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Blueprint 2030 aims to limit sprawl, but even groups that support the goals call it "a step backward."

Critics piling on Met Council plan

STAR TRIBUNE OCT 17 02

By David Peterson
Star Tribune Staff Writer

An all-star cast of community leaders packed the chambers of the Metropolitan Council on Wednesday to pound on the latest draft of its major plan for Twin Cities-area growth as fuzzy, weak and unrealistic.

Many of the very groups the council often touts as its partners in developing Blueprint 2030 stepped forward to express their disappointment. Five major groups that support the council's goals produced a joint statement calling it "an opportunity missed and a step backward."

The Met Council leaders pledged to take account of the criticism in crafting a final draft of the plan, and they said there would be chances after that for the groups to react.

Blueprint 2030 aims to curb sprawl by channeling a much larger share of development into already developed areas, and much of the rest into rural "growth centers" linked by transit with the core metro area.

But there was wide agreement — from liberals and conservatives, business leaders and environmentalists, suburbs and sprawl fighters — on the doubts about the plan. Among them:

➤ Given the barriers to put-

ting high-density housing in existing neighborhoods, how will the region manage to wedge nearly a third of all new housing units into areas that are already developed?

Craig Waldron, president of the Association of Metropolitan Municipalities, called for "a more thorough, realistic approach" to that issue. The Builders Association of the Twin Cities questioned whether it can "possibly be achieved" without huge new infusions of money. Russ Adams, director of the Alliance for Metropolitan Stability, warned that high-density housing can have a "destabilizing impact" on fragile inner-city communities.

➤ The council could wind up spending vast sums providing sewer service to outlying communities, only to find that people continue to cover the landscape with 5-acre lots on septic tanks unless measures are taken to clamp down on that form of development.

"It's unclear that you will change that behavior" even after spending a quarter of a billion dollars on those sewer plants, said state Sen. Myron Orfield, DFL-Minneapolis, a nationally known growth and development expert. "You need to use your power to enforce a serious policy."

The policy could even be

"dangerous," he said, if it winds up encouraging large-lot septic development all around the new growth centers.

➤ The council will merely add to traffic congestion if it accelerates growth in rural communities without providing ways to get those people to work, and there is no guarantee that money for expanding transit systems will be available.

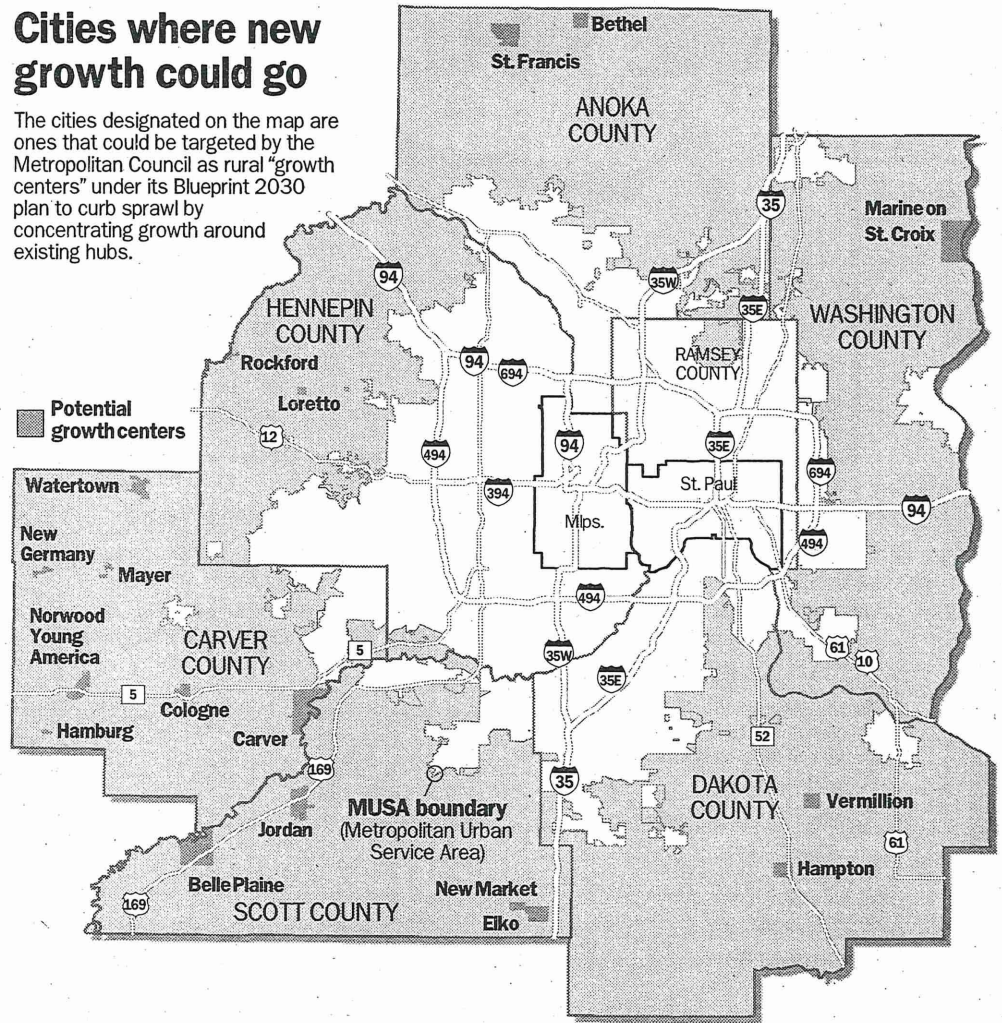
"The amounts needed by the council to support the goals identified in the new blueprint are substantial and there is no reasonable likelihood that it can be obtained," said a 20-page critique issued by the Sierra Club, the Minnesota Center for Environmental Advocacy, the Alliance for Metropolitan Stability, the Housing Preservation Project, Transit for Livable Communities and Orfield.

Most of Wednesday's speakers said they supported the council's goals, which include preserving open space and adding to affordable housing. Lea Schuster, executive director of Transit for Livable Communities, said the Met Council has brought a "major change of direction" away from a roads-focused approach and toward a mix that includes transit.

But some warned that the process is moving too fast, without enough community consensus.

Cities where new growth could go

The cities designated on the map are ones that could be targeted by the Metropolitan Council as rural "growth centers" under its Blueprint 2030 plan to curb sprawl by concentrating growth around existing hubs.



"It's important to have a large buy-in instead of rushing something through," said Jim Smith, a member of the Independence City Council. "Take comments and have more hearings."

Wendy Wulff, who chairs the Lakeville Planning Commission, urged Met Council members to take the time to "be the 'statespeople' we need you to be."

Depending on the results of

the gubernatorial election, there could be a major change of direction. All current Met Council members are appointees of Gov. Jesse Ventura, who is not seeking reelection.

The Met Council perennially finds itself caught between those groups, mostly liberal but not all, that want it to crack down on sprawl, and those who resent any intrusion into local control.

"Every year there are bills at

the Legislature to abolish the Met Council," said Frank Hornstein, the Met Council member leading the Blueprint 2030 effort. "We're really buffeted back and forth. Some want more enforcement, others to gut us completely. It's very tricky."

— David Peterson is at dapeterson@startribune.com.

Vision for growth needs clear road map, analysts say

Final public hearings on Blueprint 2030 next week

PIONEER PRESS OCT 12 02
BY MARA H. GOTTFRIED
Pioneer Press

The Metropolitan Council's vision for regional growth to 2030 could turn out to be just that — a dream, concludes a new analysis. It could cost \$8.5 billion to put the plan in place, and even if the money is there the plan will founder without a clear-

er road map.

The report by five advocacy groups and a state senator comes as the Met Council — the regional planning authority for the seven-county metro area — hosts its final public hearings on the Blueprint 2030 next week. The Met Council's chairman agrees that the funding could be perilous, but he disagrees with the

assessment that the council doesn't have a road map.

The bulk of the Blueprint 2030 price tag is for transportation, since much of the plan is based on growth along transportation corridors. The \$8.5 billion would have to be raised over 10 years. And without a transportation bill that is balanced and tied to land use, the money won't be there to make the Blueprint happen, said Met Council Chairman Ted

Mondale.

Transportation shapes development, and the key issue of whether we'll be successful or not is whether we do something about funding transportation," he said.

But he insists that the blueprint is a working document that will help the region accommodate the nearly 1 million additional people who are

VISION FOR GROWTH, 4B

Vision for growth

Continued

expected to live in the metro area in about three decades.

"This document is not the work of policy elitists coming up with cool ideas that might happen," Mondale said. "This is about what's happening on the ground and spending our dollars to stimulate what the market wants."

The groups involved in writing the analysis plan to discuss it during Wednesday's public hearings on the Blueprint.

"We just don't think the council has taken a realistic notion of how those goals can be implemented," said Jim Erkel, Minnesota Center for Environmental Advocacy attorney and program director. "They're great goals, but they are reiterations of existing goals and those goals haven't made a difference on the ground."

To make those goals happen, the group recommends the Met Council should use its funds in a carrot-and-stick approach that encourages communities to adopt the Blueprint's goals. The group also suggests that when the Met Council reviews cities' comprehensive plans — guides for growth — it should ensure that the Blueprint's targets are being met.

The group applauded the concept of a controversial new policy at the Met Council that permits growth to follow transportation corridors rather than move outward in staged, concentric circles. But the group said the Met Council should give up on the policy in 2008 if it doesn't have at least half the \$8.5 billion in hand.

"I think returning to a policy that has failed is of dubious value," Mondale said of the recommendation.

The report also praised the inventory and assessment of natural resources that's part of the Blueprint 2030, but it urged the council to protect the regionally significant areas.

The analysis was done by

PUBLIC HEARINGS ON BLUEPRINT 2030

The Metropolitan Council's public hearings on Blueprint 2030 will be held in three locations on Wednesday:

- 8:30 to 10:30 a.m. at Minnetonka City Hall, 14600 Minnetonka Blvd.
- 3 to 5 p.m. at the Met Council, 230 E. Fifth St., St. Paul
- 7 to 9 p.m. at the Metro Transit Heywood office building, 560 Sixth Ave. N., Minneapolis

Public comment on the Blueprint will be taken until 5 p.m. on Oct. 28. Those wishing to comment may call (651) 602-1500 or e-mail data.center@metc.state.mn.us. The council plans to adopt the Blueprint in December.

For more information on the Blueprint, see www.metro-council.org/planning/blueprint2030/overview.htm

For the full version of the Blueprint analysis by five advocacy groups and a state senator, see www.twincities.com/mld/pioneerpress/4264990.htm

the Alliance for Metropolitan Stability, the Housing Preservation Project, the Minnesota Center for Environmental Advocacy, the Sierra Club North Star chapter, Transit for Livable Communities and Sen. • Myron Orfield, DFL-

Minneapolis.

Mara H. Gottfried covers Eagan, the Metropolitan Council and suburban growth.

She can be reached at mgottfried@pioneerpress.com or (651) 228-5262.

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APPLE VALLEY THIS WEEK

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WEEKLY

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Some fireworks legal again

Ozment says provision is playing with fire

by T.W. Budig
ECM Capitol Reporter

Sparklers and other nonaerial fireworks will be legal in Minnesota under a conference committee report passed by the Legislature April 22.

The report's next step is the desk of Gov. Jesse Ventura, who's likely to sign it. Ventura supported the original House fireworks provision, which was broader than the conference committee report.

"There's no rocket's red, there's no bombs bursting in the air anymore," said Rep. Mark Holsten, R-Stillwater, of the report, which excluded firecrackers and bottle rockets found in the original House bill passed April 4.

The Senate passed the fireworks conference committee report on a 34-30 vote.

Debate on the report in the Senate focused on length of sale, the storage of fireworks, and the definition of fireworks found in the report.

Sen. Dave Johnson, DFL-Bloomington, argued that the definition was vague and invited court challenges. But Sen.

David Tomassoni, DFL-Chisholm, said detractors were making a mountain out of a molehill.

Over in the House, the fireworks conference committee report passed on a 78-49 vote after minimal debate.

• Rep. Wes Skoglund, DFL-Minneapolis, warned that children would get burned and disfigured by sparklers — parents don't normally send children out to play with a lighter, he said.

Why should they with fireworks? he asked.

"We're going to see nothing good come from this," said Skoglund, adding that the fireworks provision was a starting point to bring all fireworks back to the state.

• Rep. Dennis Ozment, R-Rosemount, a retired fire captain, said the House would be legalizing playing with fire if it passed the conference committee report.

Ozment criticized the bill for lacking a designation of liability for the fires that will be caused by the use of sparklers and other firework items.

But the House passed the report.

The fireworks provision was originally attached to a volunteer firefighters leave bill, which was killed in conference committee.

In other action, the Senate refused to concur with an indoor-air quality conference committee report containing a House amendment repealing the Profile of Learning.

• Sen. Dan Stevens, R-Mora, offering the motion to concur on the report, spoke favorably of the House amendment.

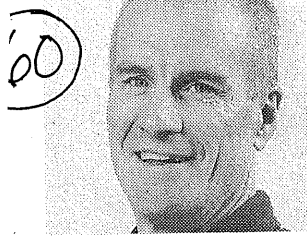
"It (the profile) needs to be radically changed or eliminated," said Stevens.

The motion resulted in the Senate vote board being left open about 40 minutes while absent DFL senators were summoned back to the Senate chamber to vote on the motion.

The wait resulted in three missing DFLers — Steve Kelley, Sandy Pappas, Myron Orfield — returning and voting against the motion.

On a tie vote, the motion died.

• Sen. Bob Lessard, I-International Falls, was absent and did not return to vote.



Metscape

Bill McAuliffe

*A compendium
of news, people and
events from around
the metro area*

Still campaigning

As he's done most years the night before an election, state Sen. Myron Orfield was speaking to a group last Monday, trying to get his message out. ✓

But the DFLer from Minneapolis isn't running for reelection. Instead, he was speaking at the Richfield City Hall to a group of planners, administrators and commissioners from first-ring suburbs, urging them to organize.

"This is my campaign," said Orfield, who is a nonresident senior fellow at the Brookings Institution and runs an urban affairs research group.

On Monday, he outlined a report he recently co-wrote for Brookings, expanding on his themes of how government effectively subsidizes growth at the metro edges at the expense of inner-ring suburbs and core cities. Without an effective lobbying arm, similar to those in other metro areas, Orfield said, inner-ring suburbs will continue to be a "stepchild" at the Legislature.

It was apparently an effective bit of campaigning. By the end of the evening, half the members of the audience had indicated they wanted to be contacted about forming an alliance.

Jaros plans less restrictive cell phone measure



BY DAVID KNUTSON
Staff Writer

While it met with defeat last session, a Duluth lawmaker will come calling again this year with his proposal to restrict cell phone use while driving.

Unlike last year's measure, Rep. Mike Jaros, DFL-Duluth, said his new bill would allow drivers to use hands-free accessories for cell phones but not to hold them while operating a motor vehicle. Hand-held phones would be lawful under the bill in emergency situations, Jaros said.

"I'm hoping the modified version at least we can have something to make people more aware of the problem," he said.

Last session his bill didn't make it out

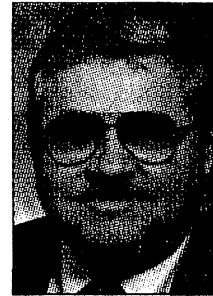
of committee in the House. A Senate version, sponsored by Sen. Myron Orfield, DFL-Minneapolis, was defeated as well.

Orfield said that while he hasn't yet been asked to support the new bill, he would.

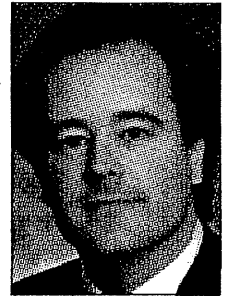
"I still believe in the cell phone bill and I'm very supportive of it and will work with (Jaros) to get it done," he said.

Jaros' new proposal doesn't say under what condition law enforcement authorities could stop someone for violating the proposed law. The bill also doesn't stipulate a penalty, but would likely fall under a misdemeanor, Jaros added.

State officials are trying to document the impact of cell phone use while driving on traffic accidents. Minnesota State Patrol officers currently ask drivers



Mike Jaros



Myron Orfield

involved in accidents whether they were talking on a cell phone at the time of the incident.

Soft Cell continued on page 5

Soft Cell

Continued from page 1

Opponents of such restrictions say there are many distractions for drivers besides cell phones.

