-1000 Fax 602-1550
 TTY 291-0904 Metro Info Line 602-1888

Appendix B. Budget Summary

1998 Budget

	Operating	Capital	Debt	Pass through
Transit/Transportation	\$186.7m	\$93.5m	\$27.4m	\$4.3m
Environmental Services	\$106.8m	\$66.4m	\$64.4m	
Planning/Administration/ HRA	\$13.6m	\$17.6m (parks)	\$5.8m	\$46.1m
Totals	\$307.2m	\$177.5m	\$97.6m	\$50.3m

Grant Total:
\$632.8m

Revenue Sources

Environmental Services -- user fees

Transit/Transportation -- fare box, state appropriations, property tax, federal grants

Planning, Metro HRA -- property tax, federal and state grants, chargebacks (reimbursements from Metropolitan Airports Commission and Metropolitan Sports Facilities Commission)

1997 Property Tax Levy: \$110.1 million (\$84 million (77%) was for transit service).

Appendix C. Staffing Size

1997 Staff

Central office, planning, metro HRA	241
Environmental services	923
Transit operations/transportation	2,350
Total	3,514