"Basically, our standpoint is that cell phones themselves are not dangerous," said Terry Kucera, communications manager for the Minnesota Telephone Association. "They are not what needs to be legislated."

Kucera, who's organization opposed Jaros' bill last session, said law enforcement agencies already can enforce existing laws regarding careless driving. Cell phone use can fall under that law, he said.

"There are so many other distractions out there," he said. "Drinking coffee, putting on makeup, putting in a CD or tape. ... To single out one item is not really taking care of any problem other than creating legislation that doesn't need to be there."

Matt Sundeen, a program principal with the National Conference of State Legislatures, said there's been an increase in recent years in state proposals to regulate cell phone use among drivers.

In 1999, 15 state legislatures had proposals restricting cell phone use and in 2000, the number rose to 27. Last year it was 43.

"We have seen momentum grow on this issue for the last couple of years," Sundeen said.

However, only the state of New York has actually passed substantial legislation on cell phone use while driving.

In New York, drivers using a cell phone must have a hands-free holder for the phone, as they would under Jaros' proposal.

Cell phones aren't the only distractions for drivers these days.

Besides eating, talking and listening to or programming car radios, Sundeen said there's been a spate of new technology adaptable to automobiles.

"There are computers in cars allowing drivers to surf the Web or checkout e-mail," he said. "Televisions have been in cars for years. And, there's fax machines, navigating systems..."

The growing list of technology in cars has drawn a lot of attention to the whole issue of driver awareness, Sundeen said.

Meanwhile, last year there were proposals in Congress for nationwide restrictions on cell phone use, he said. But he doesn't see them progressing.

"Those bills got stuck in committee," Sundeen said. "I'm not sure they will get very far."

Jaros said he's heard of numerous accidents involving cell phone use by drivers.

"In the last 10 years or so it's been especially bad when I'm driving from Duluth to the Twin Cities and people are merging on the freeway and talking while they are supposed to be watching the oncoming traffic," he said.

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www.scottdibble.com
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Scott Dibble

Dear Delegate,

I am excited to be running for the State Senate to continue my representation of the great neighborhoods of District 60 in the state legislature. And I am asking for your support in gaining the DFL endorsement.

You have my full commitment to this race: I am giving up my House seat to focus fully on earning the endorsement and becoming your next Senator.

I want to continue my strong work for you in the legislature on the wide range of important issues about which you and I care so passionately - public education, housing, transit and transportation, health care, civil and human rights, reproductive choice and the environment.

You'll be making an important choice on May 19 when you endorse a candidate who will represent your vision for our city with the strength to be effective against formidable opposition. This choice has never been more critical. As your next Senator, I offer you:

- my experience of more than 15 years working with our neighbors as well as with organizations and public policy systems. I worked with Edison High School to create a mentorship and internship program that allowed special needs students exposure to potential careers with the City of Minneapolis. I serve on the board of YouthLink to fight youth homelessness, serve families struggling with chronic truancy, provide educational opportunity through its alternative school, MY Academy. I helped lead the effort of Progressive Minnesota to change city policy to provide living wages I lead the efforts of the Neighborhood Transportation Network to develop a more visionary and comprehensive transportation policy for our region.
- my ability to make the legislature an effective tool for engaging the full range of citizens and improving our community for everyone. I brought together Windom neighbors on legislation to give neighbors tools to address blight and stabilize their neighborhoods. I led a citizen effort to begin developing alternative roadway designs that help keep our neighborhoods desirable places to live and do business. Alongside SMAAC, and later ROAR, I organized communities impacted by airport noise to have a voice in the action of the airport. I have been working diligently with House and Senate moderates to allow zoning changes that will remove barriers to the development of affordable housing across the Metropolitan Area. I was a key leader in the successful legislative campaign, It's Time Minnesota, that amended our Human Rights statutes to prohibit discrimination against gay, lesbian, bisexual and transgender people.
- my leadership. I co-chair Mayor R.T. Rybak's Transportation Transition Team so we can begin to develop a more progressive transportation policy that supports larger goals for our community. I have convened organizations that address youth homelessness. I pulled together a coalition of legislators from around the state to fashion a response to our housing crisis. I have also led neighborhood organizations.
- my dedication to bring more citizens into the process of government and public policy. I helped bring together a coalition to change city ordinance so police were more accountable and obligated to uphold local civil rights ordinances. I organized a series of forums before the critical decisions on water quality and flood mitigation projects were made in city neighborhoods, on airport noise treatment for homes, on

the future of disruptive freeway reconstruction. I have convened numerous forums to help develop neighborhoods' vision and priorities on a myriad of matters: impacts of traffic, economic and community development, schools, parks and affordable housing.

- my ethic of responsiveness to your priorities and the connection that provides you with the information you need to make informed decisions. My House district advisory email list includes more than 800 residents and I have personally responded to more constituents than any other legislator in the House.
- my passion for the vision we share for our urban home and workplace: Great cities have great public schools, sustainable, nurturing neighborhoods, diverse communities, thriving arts and culture, strong social fabric and a safety net, access to housing, comprehensive transportation system, diverse economy, regional cooperation, a vital thriving core, a sense of history and place, nationally recognized research universities, a clear ethic of tolerance and social justice, civic engagement, clean and open government, and public and private cooperation. Legislation I have authored or co-authored to fund Early Childhood Family Education, Head Start, support the arts, provide healthcare to children and seniors, expand public transit, bolster our University, extend unemployment benefits, fight predatory lending practices, and clean up the environment are testimony to my passion to advance the many inter-connected issues that keep our state such a great place.

Together we will run a campaign rooted in progressive principles. We will engage voters directly and personally. We will involve those who have been traditionally left out of the process, providing tools for people to advocate on their own behalf. We will make the connection between community building and electoral politics. We will have a lot of fun. And we will win!

I ask for the honor of your support for DFL endorsement at the 60th District convention on May 19.

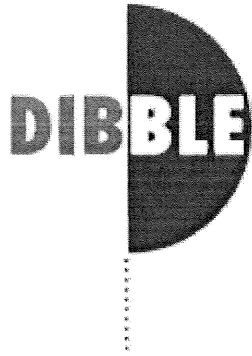
Very truly yours,

Scott Dibble

P.S. It is important for you to know that I will abide by the DFL endorsement. In order to become your Senator I am not seeking re-election for my seat in the House of Representatives.

Supporting Scott Dibble for State Senate 2002

| | | | | | |
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| Christine Devens | Robyn Hestness | Vivan Mason | Lisa Goodman | JoAnn Meade | Brian E. Jones |
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 - [Community and Political Leadership](#)
 - [Accomplishments](#)
-

Profile

Name: D. Scott Dibble

Address: We own a great house at 4207 Blaisdell Avenue South

Family: partner (11 years), David K. Maier

Roots: third generation Minneapolis resident

Education: College of St. Thomas and University of Minnesota, political science and German; Apple Valley High School

Employment: Executive Director, Citizens for a Loring Park Community, City of Minneapolis, aide to Minneapolis City Council Member Dore Mead since 1994; IDS Financial Services, PC support specialist, office administrator, project manager, training assistant 1988-1994; waiter, factory worker, construction laborer, soda jerk, cook, painter

Community and Political Leadership

- volunteer and coordinator for numerous DFL political campaigns
- volunteer and member, DFL Party
- volunteer, Alliance for Metropolitan Stability
- volunteer, Livable Communities Project
- member and volunteer, Surface Transportation Policy Project
- Community Crime Prevention/SAFE neighborhood block leader

- volunteer, Kingfield Neighborhood Association
- Treasurer, Give Voters a Turn at Bat
- member, South Metro Airport Action Committee (SMAAC)
- member, Residents Opposed to Airport Racket (ROAR)
- volunteer and board member, Progressive Minnesota
- volunteer and Steering Committee Member, It's Time Minnesota Campaign
- numerous GLBT organizations in leadership positions
- founding Board Member, National Stonewall Democratic Federation
- founder, ACT UP Minnesota
- Board Member, Minnesota HIV Services (Ryan White) Planning Council
- Community Advisory Committee, GLBT Youth Host Home Program
- Board Member, Youth Link (Minneapolis Youth Diversion Program)
- Community Advisory Member, Voyagers Program – Minneapolis Public Schools, Schools to Careers Program
- Partnership for GLBT Youth
- volunteer, Out4Good program, Minneapolis Public Schools
- Field Action Network Coordinator, Human Rights Campaign (HRC)
- Board Member, Neighborhood Transportation Network (NTN)
- Former Co-chair, Brian Coyle DFL GLBT Caucus
- Board member, Minnesota DFL GLBT Caucus
- member, NARAL
- member, Pro-Choice Resources
- member, Clear Water Action Alliance
- member, Sierra Club
- Humphrey Institute Policy Forum public policy fellow
- Executive Director, Citizens for Loring Park Community
- Executive Director, Stephens Square Community Organization
- chair, Minnesota Progressive Elected Officials Network
- member, DFL Feminist Caucus
- member, DFL Green Caucus
- member National Gay and Lesbian Task Force (NGLTF)
- volunteer, National Youth Advocacy Coalition (NYAC)
- volunteer/ canvasser, INFACT (GE Boycott)

Accomplishments

- Transit/transportation
- Jobs/Economic development
- Crime/Safety
- Schools
- Affordable and low income housing
- Welfare reform

- Urban development/design
- NRP/N'hood involvement
- Neighborhood livability
- Corporate welfare
- Infrastructure
- Urban Environment (air, noise and water quality)
- Property taxes
- Senior citizens
- Healthcare
- Womens' issues
- Political Organizing / Social Justice

Transit/transportation

- helped lead fight against expansion of I-35W as community organizer, citizen lobbyist, political activist
- has helped lead regional discussion on transit alternatives (making economic development, social justice, environmental connections)
- lobbied for LRT
- worked with policy makers, community/neighborhoods on development of Hiawatha LRT line

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Jobs/Economic development

- supported efforts to return people with HIV to work (skills, readiness, employer awareness/readiness)
- worked with many small neighborhood businesses – help understanding zoning & licensing land use regs, finding loans, connecting to neighborhood/community
- helped develop housing program to stabilize living situations (to allow for job hunting/education)
- fought attempts to limit rights to collective bargaining for those businesses accepting public assistance

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Crime/Safety

- neighborhood block leader

- worked with many individuals, businesses, blocks and neighborhoods in responding to crime events and trends (disseminating information about incident(s), organizing block clubs, interceding with police and prosecutors, educating on crime prevention, fighting for increased enforcement)
- worked with individuals, agencies and communities dissatisfied with police service
- worked with agencies and organizations that serve crime victims and potential perpetrators
- worked with neighborhoods to stop prostitution/drugs

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Schools

- worked to strengthen school and community relationships (Washburn HS)
- worked with neighborhood on school/park/city collaboration and cooperation (Windom)
- involved closely in the lives of young people – have served as an "involved parent" for kids not my own
- worked with Minneapolis Public Schools to ensure all students, faculty and parents have equal access to and can expect supportive services, good education, safety, respect (Out4Good)
- worked to elect thoughtful, committed, progressive school board members
- worked to develop a region-wide system of resource sharing to address urban/suburban inequalities
- worked for fully integrated neighborhoods (by class and race) so neighborhood schools are not inherently unequal
- worked for passage of school levy referendum

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Affordable and low income housing

- worked with blocks and neighborhoods on placing new public housing units
- lobbied, organized, fought efforts to eliminate housing

replacement statutes

- lobbied, organized, educated on causes and effects of current housing crisis (and efforts to solve it)
- helped develop and helped direct resources to housing programs (Ryan White Planning Council, Host Home Program)
- advocated for more alternative transit and transit oriented development
- fought recent attempts/trends to eliminate affordable housing
- assisted displaced individuals with finding new housing
- assisted seniors, disabled and low income individuals with securing refinancing and home rehab assistance
- supported efforts to rehabilitate and stabilize affordable/low income housing projects
- worked with neighborhoods, individuals, agencies, lenders and officials to create new affordable housing units

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Welfare reform

- worked for transit, child care, education and training, health care, affordable housing, neighborhood revitalization, business location so that those who are "cut off" have a fighting chance to access employment and other opportunities
- fought racism, classism, demonization, ignorance and fear of low income people (on a daily basis!)

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Urban development/neighborhood livability

- worked with (lobbied, organized, political activities) to help develop desirable, livable, sustainable communities (advocated for mixed used development/inclusive and flexible zoning, fought urban sprawl, promoted historic preservation/reuse, worked for transit, transit oriented development, traffic calming, worked for aesthetic improvements [street scape design standards], etc.)

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NRP/N'hood involvement

- assisted numerous neighborhoods with development of NRP plans
- data gathering/research
- advice and creative brainstorming for solutions
- access/interaction with policy makers and other officials
- advocacy with policy makers and other officials
- community organizing
- community wide dispute/conflict resolution
- assisted with development of new neighborhood community centers and gyms

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Corporate welfare

- helped lead efforts to develop responsible policy for new Twins stadium
- organized and lobbied on behalf of living wage policy for City of Minneapolis
- fought efforts to grant extraordinary subsidies to downtown projects with little long or short term public benefit and with long term negative consequences (living wage jobs, loss of historic buildings, displacement of viable small businesses, destruction of urban character, likely long term failure, duplication of suburban services/venues/design)
- fought efforts to restrict unionizing rights for publicly financed projects

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Infrastructure

- fought for transit, against expensive addition of highways/roads
- fought, lobbied, organized for metropolitan-wide resource sharing and against core cities' subsidy of metro-wide

expansion of sewers, highways, new communities (and for metro-wide elected governance)

- worked with policy makers and officials for sound plan to reinvest in Minneapolis' aging infrastructure
- fought urban sprawl

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Urban Environment (air, noise and water quality)

- fought for transit
- helped develop flood mitigation and water quality improvement projects (city wide flood initiative -- flood ponds, Blue Water Commission [Lakes Nokomis and Hiawatha])
- Minnehaha Creek water improvement initiatives
- worked with Park Board on vegetation, tree plans
- fought Hennepin County garbage burner
- promoted "deconstruction" of housing so materials can be recycled not landfilled
- fought first as well as recent attempt to create garbage transfer station in Phillips
- promoted sound solid waste policies and procedures
- fought, lobbied, organized against airport expansion, for more just airport noise policies
- work daily to assist individuals and communities impacted by airport noise

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Property taxes

- helped seniors, disabled and others gain access to property tax relief programs
- advocated for a fairer, saner, more progressive taxation system to eliminate unjust burdens on seniors and others, and eliminate inequities between communities and give public schools necessary resources

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Senior citizens

- assisted many individuals with access to necessary services – home maintenance, repairs, chores etc., transportation, funds for rehab/tax forfeiture prevention
- assisted with efforts to locate downtown drop in center
- helped neighborhood develop senior community services (Windom)

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Healthcare

- assisted in decision making/priority planning for federal resources for people living with HIV/AIDS
- advocated, lobbied, educated, organized on access, equity, justice issues relating to HIV/AIDS
- assisted numerous individuals with gaining access to healthcare and other supportive services
- lobbied on behalf of universal health care

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Womens' issues

- worked, educated, organized and lobbied for restoring and retaining a woman's right to choose – Hennepin County, state, national
- strive to continually strengthen bonds and coalition between GLBT equality and feminist movements

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Political Organizing / Social Justice

- helped elected many Democrats to office – volunteer, campaign manager, field director
- helped organize, motivate and train people to participate in the process
- helped lead effort to pass civil rights for GLBT people: part of leadership team, phoning people around the state to motivate them to contact their legislators, lobbied legislators, brought

hundreds of GLBT people, their friends and family to the capitol to lobby on their own behalf

- helped fight attempts to weaken Minneapolis' civil rights ordinances
- helped lead successful effort to bring Minneapolis police under Minneapolis' own civil rights requirements
- helped found workplace GLBT alliance and IDS (American Express): ultimately successful in gaining domestic partnership benefits, etc.
- helped lead effort to pass domestic partnership legislation in Minneapolis
- worked on a national level to develop, influence and organize on social justice issues, legislation and elections (leadership within the HRC and NSDF, working with NGLTF and Victory Fund, working with Surface Transportation Policy Project on ISTEA reauthorization)

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Call Scott @ (612) 824 - 3823

Volunteers for Dibble

4207 Blaisdell
Avenue

◆ Minneapolis, MN 55409

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For growth and transit, which way will winds blow?

Voters' messages seem to conflict at state, local levels

STAR TRIBUNE NOV 10 02

By David Peterson

Star Tribune Staff Writer

Linda Koblick built her candidacy for the Hennepin County Board on a platform that emphasized the need for transit and affordable housing. Her opponent, who had won the Republican endorsement, emphasized building roads and protecting citizens from crime.

Koblick, also a Republican, was seeking to represent upper-income suburbs, and there were times when things got tense. Someone kept defacing her signs, writing "Wellstone" across them, or "tax and spend." She once spent three and a half hours following the guy at a distance, wiping the words from sign after sign.

But Koblick also had the support of the mayors of Edina, Minnetonka, Hopkins, Eden Prairie and several other suburbs. And she got 58 percent of the vote.

On paper, Koblick was a part of



Bruce Bisping/Star Tribune

Market-rate row houses in Minnetonka's West Ridge Market illustrate how denser housing can be linked to shops and transit. Many suburban voters supported local candidates who have agreed with "smart growth" principles that have long been promoted by the Metropolitan Council.

Tuesday's Republican sweep. But as a real person with real ideas, she is a symbol of the widely different views within the party and across the region. "Five years ago," she said, "if I had mentioned 'affordable housing,' I couldn't have been elected to any

office."

Gov.-elect Tim Pawlenty is skeptical about the Metropolitan Council, having urged that the regional planning agency be downsized.

MOOD continues on B9

New leaders' rail transit, home density views vary

But many suburban voters in the Twin Cities area elected candidates who support the Met Council's agenda: transit, affordable housing, compact development, planning and preservation of open space.

It can be risky to draw too bold a link between those issues and the fates of candidates, mainly because other issues were in play as well. They ranged from trust and respect for local government to candidates' personalities and leadership styles. Just the same, the dichotomy between goals at the statewide level and at the local level could make for an interesting mix of politics over the next few years. Consider:

► In the city of Ramsey in northern Anoka County, voters elected a slate of candidates who support a new town center with high-density housing along a proposed commuter-rail stop.

► In Apple Valley, voters supported candidates who advocate "smart growth" and support a \$330 million proposal for a centrally planned, walkable downtown that includes hundreds of apartments and that departs sharply from the conventional suburban model, which is based on single-family houses and scattered shops and restaurants.

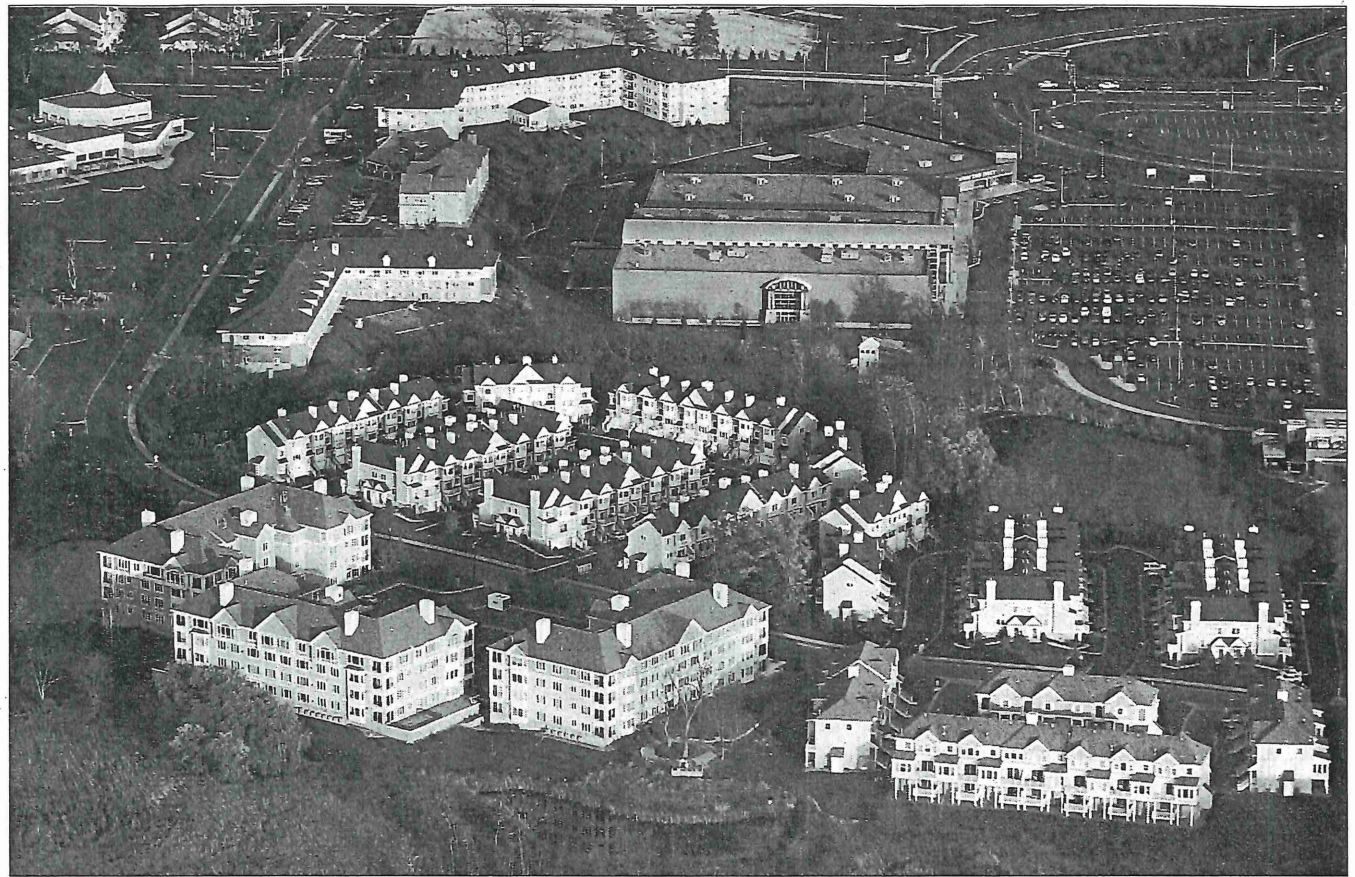
► Across Dakota County, voters agreed to raise their own taxes to save open spaces from development.

"People were willing to reach into their pocketbooks to curb the gobbling up of critical open-space areas," said Russ Adams, executive director of the Alliance for Metropolitan Stability, a coalition of progressive groups. "That was a very important signal."

Differing views

Sentiments did vary from one community to the next.

In Arden Hills, for instance, voters ousted Mayor Dennis Probst, an aggressive supporter of compact, multiuse redevelopment on 661 acres of the Twin Cities Army Ammunition Plant property. He lost to Bev Aplikowski, a City Council member who said she doesn't oppose such plans but wants to



David Brewster/Star Tribune

With its compact housing and mix of uses, West Ridge Market in Minnetonka is an example of the kind of development that some Republicans have come to support. "Five years ago, if I had mentioned 'affordable housing,' I couldn't have been elected to any office," said Linda Koblick, who won a seat on the Hennepin County Board last week.

proceed more slowly to give more residents a chance to be heard.

Aplikowski, who filed for office on the last possible day, said Probst's leadership style also was a prominent issue. "There was a feeling among council members that we weren't getting all the info," she said.

In addition, she said, the city was spending too much money on such plans at a time when roads need fixing and city signs were "rusty and decrepit-looking. I thought we should spend on what Arden Hills is today, not just what Arden Hills will be."

And in Lake Elmo, a long-standing bastion of hostility toward the Met Council, a candidate who publicly sneered at the prevailing sentiment to preserve a rural flavor ("Farm-



Linda Koblick says affordable housing and transit are important to suburbs.

land? Big deal. Put some houses on it.") got 347 votes in an election in which the top vote-getter drew 2,426.

Train support

But a shift in sentiment, especially toward transit, could be seen in some unlikely places.

In Dayton, for example, in northern Hennepin County, a slate of candidates ousted all of the incumbents by opposing a new bridge and roadway and advocating the preservation of the area's rural character.

To the extent that that means preserving large lots on septic tanks, said the city's new mayor, Jim Jadwin, "I don't think the Met Council's going to like us." But he said he understands that if communities turn down new roads and bridges, people will have to get

around some other way. And he agrees with the Met Council's way.

"I'm for commuter rail, no question about it," he said. "It has to be addressed. I have a daughter in Germany and that's what they depend on over there in Europe. I think in the U.S. we're spoiled. We have to make changes to our life eventually."

Met Council officials also pointed to the success, in the northern suburbs and exurbs, of legislative candidates who support the proposed Northstar commuter-rail line that would run on existing freight tracks between the St. Cloud area and Minneapolis.

State Rep. Jim Abeler, an Anoka Republican, said the Northstar line was a nonissue politically because almost everyone on both sides along the line was for it.

"It's very popular," he said. "I went to thousands of houses and I can count on one hand the number of people who op-

posed it."

Attention to housing

Koblick, a Minnetonka City Council member, said that many Republican suburbs are looking more kindly on issues such as affordable housing and transit because it's clear the business community wants both as a means of getting workers, and because citizens have stepped forward to lobby.

Groups of residents, including interfaith church organizations, have told council members that when their children graduate from college they cannot afford to move back into their own communities.

"It's affecting how we govern," she said, noting a recent agreement from a developer putting up 161 market-rate apartment units to contribute \$400,000 for affordable housing.

Many observers agree that with Republicans now taking charge of appointing Met Council members, the era of

the council demanding that a community such as Lake Elmo accept more development than it wants is probably over. Met Council Chairman Ted Mondale joked wearily that the council's "retreat" on Thursday was aptly named.

But state Sen. Myron Orfield, DFL-Minneapolis, said that Pawlenty has a much more progressive past on Met Council issues than more recent events might suggest and that he will have to pay attention to developers who want to put pressure on cities like Lake Elmo.

"The homebuilders are all in favor of coming down on Lake Elmo," he said, "and they will have tremendous influence. So we'll have to see."

Staff writer Dan Wascoe Jr. contributed to this report.
— David Peterson is at dapeterson@startribune.com

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LEGISLATIVE REPORT 2002 Session



DFL Representative

Scott
Dibble

DFL Senator

Myron
Orfield

DFL Representative

Margaret
Anderson
Kelliher



Dear Neighbor,

Our thanks to the hundreds of you who took the time to contact us during the 2002 Legislative Session to share your thoughts on the issues facing our state. We could not do our jobs without the active participation of so many in our district. During these times, with significant deficits and a momentous debate over the appropriate level of commitment from the state to education, housing, transportation, environmental protection and other core services, you are to be commended for making sure your voice is so well represented in the State House.

This is likely to be remembered as a year that the legislature postponed a lot of serious decisions. The budget resolution that was finally enacted relied almost solely on the use of reserve accounts and accounting shifts to solve the state budget deficit. Because no long-term solution to the budget deficit were enacted, next year's legislature will need to address the future fiscal health of our state. As part of that debate, we will continue to emphasize the importance of high-quality public education, strong environmental protection, access to affordable health care, housing and childcare, a comprehensive transportation system that recognizes the importance of transit options, and a fair and progressive tax system.

The 2002 session did result in some very good legislation including creation of a "Do-Not-Call" list to prevent unwanted calls from telemarketers, limits on the use of phosphorus in lawn fertilizers and the repeal of the tax on bread, meat and other prepared foods.

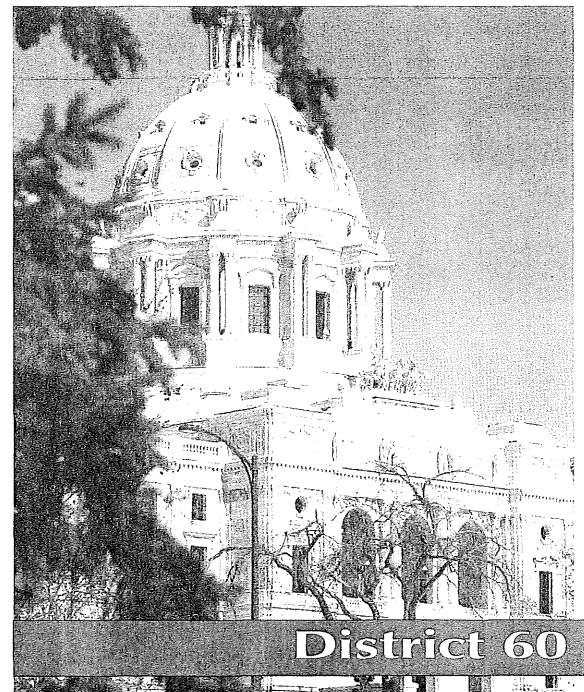
Please continue to contact us and share your thoughts on these and other issues.

Sincerely,


Rep. Scott Dibble


Rep. Margaret Anderson Kelliher


Sen. Myron Orfield



District 60

Scott Dibble • Margaret Anderson Kelliher

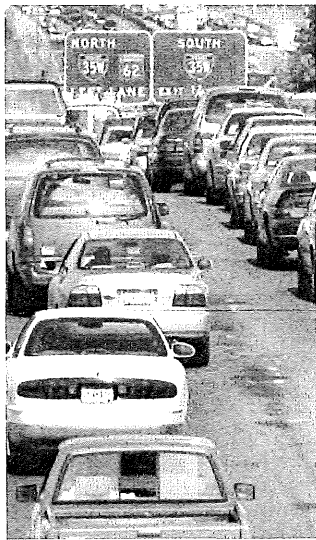
Education

This year we worked hard to ensure that the state's budget plan was not disproportionately aimed at Minneapolis Public Schools. While we were successful in avoiding deep cuts to classrooms, many schools are still struggling with shortfalls - much of those stemming from last year's decisions. Keeping our schools strong means:

- **Protecting Early Childhood and Family Education and other early education programs that help thousands of Minneapolis families every year.**
- **Preventing House Republicans from raiding funds from Minneapolis schools with high-numbers of low-income students.**
- **Fighting to prevent deeper cuts to all public schools in the city.**
- **Preventing higher education cuts that will force double-digit tuition increases to students at public colleges and universities.**

Transportation

Unwillingness of the House Majority to approve a transportation finance package caused the Legislature to miss another opportunity to meaningfully address the transportation problems that are affecting the metro area and the entire state. The House leadership's entrenched hostility to transit led to the scrapping of the Northstar Commuter Rail Line. And conservatives single-minded opposition to increasing the gas tax killed the transportation bill.



We support a balanced transportation system that recognizes the importance of transit, bike and pedestrian options. The future health and prosperity of our metropolitan area must include a comprehensive transportation system that:

- **Incorporates more and better investments in transit, including Hiawatha LRT, the Northstar Corridor commuter rail line and Bus Rapid Transit on 35W.**
 - **Resists the erosion of local control and supports environmental review on all roadway designs and other transportation projects.**
 - **Supports regional investments that minimize suburban sprawl.**
- **Improve standards for toxin levels in our air and water to measure effects on children.**
 - **Move the Protect Our Waters campaign forward.**
 - **Preserve historic Camp Coldwater Spring from destruction from the nearby Highway 55 expansion.**
 - **Reduce airport noise and make the MAC more accountable to people affected by airport noise.**
 - **Continue to fund renovations at Lake of the Isles.**
 - **Oppose transportation of nuclear waste through District 60. Continue to move us toward cleaner, renewable energy alternatives.**
 - **Eliminate the destruction of wilderness areas caused by All-Terrain Vehicles (ATVs).**
 - **Emergency response to the recent infestation of Gypsy Moths threatening our South Minneapolis neighborhoods.**



Dibble advocates for increased affordable housing funding at a State Capitol press conference

Protecting our Environment

This year the Legislature extended a ban on the use of phosphorous in lawn-care products to the seven-county metro area and limited its use statewide. The city of Minneapolis already had a similar ban in place, but the extension will be a tremendous boon to the health of our lakes, rivers, and ground water throughout the state. We also worked to increase funding for the upkeep of parks and trails throughout Minneapolis.

Do-Not-Call List

We were pleased to co-author a bill that establishes a state-run Do-Not-Call list allowing Minnesotans to put their names on a list that would prevent most telemarketing calls. The list will return some peace and quiet to our evenings by providing the opportunity to block unwanted telephone solicitations.

The bill had been bottled up for years thanks to heavy lobbying from telephone-sales companies. This is an especially important bill to protect seniors because many unscrupulous telemarketing firms have targeted seniors.

The law will take effect in July 2003. In the meantime, to add your name to the list please call Rep. Dibble at 651-296-9281, Rep. Anderson Kelliher at 651-296-0171 or Sen. Orfield at 651-296-4191.



Anderson Kelliher joins with Minneapolis Mayor Rybak and Minneapolis Planetarium Director Robert Bonadurer to testify in favor of the proposed Planetarium and Space Discovery Center

Affordable Housing

Tremendous organizing from advocates, business and the faith community brought much-needed attention to the affordable housing crisis, but unfortunately, the budget situation limited our resources and legislative leaders were unwilling to work on creative solutions. Some legislation we did work on included:

- **Opening barriers to home-ownership for Section 8 program participants.**
- **Cracking down on excessive application fees for renters.**
- **Creation of tax credits to encourage investment in affordable housing developments.**
- **Strengthening enforcement of mortgage flipping and predatory lending.**
- **Eliminating zoning barriers to low and moderately-priced housing in suburban communities.**



Regional Vitality

Minneapolis had several important projects in the 2002 Capital Investment bill, including funding for the Empowerment Zone to create jobs and affordable housing, a Minnesota Planetarium and Space Discovery Center, a new Guthrie Theater along the Mississippi River and improvements to the Children's Theater. The Legislature passed a very good bill that included funding for all these priorities, but unfortunately, the Governor exercised his veto power to reject funding for all of them. Also, very sadly, Republican opposition kept funding for the Northstar Commuter Rail corridor out of the bill.

Although bonding is normally addressed only in even-year legislative sessions, the Governor's vetoes need to be addressed, and we are working to make sure that there is a chance to revisit some of these projects in the 2003 Session. Hopefully we have only seen a temporary setback to some important initiatives that will add greatly to the economic vitality and quality of life in our city.

Please do not hesitate to contact us with your concerns about these or any other issues facing our city and our state. You can also obtain more information about the progress of these issues by going to the House of Representatives web-site, www.house.leg.state.mn.us.

Social and Economic Justice

Leadership of the House of Representatives continued to assault many social justice issues this year. House Republicans' opposition to domestic partnership healthcare benefits threatened to cause our state workers' contracts to be scrapped. The Ventura Administration stepped in to approve an interim agreement that leaves the current contracts - minus domestic partnership benefits for some - in place until next year. We continue to be committed to upholding civil and human rights, including:

- **Defending Minnesota's Human Rights Amendment protecting GLBT people from discrimination.**
- **Upholding women's access to safe and confidential reproductive health services.**
- **Supporting local law enforcement professionals' continuing ability to determine who should properly receive the right to carry a concealed handgun.**
- **Keeping our state's much vaunted access to voting intact.**
- **Protecting and maintaining our civil rights and rights to due process in the face of reaction to terrorist activities.**
- **Reduce the outrageously inflated prices of prescription drugs and expand the availability of prescription drug insurance coverage.**
- **Improve the cost and quality of long term care in the community and in nursing homes.**
- **Continue to pursue the "Leave No Child Behind" agenda that bolsters a healthy, safe and fair start for all children through education, healthcare, housing and economic justice initiatives.**

IMPORTANT UPCOMING DATES

Primary Election -- Tuesday, September 10, 2002

General Election -- Tuesday, November 5, 2002



2002 Legislative Report

Scott Dibble
Myron Orfield
Margaret Anderson Kelliher

State Office Building, St. Paul, MN 55155

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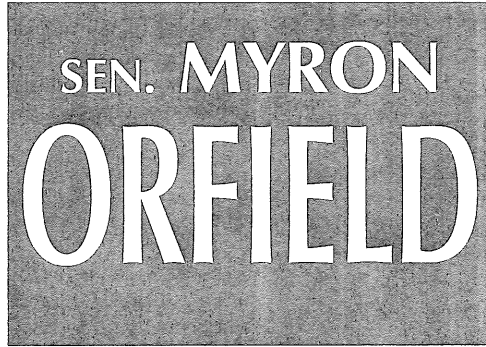


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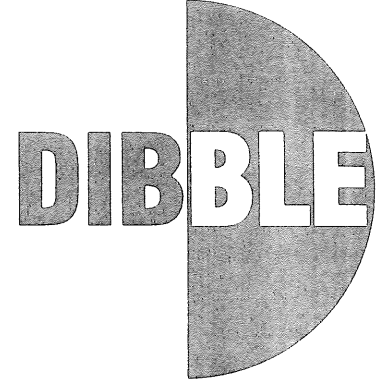


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Rep. Scott Dibble

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ORFIELD BIDS LEGISLATURE FAREWELL

I will not seek re-election for a second term to the Minnesota State Senate. I do this after great consideration and with much ambivalence. It's been my unequalled privilege to serve the 59th and 60th districts for some 12 years in the Minnesota State House and State Senate. My commitment to this district runs deep. Four generations of Orfields have lived in the 60th district. No legislator has ever had any stronger feelings of love for an connection to his district than I. I remember with deep fondness door-knocking around the district, meeting my constituents and learning about the needs, hopes, dreams and basic goodness of a progressive urban area. In everything I have done, I have tried to reflect these needs, hopes and dreams to the state and its Legislature. I have the best district with the best constituents that any legislator could have. In the very difficult legislative battles that I have waged concerning metropolitan fairness, this district has supported me with and sometimes re-elected me by a higher margin than any of my colleagues. For this, I can never fully express my thanks.

I have also had some of the best colleagues that a legislator could have. These colleagues have supported me and my efforts in good times and bad and helped educate me in the ways of politics and policy. I have learned more from them than from any other teachers.

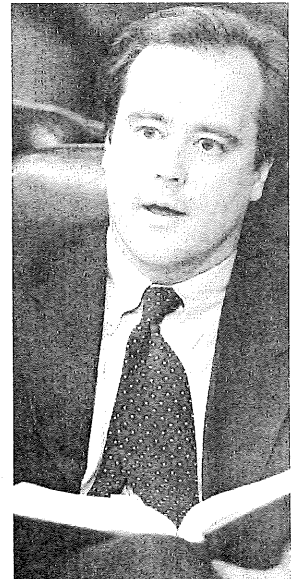
I make this decision for personal reasons. I have two young sons and a wonderful wife and I wish to spend more time with them. The multiple responsibilities of the Legislature and my other work have not allowed me to spend as much time with them as I would wish. This time is too precious to let it slip by.

I love politics and I hope to stay involved. I will continue to work on behalf of the issues of regional equity and reform. I am delighted that my good friend and colleague, Scott Dibble, is seeking to serve as my successor in the Senate. He will carry on the proud tradition of excellent service that this seat represents. I pledge my full support to him.

With gratitude and warm regards, I thank you for your support and for allowing me the privilege of serving in the 59th and 60th districts.

Sincerely,

Myron Orfield



Our perspective

STAR TRIBUNE SEP 4 '02

x-4

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Legislative races

Dibble in '60; Ozment in '37B

One hard-working term in the House should be enough to convince **District 60** DFL primary voters that state Rep. Scott Dibble is ready to move to the Senate and succeed retiring Sen. Myron Orfield.

Dibble, 37, is already following in Orfield's footsteps as an urban-affairs specialist in the Legislature, homing in on issues including transit, crime prevention, sewer funding, housing and airport governance. He has demonstrated considerable ability to work across party lines — contrary to the contention of his DFL primary opponent, Rick Roche.

Roche, 50, is trying to return to elective office after a 21-year sojourn in the private sector as a financial-services-industry sales consultant. He served two terms in the Massachusetts Legislature in the 1970s. While he appears to be Dibble's match in energy, Roche is not as grounded in the district.

Roche's campaign tactics haven't been pretty. He sought to void Dibble's DFL endorsement with a far-fetched claim that Dibble's ties with the group Progressive Minnesota violated a DFL rule against multiple party affiliation. Roche's literature misrepresents as a "public funding increase" a Dibble amendment requiring full disclosure of local government infrastructure spending on any new Twins ballpark. The charge betrays a shoot-from-the-hip style that would not wear well in District 60.

For 18 years, Republican state Rep. Dennis Ozment has given the

Rosemount area an enviable quality of representation. He reached across the partisan aisle to keep a new airport out of his district and find pragmatic ways to protect the environment. He is so respected that he twice ran unopposed for reelection.

Such a legislator should have his party's esteem. Instead, he was denied endorsement by the **District 37B** Republican Party, and faces a stiff primary challenge from District 196 school board member Judy Lindsay. It's a challenge GOP voters should reject.

Lindsay's chief complaint is that Ozment was not an early and vocal critic of the Profile of Learning graduation standards, as she was. Ozment saw merit in a show-what-you-know requirement that connected learning with real-world applications. But he also supported making the Profile optional for school districts. Lindsay contends that Ozment's views betray a lack of understanding of education; we submit that the opposite is true.

Both are fiscally conservative, but only Lindsay has taken the Taxpayers' League's "no-new-taxes" pledge. Again, Ozment has been the wiser. The state's fiscal situation is too precarious for legislators to reject the option of raising taxes out of hand.

Ozment's seniority translates into clout for his district, while his open-minded approach to issues assures his constituents of a chance to be heard. District 37B should be loath to lose him.

Election 2002

60
Met Council changes mind on growth

X-3

Proposal would ease geographic constraints on building

PIONEER PRESS, JUL. 25 '02
 BY MARA H. GOTTFRIED
Pioneer Press

Places where rows of townhouses now meet rolling farmland might one day be a memory.

The line between development and growth could soon be less of a distinct border in places like Woodbury and Lakeville, under a major policy shift by the Metropolitan Council.

The change in thinking about the Metropolitan Urban Services Area line — inside which roads and sewers are available to accommodate growth — is reflected in a vision, unveiled Wednesday by the Metropolitan Council, of how the Twin Cities metro area could look by 2030 if cities “take control of their destiny” through planned growth.

Now, growth is limited to areas directly adjacent to the MUSA line. Under the

Met Council proposal, growth would not be geographically constrained, but could leapfrog around the metro area, provided it adhered to Met Council policies.

The first draft of Blueprint 2030 — which will undergo review until the Met Council approves it in December — includes the key policies of increasing housing production, protecting natural resources and integrating roads, transit and rail with housing and businesses.

BLUEPRINT 2030, 6B

**Blueprint
 2030**

(continued)

Blueprint 2030 represents a “significant philosophical shift that recognizes where the old Blueprint policies have failed” and shows a “bold new direction” to head, said Met Council Chairman Ted Mondale.

Yet in a letter to the Met Council, state Sen. Myron Orfield, DFL-Minneapolis, and five representatives of affordable housing, transit and environmental advocacy groups have already raised concerns about how Blueprint 2030 will be implemented. The groups do, however, agree with the Met Council’s objectives.

“We worry that Blueprint 2030 won’t make any difference on the ground,” said Jim Erkel, attorney and program director for the Minnesota Center for Environmental Advocacy. “Rather than managing growth, there’s concern that we’re putting into place a more efficient form of sprawl.”

“We’re not eliminating our leverage in any way,” responded Caren Dewar, Met Council

deputy regional administrator. “The folks who are concerned about this have a tactical difference of opinion.”

The Metropolitan Council, whose members are appointed by the governor, is the regional planning agency for the seven-county metro area. State law requires the Met Council “adopt a long-range comprehensive policy plan for transportation, airports and wastewater treatment.”

These policy plans for regional systems are considered “chapters” in the Metropolitan Development Guide and the Blueprint 2030 is viewed as the “keystone” chapter.

Policies in the draft of Blueprint 2030 — which stresses input from local governments and citizens — include:

- Supporting production and maintenance of housing — especially affordable housing — close to jobs. The Met Council estimates that one in five Twin Cities households pay more than 30 percent of their income for housing, which is the benchmark for affordability. Based on the 2000 Census and comprehensive plans, Met Council estimates show the metro area will be short 50,000 housing units by 2020.

WHERE TO RESPOND

To see a draft of **Blueprint 2030:**
www.metrocouncil.org

To comment on the **Blueprint:**

- E-mail the Regional Data Center at data.center@metc.state.mn.us or call (651) 602-1140.
- The Metropolitan Council’s public comment line is (651) 602-1500.
- Send comments by fax to (651) 602-1464.

- Seeking funding to improve and expand the transportation system and protecting the area’s gravel and rock supplies, the building blocks for road construction.

- Reinvesting in cities for new housing and jobs.

- Establishing a rural policy for growth and protecting rural character.

Mara H. Gottfried can be reached at mgottfried@pioneerpress.com or (651) 228-5262.

Met Council may lack tools to manage growth

PIONEER PRESS, JUL 28 '02

The Metropolitan Council faces a daunting task — developing a long-range plan to accommodate the 930,000 additional people and 460,000 additional households expected in this region by the year 2030.

But the even greater challenge confronting the council may be getting anyone to pay attention once the new regional blueprint is completed.

To its credit, the 17-member body has gone to extraordinary lengths in the past year to solicit the views of local officials, developers, environmentalists, community leaders and ordinary citizens. These efforts included a series of workshops in which the participants sat together and moved chips around a map of the seven-county area, experimenting with different approaches for managing the region's projected growth.

The effort culminated last week with the unveiling of the first draft of the proposed 2030 blueprint. Council members plan to spend the next month refining the document, after which they will hold a series of informational meetings and public hearings in September and October to obtain additional public feedback. Final action on the plan is not scheduled until Dec. 18.

At a media briefing last week, Met Council Chairman Ted Mondale could not emphasize enough that the plan is still a "draft," saying "there are things not in there that I still want."

Few would argue with most of the goals of the plan. They include:

- Using highway and transit investments to focus development around community and regional activity centers located along major transportation corridors.
- Attempting to conserve regionally significant natural resource areas and prime agricultural lands within the region.
- Seeking to promote reinvestment in the urban core, reclaim polluted land and redeveloped underutilized areas.
- Targeting regional investments and incentives to encourage more walkable, transit-oriented development and mixed-use centers that integrate housing, jobs and services.
- Promoting the production of lifecycle and affordable housing in communities for people of all ages and incomes.
- Being more flexible about expanding the so-called Metropolitan Urban Services Area to ensure an adequate supply of land in cities on the edge of the region to help accommodate anticipated growth.

Last week, state Sen. Myron Orfield, DFL-Minneapolis, a frequent critic of the Met Council, warned that the council was proposing to enlarge the 540,000-acre MUSA area by about 120,000 acres — which he regards as excessive for this already sprawling, sparsely developed region. Mondale insisted that the figure was closer to 30,000 acres.

But while Orfield and other critics fault the council for being too cautious in trying to curb urban sprawl, there are plenty of suburban officials who would love to see the regional planning agency eliminated altogether.

As a result, the Metro Council is likely to continue attempting to achieve its goals primarily by encouraging public involvement and acceptance, and offering incentives in the form of grants for affordable housing, brownfield cleanup and the like.

Unfortunately, the amount of money available to the council for such incentives is modest, at best. And the council has no resources to finance major improvements in the transit system, an integral part of its growth management plan. Without more resources and tools to achieve its goals, the council's 2030 blueprint could end up being just another plan on a shelf.



STEVEN DORNFELD
Associate Editorial Page Editor

Don't apply cookie-cutter thinking to suburbs **60**

PIONEER PRESS MAY 1 1998

BY DAVID S. BRODER
Syndicated Columnist

WASHINGTON—The notion that suburbs are the key battlegrounds of American politics has become so accepted it is almost a cliché. But the anatomy of suburban life and suburban elections remains much harder to define.



Orfield

No one has done more to explore that mystery than a Minnesotan named Myron Orfield, who was in Washington last week discussing his latest book, "American Metropolitan Reality," just published by the Brookings Institution.

Orfield has the right combination of talents to tackle the job. A lawyer by training, he has immersed himself deeply in academic studies of urban affairs, as executive director of the foundation-funded Metropolitan Area Research Corporation. But he is also a hands-on political practitioner, having served for years in the Minnesota Legislature, currently as a Minneapolis state senator.

Five years ago, he opened many eyes with his first book, "Metropolitica," which used computer-generated mapping to lay bare the fiscal, social, racial, economic and educational structure of his home area. He now applies the same technique to the 25 largest metropolitan areas, where 46 percent of the U.S. population resides. The book contains the mapping for Atlanta, Chicago, Denver, Minneapolis, New York and

San Francisco. Maps for all 25 metro areas are available at www.metroresearch.org.

To examine any one of them is to see even a familiar landscape in a stunningly fresh perspective.

The first thing his maps demonstrate is the folly of considering suburbs as a single species, easily differentiated from center cities or rural areas, but pretty much all alike themselves. Measured by growth patterns, affluence, age, race, economic base and fiscal capacity, they fall into five very distinct categories. The at-risk, older suburbs, often in the center ring, are totally unlike the affluent job centers, frequently miles further out.

The "bedroom-developing suburbs," as he terms the familiar tract-house communities with crowded schools and low tax bases, face challenges of their own.

The distinctions Orfield draws among suburbs, and the way the varieties show up on his maps in shades from dark red to orange to bright blue, explain why the battle for suburban votes is so challenging—and why clichés about "soccer moms" or "New Economy voters" are often so misleading. They fail to capture the complexity of today's suburban reality.

How competitive are the suburbs? Orfield offers a startling answer. Contrary to the common assumption that the suburbs are basically Republican, he found that in 1998, state legislative seats in the suburbs of these 25 metropolitan areas split 50-50 between the parties.

Almost one-third of the "swing" districts in the country, those that split their tickets or go back and forth between the parties, are in

these suburbs. They have no permanent allegiance to Republicans or Democrats, and in Minnesota were largely responsible for the 1998 victory of Gov. Jesse Ventura. Orfield says, and I think proves, that the party that can win both the at-risk suburbs and the bedroom-developing communities "will control legislatures, governors, Congress and the White House."

Orfield, who is a Democrat, is also a passionate advocate of stronger metropolitan government as the answer to the challenges facing central cities and all varieties of suburbs. His agenda calls for tax-sharing, stronger land-use planning, campaigns for affordable housing, and other measures he says would halt the decline in some parts of the region and relieve the growth pressures being experienced in others.

As a scholar, he acknowledges that in the scattered examples of this kind of policy, much of the leadership has come from Republicans, ranging from the late Gov. Tom McCall of Oregon, to Sen. Richard Lugar and his successors in the Indianapolis mayoralty and Christine Todd Whitman, when she was governor of New Jersey. More recently, conservative Republican governors such as Michigan's John Engler and Utah's Mike Leavitt have taken up the cause.

Orfield has found a way to illuminate the most critical—and, often, most baffling—battlefield in American politics. That is no small achievement.

Broder is a columnist and chief political correspondent for the Washington Post, 1150 15th St. N.W., Washington, DC 20071. Distributed by the Washington Post Writers Group.

Senators wrap up with goodbyes to 13 departing members

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A boycott of the event by 15 Republicans angry over a procedural action dampened the mood.

Star 5/21/02 Star
By Robert Whereatt Trib.
Star Tribune Staff Writer

In a heartfelt ceremony, most of Minnesota's state senators bid farewell Monday to 13 colleagues who will retire when their terms expire in January.

The speeches, reminiscences and wishes of good luck came before the Senate officially adjourned the 2002 session at 11:50 a.m. The House called it quits on Sunday.

The occasion was marred by an apparent boycott by some Republican senators who were angered by a procedural power play over transportation funding in the closing hours of the session early Sunday. The boycott was called by Senate Minority Leader Dick Day, R-Owatonna.

"I told people if they wanted to go, go, but I don't think most of us felt after we got screwed over on Sunday morning that we should show up the next day to listen to Roger talk about the next campaign," Day said Monday. He was referring to Senate Majority Leader Roger Moe, DFL-Erskine, who is running for governor after 31 years in the Senate.

Fifteen of 27 Republicans in the 67-member Senate were no-shows on the final day.

Most of the retirees gave short speeches and were roundly applauded. The 13 represented 183 years of collective legislative service.

Moe, the longest-serving Senate majority leader in state history, told a hushed Senate chamber: "I'm an ordinary guy who got an extraordinary opportunity. Thank you so much for that."

He said that when he showed up in December 1970 for an orientation meeting for freshmen senators it was the first time he had ever stepped foot in the State Capitol. "I will never forget how it felt to walk into this building. And it still does. It was remarkable."

Moe, praised by Assistant Majority Leader John Hottinger, DFL-Mankato, for his "dignity, stability and civility," was given an extended ovation by fellow senators and by 36 former senators with whom he served.

Sen. Charlie Berg of Chokio, who in his 26 years served as a DFLer, an independent and currently as a Republican, said: "I never thought I'd be here this long. And sometimes I wondered if I should have stayed this long."

Berg, known for his biting, candid remarks, closed: "I'm going to miss some of you."

Sen. Kenric Scheevel of Preston, who is the running mate of gubernatorial hopeful Brian Sullivan and is one of six Republicans not seeking reelection, praised his fellow legislators, calling them risk-takers. Every time they run for office, the outcome is uncertain, he said. "Life is uncertain," he advised them, "so eat dessert first."

For Sen. Doug Johnson, DFL-Tower, it was time. He was elected to the House in 1970 and to the Senate in 1976. "I decided that 32 years was enough," said Johnson, who as chairman of the Committee on Taxes for 20 years left his fingerprints on most of Minnesota's tax laws.

"Don't listen to people who bad-mouth the Legislature. You're great for Minnesota," he told his colleagues.

Sen. Roy Terwilliger, R-Edina, retiring after 10 years, echoed that thought: "I salute you,

the builders of Minnesota."

The boycott by 15 members was evident at the opening of the Senate floor session; more than 20 percent of the Senate was absent.

The tiff occurred early Sunday morning when Senate DFLers tacked a transportation-funding package onto an unrelated bill. The funding package included a 6-cent-a-gallon gasoline tax increase and \$50 million for the Northstar commuter rail project favored by the Senate and by Gov. Jesse Ventura.

Minority Leader Day objected, contending that the marriage of two unrelated bills violated Senate rules. Instead of ruling on Day's objection, Sen-

ate President Don Samuelson, DFL-Brainerd, put the issue to the full Senate. DFLers, who outnumber Republicans, said there was no rule violation, and shipped the bill to the House, where it died when the House adjourned.

But Day was outraged and recommended to his caucus members that they not show

up for Monday's official adjournment and the retirement ceremonies.

Sen. Steve Dille, R-Dassel, one of the 12 Republicans who attended, was not pleased. "I think it was very inappropriate to request that Republican senators not attend," he said.

Said Day: "In the middle of the night [Moe's] bending all

the rules to send this transportation issue over [to the House]. It was all campaign stuff. I said I don't have to be there [Monday] and be mad. It was better that I stayed away."
— Robert Whereatt is at rwhereatt@startribune.com.

Senate farewells

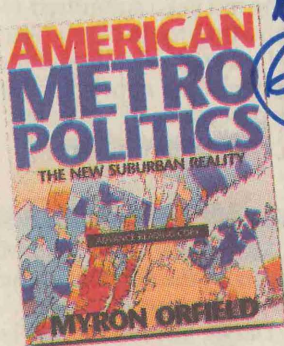
Monday was the regular session finale for 13 state senators who have said they won't seek reelection:

- > Charlie Berg, R-Chokio
- > Dave Johnson, DFL-Bloomington
- > Doug Johnson, DFL-Tower
- > Tony Kinkel, DFL-Park Rapids
- > Arlene Lesewski, R-Marshall
- > Becky Lourey, DFL-Kerrick
- > Roger Moe, DFL-Erskine
- > Ed Oliver, R-Deephaven
- > Myron Orfield, DFL-Minneapolis
- > Julie Sabo, DFL-Minneapolis
- > Kenric Scheevel, R-Preston
- > Dan Stevens, R-Mora
- > Roy Terwilliger, R-Edina

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STAR TRIBUNE MAR 30 '02
Metro ideas, nationwide

State Sen. Myron Orfield, the Minneapolis DFLer who helped shape a debate in the Twin Cities area during the 1990s by showing how inner-ring suburbs were looking more like central cities, has written a book that does the same for the nation.



“American Metropolitcs: The New Suburban Reality” compares the Twin Cities area with others. The Brookings Institution is to publish it next month.

The book’s bad news: This area is quite segregated, and low-income minority members are worse off here than in cities such as Seattle or Portland, Ore.

Among the good news: Minneapolis is strong financially. The cities are holding their own in terms of office space. Sprawl is not too bad by Midwestern standards. And the ring of at-risk suburbs is only one community deep. “In parts of Chicago,” he said, “it’s seven deep.”

— David Peterson

School board's Shreves to run for Legislature

Catherine Shreves, chairwoman of the Minneapolis school board, announced Thursday that she's running for the Minnesota Senate seat being vacated by Sen. Myron Orfield, DFL-Minneapolis, who is retiring.

However, she said she hasn't ruled out seeking a second term on the school board if she doesn't win DFL endorsement for the Senate seat.

Shreves is one of four school board members up for reelection this fall. She was elected to the school board in 1999 and became chairwoman in January 2001. She gained citywide recognition last fall as chairwoman of Mayor R.T. Rybak's transition team.

Shreves said Thursday that

she won't continue her bid for the Senate if she doesn't get the DFL endorsement. If elected, she said, education would continue to be a focus, though it's not the only issue she's interested in.

"Many of the critical decisions affecting our schools and city are made at the state Legislature, and for this reason I would like the opportunity to work on these vital issues in the Minnesota Senate," she said in a written statement.

As for other board members, Audrey Johnson is running again; Judy Farmer has not announced her decision, and the Rev. Albert Gallmon decided not to run because he is running for president of the Minneapolis NAACP.

— Allie Shah

STAR TRIBUNE MAR 7 '02

Sens. Terwilliger and Orfield won't seek reelection

Sen. Roy Terwilliger, R-Edina, and Sen. Myron Orfield, DFL-Minneapolis, have announced they won't seek reelection.

Terwilliger, 64, who first won his seat in a 1992 special election, told Edina Republicans in a letter Tuesday that he wants to spend more time on his banking job and with his family.

"New ideas and perspectives are always needed in government," he said. "A new senator in this district will bring just that, benefiting our communities and our state with fresh and always-needed leadership."

Orfield, who was elected in south Minneapolis' District 60 in 2000 after serving 10 years in the House, said his decision is "based on being too busy." He and his wife have two

DAILY ROUNDUP

sons, ages 5 and 1½, and he teaches at the University of Minnesota Law School.

He also has been offered a position at the Brookings Institution in Washington, D.C., as a nonresident senior fellow.

— *Associated Press and Robert Whereatt*

x-5

Profile of Learning survives repeal effort in Senate

60

STAR TRIBUNE APR 23 02
By Anthony Lonetree
Star Tribune Staff Writer

The Profile of Learning, the often-attacked state high school graduation rule, survived a near-death experience Monday in the Senate.

The rule has been the subject of repeated repeal efforts in the House and has depended on stronger support in the Senate. But Monday, the House's latest repeal proposal produced a dramatic scene in the Senate, where the repeal was rejected on a tie vote — and only after three Profile supporters rushed into the room late.

Sen. Sandy Pappas, DFL-St. Paul, one of the three senators who cast last-minute votes, had hoped to recuperate at home from jet lag. But she was summoned by Senate leaders when it appeared that a repeal might pass.

Profile opponents say the repeal bid may be resurrected before session's end.

"You have to wonder why they [Profile supporters] are taking almost heroic efforts to preserve the Profile of Learning," said Sen. Warren Limmer, R-Maple Grove, a long-time critic of the graduation rule.

The Profile began in the 1998-99 school year as an initiative aimed at requiring students to prove they can apply what they have learned. Traditional lectures and book learning gave way to projects and critical thinking.

Last week's House vote to repeal — a surprise amendment to a bill dealing with indoor air quality — marked the fourth consecutive year in which that body had voted to either kill or to replace the Profile.

Critics say the show-what-you-know initiative shackles teachers, but the Profile has been backed by Gov. Jesse

Ventura and the DFL-led Senate. Senate votes to preserve it, however, have been close in past years, as well.

Repeal hopes could rest with Sen. Bob Lessard, IP-International Falls, who was absent. He has voted with Profile opponents in the past, but also is the lone legislator aligned with Ventura as an Independence Party member.

At present, the Senate would not have enough votes to override a Ventura veto, if the repeal were to pass.

A long wait

In previous years, Senate votes to kill or weaken the Profile have offered tense moments, with a single-vote difference once appearing on the voting board. On Monday, the board was left open for about 45 minutes as senators waited for those absent to get there and to vote.

During much of the time, repeal was favored, 33 to 30.

Pappas arrived to cut the margin to 33 to 31. Then Sen. Myron Orfield, DFL-Minneapolis, who like Pappas and Lessard had been excused for the day, joined Sen. Steve Kelley, DFL-Hopkins, in forcing the 33-33 tie.

"I really think we have to work out a strategy to get past this Profile stuff," Pappas said later. "I think [opponents] are voting out of habit."

Pappas, who heads the Senate Education Committee and who returned to Minnesota on Monday after spending three weeks with her daughter and new granddaughter in Israel, said she had heard no Profile criticisms this year.

But Limmer said he has heard plenty and that Monday's margin proves that more colleagues are listening as well.

— Anthony Lonetree is at alonetree@startribune.com.

State Senate is about to undergo major change

The Minnesota Senate is not an institution that is accustomed to great change.

Unlike the less pretentious lower house, the august Senate has always required male members to wear suit jackets and ties on the floor. Food and beverages are strictly prohibited. The retiring room behind the chamber is reserved strictly for members. And access to the Senate floor is limited almost exclusively to members, former members and key staff. There is no constant procession of visitors, as in the House.

A few years ago, when departing Gov. Arne Carlson wanted to say farewell to the Senate, the body adjourned so its members could honor his request but maintain their strict limits on floor access by members of the executive branch.

All of these rules are likely to remain in place when the 2003 Legislature convenes in January. But the Senate won't be the same. At least a dozen of the body's more senior members will not be returning, with longtime Majority Leader Roger Moe of Erskine and Finance Chairman Doug Johnson of Tower heading the list.

Together with colorful maverick Charlie Berg of Chokio, who also is retiring, they collectively have nearly a century of legislative experience. Moe has served as Senate majority leader for 22 years, longer than anyone in state history, and Johnson headed the Senate Tax Committee for nearly two decades before shifting to the Finance Committee this year.

"It will be a very different place," says



STEVEN DORNFELD
Associate Editorial Page Editor

PIONEER PRESS APR 8 '02

Assistant Majority Leader John Hottinger, DFL-Mankato. "There is a certain comfort in relying on Roger and Doug because they've been here so long. We'll have to learn to chart our own course."

Others senators who are departing include Roy Terwilliger, the thoughtful moderate from Edina, Myron Orfield, the urban affairs expert from Minneapolis, and Dan Stevens of Mora, who plans to run for Congress. And this list is certain to grow thanks to redistricting, which has put a total of 18 senators into districts with other members and changed the political makeup of many more districts.

"I expect there will be at least 15 new senators (in the 67-member body) next year," says Berg, who has the distinction of having served as a Republican, a DFLer and an independent during his 26 years in the Senate. "And in four more years, there will be another exodus. The rural areas of the state will suffer the most."

He was referring especially to the departure of powerful rural members like

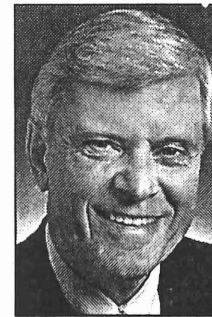
Moe and Johnson, and the shift in legislative seats to the suburbs as a result of redistricting.

The Republicans are more optimistic than ever that they will be able to capture control of the Senate, which has been in DFL hands continuously since 1973. Party staffers believe they have a good chance of unseating DFLers Don Samuelson of Brainerd, the Senate president; Deanna Wiener of Eagan; Len Price of Woodbury; Jane Krentz of May Township; Chuck Fowler of Fairmont and Dallas Sams of Staples.

"I predict 37 Republican senators," says Sen. Cal Larson, R-Fergus Falls. "We have the strongest campaign organization I have ever seen around here and redistricting treated us well. I think there are a number of DFL incumbents who are going to join the ranks of the retired."

DFLers also were satisfied with the redistricting plan. Vic Moore, Moe's chief of staff, says that while the political makeup of the new districts may tilt in the GOP's favor, the same is true of the current districts. "I think most members of our caucus are surprised that the plan turned out as well as it did," Moore said.

But this year's campaign will be a real test for the DFL's wannabe leaders. With Moe retiring to run for the governorship, and Moore shifting his attention to that race as well, the Senate campaigns will be in the hands of a new team for the first time in two decades. Hottinger will lead the effort, with plenty of help from his colleagues. "We have a lot of seasoned politi-



Moe



Johnson

cians in the Senate," he says.

The results of their effort could decide not only which party controls the Senate, but who succeeds Moe as DFL caucus leader. Hottinger has a head start in the contest, but Senate Tax Chairman Larry Pogemiller of Minneapolis also appears interested. In addition, former Sen. Steve Novak of New Brighton is considering a Senate comeback attempt with an eye toward entering the leadership race. Novak bowed out of the Senate two years ago and ran unsuccessfully for Congress.

In recent years, Roger Moe has been challenged as never before to hold his caucus together, especially on volatile issues such as abortion and guns. Moe's successor is likely to face an even more difficult task — provided the DFL manages to retain Senate control.

Write Dornfeld at sdornfeld@pioneerpress.com or at the Pioneer Press, 345 Cedar St., St. Paul, MN 55101.

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First-ring suburbs look to band together for political clout

By JOHN KLUN
Sun Newspapers

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Unless the first-ring suburbs of the Twin Cities organize to represent their common interests, their cause will be lost in a political shuffle of Minneapolis and St. Paul, and the ever-growing limits of suburbia, according to one state legislator.

Sen. Myron Orfield, DFL-Minneapolis, conveyed this message to a group of representatives of several first-ring suburbs on Sept. 9 at Richfield City Hall.

Planning commission members and city planning staff from 23 communities were invited to attend the study session. Approximately 40 people attended. The main feature of the session was a presentation by Orfield on his recent Brookings Institute publication, "Valuing America's First Suburbs: A Policy Agenda for Older Suburbs in the Midwest."

In attendance were representatives from communities such as Roseville, Mendota Heights, Golden Valley, Edina, Fridley, Minneapolis, New Hope, Hopkins, Robbinsdale and Bloomington.

Richfield Planning Commissioner David Gepner said that bringing plan-

ning officials together from the various first-ring suburbs is important.

"We have a lot in common," Gepner said. "We all do the same things, but we do them differently. We can learn a lot from each other."

Richfield Mayor Martin Kirsch, also present at the meeting, said the inner-ring suburbs often fight the same uphill battles.

"Sometimes it's hard to convince residents that we're on the right track," Kirsch said.

Orfield, a Minneapolis attorney and outgoing 12-year Minnesota legislator, based his Brookings Institute study on national data. Through his research, he said, he found a lot of similarities between what he called the country's "first suburbs," cities mostly built shortly before or after World War II, and often experiencing more difficulties than the central cities they surround.

"First suburbs don't have the natural rebound that central cities have," he said. "In many ways, they're more fragile."

Many central cities experience gentrification and revitalization, Orfield said. In addition, the first suburbs are often caught in a "policy blind spot," ac-

ording to his report. They typically are not poor enough to qualify for federal and state aid, and not large enough to receive federal and state funds directly.

Despite this evidence of neglect, Orfield said, the first suburbs should wield considerable political clout. The first suburb population, nationwide, is 40 percent of the metropolitan area population, as opposed to 27 percent in the central cities. The bedroom communities developing at a rapid rate farther away account for 25 percent of the total population.

In some communities, the first-ring suburbs have recognized this clout and used it to their advantage, he said. His first recommendation for effecting positive change in the futures of the first suburbs was to band together.

"A lot of other areas have first suburb organizations," he said. "They experience real political power in their areas."

It is a lack of respect for a development boundary in the Twin Cities area that threatens not only the first suburbs here, but the whole region as well, Orfield said. According to his data, the Twin Cities area has the third lowest density of metropolitan areas through-

out the country, but the third highest number of highway lane miles.

In the next 30 years, the Metropolitan Council projects the addition of 300,000 acres of new development at the far edges of the Twin Cities area, he said. Not only will this affect the first suburbs, which are finding it difficult to compete for development opportunities, but also the bedroom communities themselves.

The residents of these new communities find affordable housing, but also long commutes and overcrowded schools, he said.

Orfield's first answer to solving these problems is for the first suburbs to organize.

Another answer to the problem, said Orfield, is more conscientious planning, primarily on the part of the Metropolitan Council.

"We've got a plan in place, but we keep making exceptions," Orfield said.

And part of a good, long-term plan for the metropolitan system would be a re-configuration of the way the Metropolitan Council is selected.

"I think the Met Council should be elected," Orfield said. "It would be more responsive."

STAR TRIBUNE MAY 14 '02

Shreves out of bids for Senate, school board

Catherine Shreves, chairwoman of the Minneapolis school board, is no longer a candidate for either the Minnesota Senate or the school board.

Shreves was running for the Senate seat vacated by retiring Sen. Myron Orfield, DFL-Minneapolis. At a DFL endorsing convention Saturday night, she conceded after the first ballot to Scott Dibble, who was poised to receive the DFL nod.

Dibble already serves in the House. He was elected in November 2000.

Shreves also told delegates that she will not run for reelection to the school board this fall. "I've had three great years with the school board, but as the board chair, I have made the contributions I set out to make," Shreves said in a letter to the delegates. She has not said what she will do next.

Shreves was elected to the school board in 1999 and became chairwoman in January 2001. She gained citywide recognition last fall as chairwoman of Mayor R.T. Rybak's transitional team.

— Allie Shah

60

Roche's roots

The Star Tribune's endorsement of Scott Dibble for Senate District 60 (editorial, Sept. 4) ignores several facts. **STAR TRIBUNE SEP 7 '02**

I legitimately challenged Dibble's DFL endorsement. The DFL challenge resulted in a lengthy hearing (nearly three hours) before the DFL Constitution and Bylaws Committee.

DFL members did not grant a hearing (and travel across the state to attend it) because the challenge was "far-fetched."

The editorial also said that, "Roche is not as grounded in the district" as Dibble. My family and I moved here more than seven years ago. I've coached eight Minnesota youth sports teams.

My wife, Carmen, our two sons and I have been very active in our church, including building homes in southwest Minneapolis with Habitat for Humanity. I've volunteered in public school classrooms.

In addition to being an active volunteer, I run my own Minneapolis-based small business, a financial-consulting firm.

Plus, Minnesota's and Minneapolis' voters in particular have a long history of not being provincial in selecting the most qualified candidates to represent them.

Hubert Humphrey lived in Minneapolis for a short time before he ran for mayor of Minneapolis in 1943. I'd be curious to read what newspaper editorials said about Humphrey's first bid for public office.

State Sen. Jane B. Ranum of Minneapolis is from North Carolina. Nearly half of our state's congressional delegation were born outside of Minnesota. Neither Paul Wellstone, Norm Coleman nor Arne Carlson are native Minnesotans. All were born on the East Coast like me.

As someone who prides myself on doing my homework, the closing comment of "shoot-from-the-hip" does not apply to me or my career in any shape, manner or form.

Your readers are entitled to a closer examination of the facts regarding my candidacy for the open Senate District 60 seat, and are not well-served by incomplete reporting and misstatements that characterize your endorsement of Dibble.

— Rick Roche, Minneapolis.

Throwing a curve on growth

A surprising willingness to extend sewer service to outlying towns has made the Metropolitan Council a magnet for both gratitude and rage.

By Mike Kaszuba
Star Tribune Staff Writer

Jim Friedges was stunned, but happy. The Metropolitan Council was suddenly offering to extend a large sewer pipe to New Market, a Scott County city of 870 where Friedges is mayor. Previously, the agency had said that connecting places such as New Market to the metro area's sewer system would only worsen the sprawl the council was trying to curtail.

"We didn't have to think about it long," Friedges said about this summer's proposal.

The reversal is part of a plan that may fundamentally change the way the region develops. Already, it is creating a firestorm that includes charges that the Met Council — the planning agency for the seven-county area — is bowing to pressure from developers.

"I enjoy an Oliver Stone movie just as much as the next guy, but I don't mistake a movie for reality."

— Ted Mondale, Met Council chairman

The plan would extend metro sewer lines to as many as 17 small cities on the urban fringe, linking their systems to the region's treatment facilities.

Met Council Chairman Ted Mondale said the move reflects the realities of urban development and would position the agency to control growth at its outermost points, where thousands of homes might otherwise be built with septic systems that ultimately will fail.

"I think this policy is sound. It's about getting in front" of growth, he said.

Supporters say it also would steer growth to predetermined corridors, making it easier to coordinate mass-transportation and housing-density initiatives.

But the decision is raising eyebrows because Mondale and his fellow 16 council members — who were appointed by Gov. Jesse Ventura — may be in their final months in office. Although Mondale often has been a lightning rod for agency critics, he said he "enjoys the job." Ventura is not seeking reelection, and the candidate he is backing — the Independence Party's Tim Penny — said if elected he might reappoint Mondale.

The decision also comes as Met Council opponents, citing controversies in Eagan, Lake Elmo and now New Market, contend that the agency has moved too far afield.

DEVELOP from B1 Met Council shifts gears, surprising many towns

The proposal in New Market, they say, would void its previous painstaking attempts to extend sewer service incrementally and may actually accelerate development.

"They're on a march," said Rep. Mary Liz Holberg, R-Lakeville. "I've heard way more opposition to this than support. I do not understand why they are pushing this thing so fast."

Developers' role?

Others go even further, saying that the council is pushing the new policy at the behest of local developers who need cheaper land. Lakeville's city administrator, Bob Erickson, said the developers are lobbying the council because large national homebuilders have priced them out of his city. He said the policy would accelerate growth beyond Lakeville even though the city is not close to being fully developed.

He said the Builders Association of the Twin Cities "is certainly playing a significant role in this change of direction." He also has hinted that Lakeville is considering challenging the decision in court.

Rick Packer, public-policy committee chairman for the Builders Association and a former Met Council member, said that Erickson's assertions are "pure hogwash."

Mondale also denied that his agency has "cut a deal."

"I enjoy an Oliver Stone movie just as much as the next guy," he said, "but I don't mistake a movie for reality."

But local developers have played a part in bringing about the decision.

Earlier this year, before New Market and neighboring Elko were approached by the council, they studied whether to expand their jointly operated wastewater treatment plant. The plant discharges into the nearby Vermillion River, parts of which are a trout stream.

Though the plant recently was upgraded, local officials said it probably will need to be improved again, regardless of the council's decision, in order to keep pace with rapid growth.

At one point — according to Elko Mayor Carolyn Miller — Jim Johnston, vice president of the Lyman Development Co., offered to write a letter asking the Met Council to help. Johnston served on a council advisory committee, and Lyman Development, a branch of Excelsior-based Lyman Lumber Co., is developing 114 single-family homes in New Market.

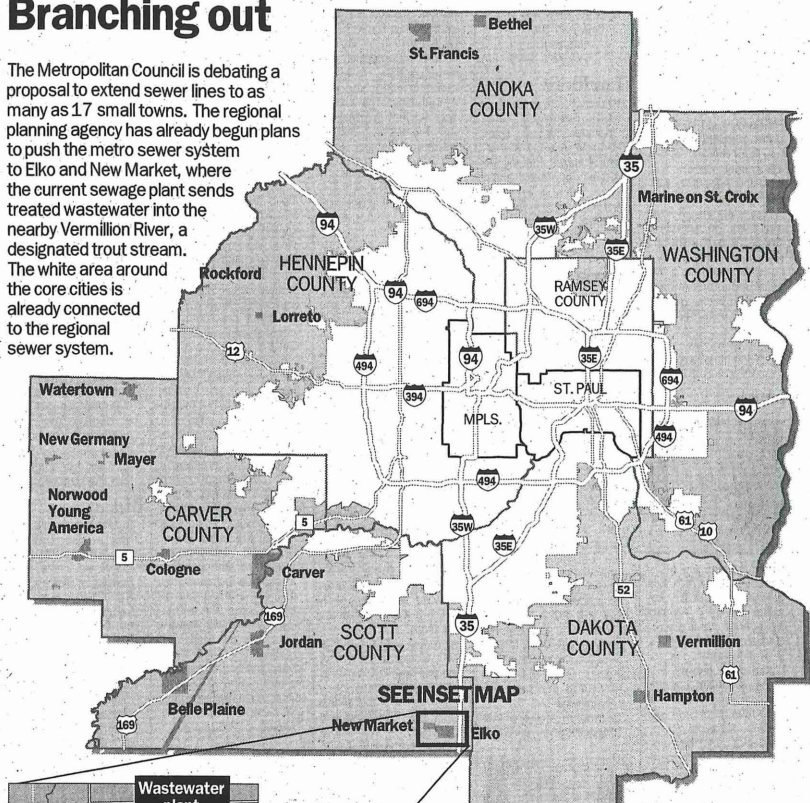
Johnston said that "there's no skulduggery." He said he wrote "a letter to the Met Council suggesting Elko-New Market could use some help planning. . . . They're two really nice communities that deserve to grow."

Still debating

Met Council officials said that a final decision on Elko

Branching out

The Metropolitan Council is debating a proposal to extend sewer lines to as many as 17 small towns. The regional planning agency has already begun plans to push the metro sewer system to Elko and New Market, where the current sewage plant sends treated wastewater into the nearby Vermillion River, a designated trout stream. The white area around the core cities is already connected to the regional sewer system.



Jeff Wheeler/Star Tribune

Elko Mayor Carolyn Miller, on the grounds of the wastewater plant her town shares with New Market, favors the Met Council's sewer plan. "I really haven't heard many negative things at all," she said.

and New Market has not been made and that, contrary to critics' assertions that the proposal surfaced only this summer, the initiative is the result of an 18-month study.

An overall policy change to extend sewer service to other rural cities, ranging from New Germany in the west to Bethel in the north, also will get more debate, they added. No decision on what cities would come after Elko and New Market has been made, Mondale said.

Over the past two months, however, the council has begun moving forward. It authorized spending up to \$350,000 for a sewer interceptor study in the Elko-New Market area and has approved \$75,000 so Scott County can help the two cities update comprehensive plans and another \$75,000 to study the impact of more growth.

Met Council regional administrator Lee Sheehy acknowledged that extending sewer lines and gaining control of 17 small-town wastewater systems would cost millions of dollars. But Sheehy told a legislative committee in August that meeting Elko-New Market's growth needs, and having the council guide the growth, "could be to everybody's interests."

Scott County's community development director, Mike Sobota, said the move makes sense since Elko-New Market is just 3 miles from Interstate Hwy. 35.

New Market, for instance, is expected to climb from 281 residents in 2000 to 1,651 people by 2010, according to the county.

of infrastructure out."

For some, the New Market plan joins other recent Met Council moves they see as puzzling. Three weeks ago, the agency took a controversial vote to order Lake Elmo, a small Washington County suburb, to allow for more development. The city has balked, arguing that it should be allowed to remain mostly rural.

The council also was named as a defendant in August in a suit by three housing advocacy groups that claimed, among other things, that it has not done enough to force Eagan to comply with a state law to provide more affordable housing. Though Eagan has long been at odds with the council, the lawsuit was revealing because it was brought by groups that generally have supported the council's housing initiatives.

Quast said he thinks the council is on an "ego trip." "Mondale wants to get his mark on society before he's booted out of there," he said.

— Mike Kaszuba is at mkaszuba@startribune.com.

DEVELOP continues on B8:

— A map shows the areas that may get sewers.
— Met Council's final decision on New Market and Elko hasn't been made.

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TWIN CITIES M68-Met Council

Area gets an 'average' in sprawl study

Being in the middle is nothing to brag about, Met Council chief says

BY MARA H. GOTTFRIED
PIONEER PRESS OCT 19 '02

Urban sprawl is in the eye of the beholder, but a new study — hailed as one of the most sophisticated of its kind — finds that the Twin Cities metro area is pretty average.

What being in the middle

means, even to people who differ in outlook, is that the metro area should be doing better.

"Being in the middle or mediocre is nothing to be proud of," said Ted Mondale, chairman of the Metropolitan Council, the seven-county regional planning agency.

"We're not the worst city in

America, and we're doing pretty well, but pretty well is not good enough," he said. "The question is not where we are, which the study looks at, but where we're heading."

State Sen. Myron Orfield, DFL-Minneapolis, who often criticizes the Met Council for policies he says will encourage

sprawl, said being average shouldn't be celebrated.

"The Met Council, the most coordinated regional planning agency in the country, is touting the fact that they're not so bad," he said. "We should be doing better than average. Average is still pretty sprawling."

The report, Measuring Sprawl and Its Impact, was

SPRAWL STUDY, 3B

Sprawl study

(continued)

issued by Smart Growth America after three years of research by professors at Rutgers and Cornell universities. The Twin Cities ranked as the 38th most sprawling metro area of the 83 regions studied.

In the ranking for the Twin Cities, the area fared best for the strength of downtowns and town centers and worst for the accessibility of the street network.

The study associated several quality-of-life factors with sprawl and found the most

sprawling areas have higher traffic fatality rates, more traffic and poorer air quality than areas that are less sprawling.

The effects of sprawl are evident in Farmington, said City Administrator Ed Shukle. The city's population was about 12,000 in 2000 and is projected to reach about 30,000 in the next 20 years, he said.

"We worry about infrastructure, things like roads, that come with all this growth," Shukle said. "Sprawl is here, and I think it's going to continue. Yes, the city can control how we develop, but I think we've accepted there's going to be sprawl."

Lee Ronning, president of 1000 Friends of Minnesota, said she hopes the study will lead to a better Blueprint 2030, a plan for growth in the metro area to

2030 that the Met Council is working on.

"The trends are showing that maybe we're not doing as bad as we thought," she said. "Let's grab this opportunity so in the year 2030 our ranking for sprawl will be much better and we can look back and know we chose the right plan for growth."

Mondale said the study backs up what the Met Council is doing in the Blueprint, but said, "fear-mongering about the sprawl situation is bad, but smug complacency is maybe even more dangerous. This is not the time to rest."

Mara H. Gottfried covers Eagan, the Metropolitan Council and suburban growth. She can be reached at mgottfried@pioneerpress.com or (651) 228-5262.

Orfield sheds light on a political battlefield

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STAR TRIBUNE MAY 13 02

Rochester Post-Bulletin 5-1-2002

By David S. Broder
Washington Post

WASHINGTON, D.C. — The notion that suburbs are the key battlegrounds of American politics has become so accepted it is almost a cliché. But the anatomy of suburban life and suburban elections remains much harder to define.

No one has done more to explore that mystery than a Minnesotan named Myron Orfield, who was in Washington last week discussing his latest book, "American Metropolitics: The New Suburban Reality," just published by the Brookings Institution.

Orfield has the right combination of talents to tackle the job. A lawyer by training, he has immersed himself in academic studies of urban affairs, as executive director of the foundation-funded Metropolitan Area Research Corp. But he is also a hands-on political practitioner, having served for years in the Minnesota Legislature, currently as a Minneapolis state senator.

Five years ago, he opened many eyes with his first book, "Metropolitics," which used computer-generated mapping to lay bare the fiscal, social, racial, economic and educational structure of his home area. He now applies the same technique to the 25 largest metropolitan areas, where 46 percent of the U.S. population resides. The book contains the mapping for Atlanta, Chicago, Denver, Minneapolis, New York and San Francisco. Maps for all 25 metro areas are available at www.metroresearch.org.

To examine any one of them is to see even a familiar landscape in a stunningly fresh perspective. For practitioners and students of politics and for anyone seeking to gauge the threats and opportunities in the growing population heart of this na-

tion, Orfield offers a platform from which to operate.

The first thing his maps demonstrate is the folly of considering suburbs as a single species, easily differentiated from center cities or rural areas, but pretty much all alike themselves. Measured by growth patterns, affluence, age, race, economic base and fiscal capacity, they fall into five distinct categories. The at-risk, older suburbs, often in the center ring, are unlike the affluent job centers, frequently

The distinctions Orfield draws among suburbs explain why the battle for suburban votes is so challenging. Despite the clichés, suburban reality is complex.

miles farther out. The "bedroom-developing suburbs," as he terms the familiar tract-house communities with crowded schools and low tax bases, face challenges of their own.

The distinctions Orfield draws among suburbs, and the way the varieties show up on his maps in shades from dark red to orange to bright blue, explain why the battle for suburban votes is so challenging — and why clichés about "soccer moms" or "New Economy voters" are often so misleading. They fail to capture the complexity of today's suburban reality.

How competitive are the suburbs? Orfield offers a startling answer. Contrary to the common assumption that the suburbs are basically Republi-

can, he found that in 1998, state legislative seats in the suburbs of these 25 metropolitan areas split 50-50 between the parties.

Almost one-third of the "swing" districts in the country, those that split their tickets or go back and forth between the parties, are in these suburbs. They have no permanent allegiance to Republicans or Democrats, and in Minnesota they were largely responsible for the 1998 victory of Gov. Jesse Ventura. Orfield says, and I think proves, that the party that can win both the at-risk suburbs and the bedroom-developing communities "will control legislatures, governors, Congress and the White House."

Orfield, who is a Democrat, is also a passionate advocate of stronger metropolitan government as the answer to the challenges facing central cities and all varieties of suburbs. His agenda calls for tax-sharing, stronger land-use planning, campaigns for affordable housing and other measures he says would halt the decline in some parts of the region and relieve the growth pressures being experienced in others.

As a scholar, he acknowledges that in the scattered examples of this kind of policy, much of the leadership has come from Republicans, ranging from the late Gov. Tom McCall of Oregon, to Sen. Richard Lugar and his successors in the Indianapolis mayoralty, and Christine Todd Whitman, when she was governor of New Jersey. More recently, conservative Republican governors such as Michigan's John Engler and Utah's Mike Leavitt have taken up the cause.

Whether you agree with his policy prescriptions or not, Orfield has found a way to illuminate the most critical — and, often, most baffling — battlefield in American politics. That is no small achievement.

Vote primary election Sept. 10
general election Nov. 5

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Minnesota Nurses Association

Minnesota Medical Association

Minnesota Trial Lawyers

Education Minnesota

Minneapolis Federation of Teachers

Abortion Rights Council

Gay and Lesbian Victory Fund

Progressive Minnesota

Stonewall DFL

About Scott

State Representative, District 60B

former Executive Director, Stevens Square
Community Organization

former Executive Director,
Citizens for Loring Park Community

former aide to
City Council Member Dore' Mead, Ward II

Partner: David Maier, 15 years

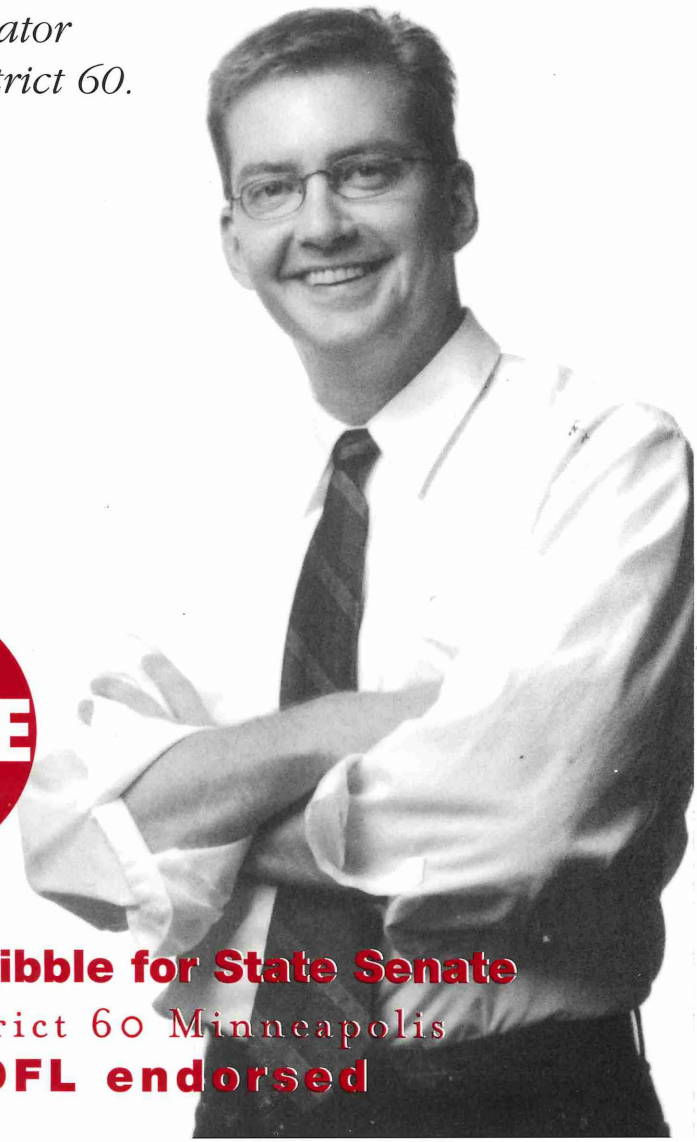
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“The stakes are high on these and the other issues we care about. I offer you a strong, effective voice for your values, an experienced, hard working agent for your vision of government, and a champion of your ideals for our community.”



Scott works hard on the priorities we share — as a state legislator, as an active citizen, as your neighbor

- ✓ **Protecting public education**, early childhood and family education programs and access to childcare, making schools safe and supportive for all students K-through-12
- ✓ **Ensuring our public university and college system thrives** and regains its national prominence
- ✓ **Removing barriers to home-ownership**, protecting renters from excessive fees and eliminating zoning barriers to low and moderate-priced housing in suburban communities
- ✓ **Championing our health**, including taking measures to keep a crucial nursing home open in our district and improving access to mental health services
- ✓ Supporting **public transportation options** — Hiawatha LRT, Northstar Corridor commuter rail line and Bus Rapid Transit on 35W — and working for fair and stable transit funding
- ✓ Seeking means to create a more **responsive and accountable Metropolitan Airports Commission**
- ✓ **Defending civil and human rights** by opposing restrictions on health care providers that counsel women about abortion, standing up for domestic partnership in the state workers' contracts, fighting the repeal of laws outlawing discrimination against GLBT people, fighting against conceal and carry handgun laws, fighting against attempts to marginalize immigrant communities
- ✓ **Working for a strong and safe environment**, ensuring water standards so that the health of children is protected and eliminating sale of phosphorous lawn fertilizer that harm city lakes
- ✓ **Demonstrating commitment and leadership** as a State Representative, neighborhood organizer, board member, city council aide, and as a citizen working shoulder to shoulder with his neighbors
- ✓ **Working for fair and progressive tax policies** that enable the development of opportunity across all incomes and communities

Our vote is our power, our opportunity

This year, more than ever, your vote will count.

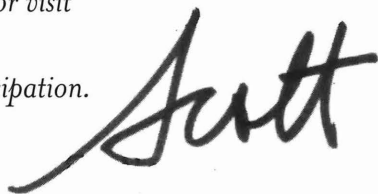
At stake are distinct visions of what our state can be. The DFL candidates on your District 60 ballot have long worked for a clean environment, strong education from preschool to K-12 to college, human rights for us all, reproductive choice, a balanced transportation policy, a just economy, communities in which everyone has opportunities to thrive, full access to health care.

Working alongside so many of you who provide amazing leadership in the community and at the grassroots in District 60, we will help return to Minnesota's long-standing progressive traditions of inclusion, innovation, educational attainment and public/private cooperation.

Help us retain the State Senate and regain the House of Representatives, put a DFLer in the governor's office and return our incredible Senator to Washington. I invite you to join the campaign. And I ask you for your support - your vote - at the polls on November 5.

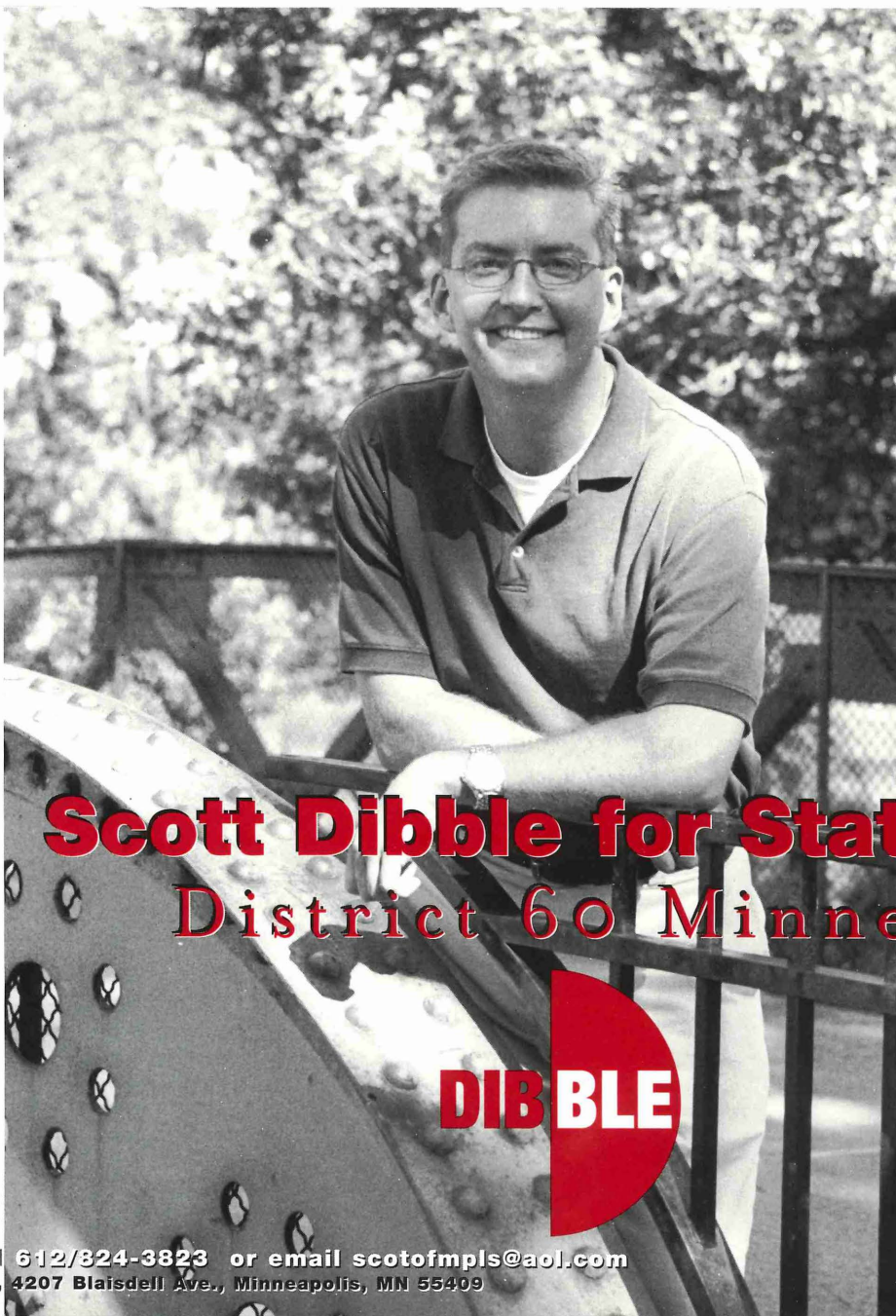
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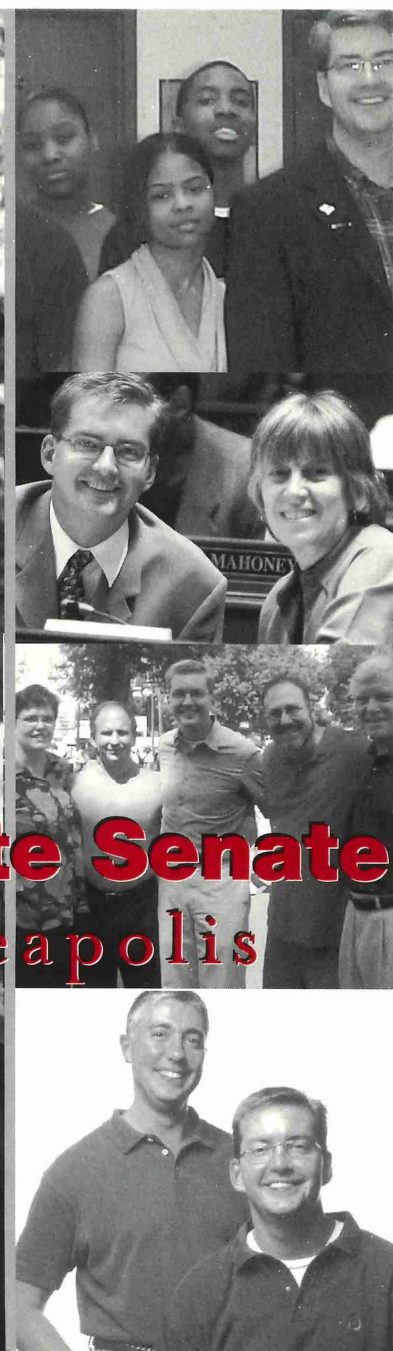


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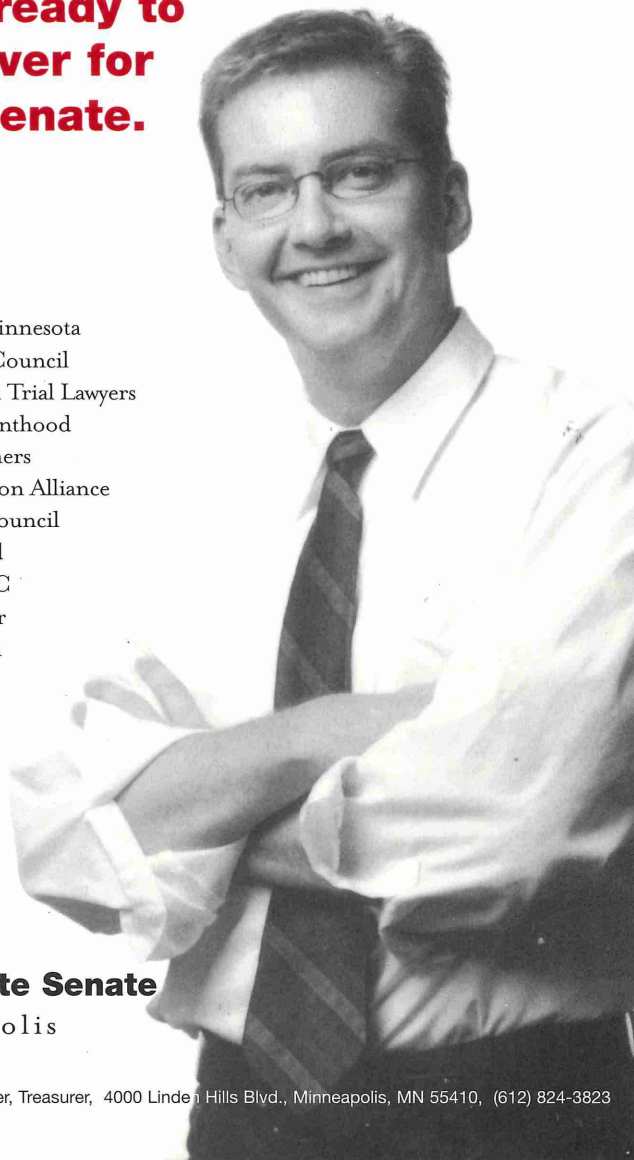
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Wrong type of taxes can aggravate sprawl

STAR TRIBUNE DEC 1 2002

Among the issues that did not get the airing they deserved in the just-past election is urban growth — or, as better known and beloved, sprawl. If the candidates for governor had a fresh thought about whether or how to control the infestation of septic tanks at the metro perimeter, it largely went unnoticed.

It's too bad. Sprawl is a big deal in the lives of a lot of Minnesotans, and will continue to be for at least the next few decades.

It's got people who have invested a lifetime in small towns wondering what the bulldozers over the next hill mean for them. It's got families wondering whether they can find, much less afford, the complete suburban dream package — green space, quiet streets, good schools, and time to enjoy them. It's got city and rural dwellers wondering whether all the resources being poured into exurbia will leave their neighborhoods neglected. The choices that Minnesotans make about urban growth in the next few years will either ease those concerns or exacerbate them.

In fact, says outgoing state Sen. Myron Orfield, the choice that voters made on Nov. 5 has already affected growth policies — probably more than most voters knew.

Orfield was a DFL legislator from



Lori Sturdevant

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Minneapolis for a dozen years. But he's more scholar than politician, and his expertise is urban growth policy. He's a nationally recognized consultant and author on the subject. Among his theses: Sprawl that gallops ahead of planned development is a threat to Minnesota's quality of life.

Spread large-lot homesteads and their septic tanks over semirural areas, he says, and groundwater quality is soon compromised. Open space is lost. Formerly rural schools become crowded. So do formerly rural roads.

Property taxes rise. Stressed local governments try to keep up with mounting service demands — and find that one way to do so is to invite more large-lot, high-value development. Sprawl just keeps on sprawling.

How can Minnesota accommodate the additional 1 million people expected to live here by 2030 without those ill effects? Orfield says three things are crucial: a tax system that does not rely excessively on local property taxes; smart land-use plan-

ning; and a regional government, open and accountable to the voters, that will back up those plans.

By electing a Republican governor who has sworn not to raise taxes, voters actually may have reverted to greater, not lesser, reliance on property taxes to pay for government. Gov.-elect Tim Pawlenty has made clear that his pledge applies to state taxes, not local ones. His interest in new formulas for dispensing aid to schools, cities and counties has local officials nervous.

School officials around the metro area are way past nervous. Twenty-five districts went to the voters in November for more money, claiming that Republican House leadership conspired with Gov. Jesse Ventura to shortchange them. In 20 districts, voters bought the argument, and, in some places, kissed almost all of their 2001 property tax reform gains goodbye.

If more Republican control in St. Paul means more of the same lament from schools and local governments, Orfield says, "it will put a hot burner under sprawl. Local governments will have huge incentives to start gobbling up land for development" to enlarge their tax bases and reap higher property tax revenues.

Alternatively, if today's Republi-



Brian Peterson/Star Tribune

According to Sen. Myron Orfield, the choice that voters made on Nov. 5 has already affected growth policies — probably more than most voters knew.

cans trace their tax-policy roots back a generation, they will see that their party's leaders once stood for using state income and sales taxes, and metro tax-base sharing, to relieve pressure on local property taxes. They will see that metropolitan government was a Republican idea. Orfield says the record also shows that as a legislator, Pawlenty supported an elected Metropolitan Council.

Orfield says that a voter-account-

able Met Council, committed to strong land-use planning, reinforced by a government-finance system that goes easy on property taxes, will promote the kind of growth that avoids the miseries of unbridled sprawl. It would be nice to hear as much from the governor-elect.

— *Lori Sturdevant is a Star Tribune editorial writer and columnist. She is at lsturdevant@startribune.com.*

Suburban mayors are facing old problems in new locations

STAR TRIBUNE JUL 4 '02



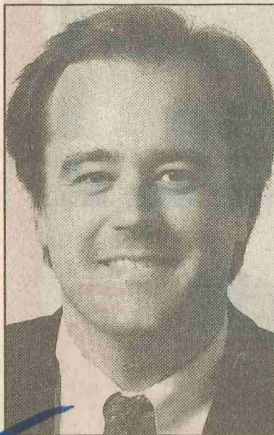
Grace Arbogast

Suburbanites want less government? Not Grace Arbogast. The mayor of Brooklyn Park says her community wants better highways *and* transit. It wants financing tools for development and redevelopment. It wants policies that spread affordable housing through the region, and preserve open space.

What's more, as head of the 22-city North Metro Mayors Association, she finds that her fellow north-suburban mayors want the same thing.

Redistricting has made this the Year of the Suburbs in Minnesota politics — but that is not the same as saying that transit, tax-increment financing and tax-base sharing are out and shrunken government is in. There's a lot of variation in thinking from the cul-de-sacs of Lakeville to the septic tanks of Isanti Township.

Plenty of the Twin Cities' 324 suburbs are starting to show signs of trouble, and need government help to reverse it. That, at least, is the thesis of Myron Orfield, the urban policy wonk and Minneapolis DFLer who is



Myron Orfield



Lori Sturdevant

stepping down after 12 years in the Legislature.

His new book, "American Metro Politics: The New Suburban Reality," says the Twin Cities' trouble spots are of two types: older, fully developed suburbs with aging housing and commercial corridors; and fast-growing exurban communities with overflowing schools and septic systems, and few industries to tax.

What Arbogast and her colleagues would instantly notice about Orfield's map of at-risk suburbs is that there are more of them to the north of the two central cities than there are to the south, east or west.

But they would also be pleased by the line on page 175 that calls the 15-year-old North Metro Mayors Association an "essential organization" able to "educate the public about the consequences of social separation and sprawling development, and advocate for reform before regional, state and federal governments."

Arbogast says that if advocating for reform means presenting a unified front at the Capitol in favor of a busway along the Hwy. 81 corridor and the completion of Hwy. 610 through Maple Grove, the north metro mayors have been doing it in spades.

But she and several other member-mayors conceded in a recent conversation that they've been reticent about the "educate the public" part. The mayors are elected on a nonpartisan basis. It's contrary to their political survival instincts to betray a partisan bias.

Their reserve is being tested, however, by what was for them a heartbreaking 2002 legislative session. A lot of their plans were riding on the transportation bill

that did not pass and the bonding projects that were not authorized. They were left still hoping for a renewal of tax-increment financing's redevelopment punch, depleted by the 2001 tax bill.

So, taking care not to paint with a partisan brush, Arbogast and her colleagues are resolved to say a bit more this election year about the importance to their communities of more transportation options and better development tools. They'll leave it to the voters to observe that those have not been the positions of many members of the House Republican majority or the GOP gubernatorial ticket.

Some DFLers might question the mayors' intestinal fortitude — but Orfield would not. In his book, he urges suburban advocates to work with both big parties.

He points out that in Minnesota, Republicans led the first wave of response to metro stress in the 1950s and 1960s. The Metropolitan Council, fiscal disparities, local government aid, the Minnesota Miracle school fi-

nance reform — all were created to assist both the aging urban core and booming bedroom communities.

Those policies have worked, Orfield says. But the problems of the 1960s are back, in new locations. Once again there are underfunded schools and sewer problems at the fringe, and clusters of poverty — this time in inner-ring suburbs.

Same diagnosis, same prescription from Dr. Orfield. It's regionalism — more tax sharing, land-use rules that stick, development tools that encourage renewal, transportation and housing options that work for everybody. All aided by cooperation among local leaders.

Arbogast says she is frequently asked by people in other suburbs how they can forge alliances with their neighbors, the way the northern mayors have. The next wave of regionalism may be on the way.

— *Lori Sturdevant is a Star Tribune editorial writer and columnist. She is at lsturdevant@startribune.com.*

Legislature

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Preferences in seven races

• District 42: Butcher

This new Senate district will choose wisely if it elects Sherry Butcher, 47, a moderate Republican who was rebuffed by her party and is now running as the Independence Party candidate.

Butcher, a member of the Eden Prairie City Council, and GOP endorsee David Hann, serving on the Eden Prairie school board, have divergent views on transportation infrastructure, balancing the state budget and abortion rights.

Butcher favors a nickel gas-tax increase and supports transit options such as light rail, is open to expanding the sales tax base to balance the budget, and supports abortion rights. Hann has signed the Taxpayers League no-tax-increase manifesto and is antichoice on abortion.

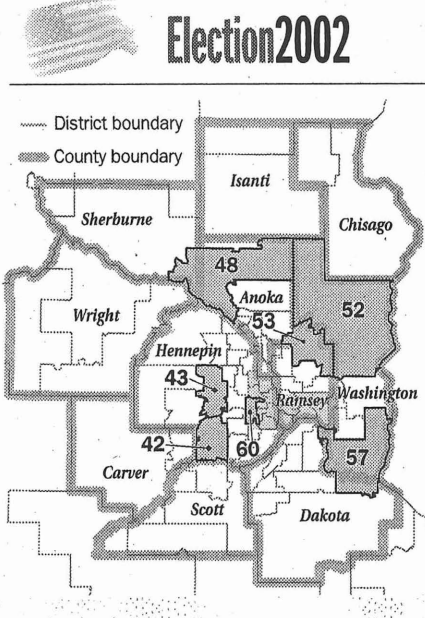
DFL candidate Larry Piumbroeck, 50, also of Eden Prairie, is a communications consultant. He makes an unpersuasive case that his experience in business outweighs Butcher's in government.

• District 43: Spigner

The dynamics of the District 43 race in Plymouth and Minnetonka changed when three-term Sen. Martha Robertson was denied endorsement by her Republican Party. Instead, the party endorsed David Gaither of Plymouth, owner of an executive search firm. Robertson then bowed out of the race to run for lieutenant governor on the Independence ticket, leaving Gaither with two opponents: DFLer Harold Lerner, 42, Plymouth, an architect, and Independence candidate Sandra Spigner, 49, Plymouth, a Hennepin County probation officer.

Gaither, 45, vice chair of the Plymouth Planning Commission and active in numerous community groups, is a solid, well-rounded candidate. But we prefer Spigner for her wider experience as a Metropolitan Council member and former member of the Plymouth City Council, and for her clearer ideas on a range of issues.

Lerner is not ready for the Legislature.



• District 48: Bodnar

After 30 years of political activism, DFLer Amy Bodnar, 51, of Elk River, is running for public office for the first time. We think she should be elected to this new Senate seat. But it's a close call over Republican Mike Jungbauer, 44, the two-term mayor of St. Francis.

Both have deep roots in the district. Jungbauer is a septic systems contractor, while Bodnar is a union organizer after earlier careers as a school health clerk and hospital surgical technician.

Bodnar rates the edge because of her better grasp of state budget problems. She supports a gas tax hike of 4 to 6 cents and leans toward a sales-tax rate increase over expanding the base, if necessary, to balance the budget. Jungbauer has signed the no-tax-increase pledge but is a bit squishy on a hike in the gas tax, which he considers a user fee. Both support the proposed Northstar commuter-rail line.

• District 52: Krentz

Fewer legislative matchups offer voters a clearer philosophical choice than the pairing of two incumbents in Stillwater's District 52. Three-term Sen. Jane Krentz stands in the ideological middle of her DFL caucus, while one-term Sen. Michele Bachmann is among the most conservative members of the Senate GOP. For voters who value moderation, Krentz is the obvious choice.

Krentz, 49, has a fine record in environmental protection, social services and education. In 2000, she sponsored the most significant natural resources bill in a decade, re-dedicating \$25 million in lottery proceeds to wildlife, parks and trails. She also sponsored MN-EN-ABL, an abstinence-based teen pregnancy prevention program.

As a teacher, Krentz faults some aspects of the state's Profile of Learning graduation standards and believes they can be improved. That's in sharp contrast to Bach-

mann's hostility to the standards. A tax attorney by training, Bachmann, 46, has stumped the state in opposition to the Profile, which she considers an unconstitutional attempt to inculcate "attitudes, values and beliefs" in students.

Krentz is situated to play a role in balancing the state budget; Bachmann's extremism would make her an impediment to that task.

• District 53: Auger

The race in this northeast metro district is between a one-term incumbent and the mayor of White Bear Lake. Challenger Paul Auger gets our nod for his sensible, centrist approach to serving the district and the state.

Auger (pronounced oh-ZHAY), 49, owns an auto mechanic business and has been mayor since 1994. Fed up with gridlock at the Capitol, he wants to be part of a new wave of lawmakers who work cooperatively in the best interest of Minnesotans.

One-term incumbent Mady Reiter, 60, is a pleasant, hardworking lawmaker, strong on constituent service. Trouble is, she wants to lead in the wrong direction in a variety of areas, including transportation investment and gun regulation. She pushed to make the Pledge of Allegiance mandatory in schools, and got a modified mandate passed. Fortunately, the governor vetoed the intrusive measure.

• District 57: Engstrom

Dave Engstrom of Afton is among the most impressive of this season's first-time legislative candidates. At 48, he has put in many years of public service as a Washington County commissioner, director of the county housing authority and chair of the Metropolitan Council parks and open space commission, among many other posts. He is well-informed and engaged on a wide range of issues — from transit to affordable housing to environmental stewardship — and has earned endorsements from both the Green and Independence parties. He would be a standout in the Legislature's freshman class.

Sharon Marko, 49, the DFL candidate, has served eight years in the House. Her long, successful devotion to better highways for her constituents is commendable, and she supports improvements in transit and school funding. But her self-listed accomplishments in the Legislature are modest for four terms.

Kip Knippel, 25, a Republican and brand-new lawyer, is notably ill-prepared. There is a difference between understanding issues and memorizing partisan slogans, but he hasn't grasped it.

• District 60: Dibble

State Rep. Scott Dibble's bid to move up to the Senate looked good to us in the primary. He remains our choice in the general election. The 37-year-old DFL community activist put in a strong performance in one term in the House. If anything, he should be encouraged to narrow his focus in the Senate.

Nick Granath, 40, a thoughtful labor lawyer and former Plymouth City Council member, is the sort of candidate around whom the Green Party can grow. But he's no match for Dibble this year.

The Twin Cities area rates near the middle of the pack in a new national study of metropolitan growth patterns.

Just your average sprawl



Kyndell Harkness/Star Tribune

Pedestrians and cars make their way past a mixed-use development at the corner of Hennepin and University Aves. in Minneapolis. The region's core cities scored well in vitality in a study that gave ratings based on various factors, not just land consumption.

STAR TRIBUNE OCT 18 '02
By David Peterson
Star Tribune Staff Writer

Urban sprawl in the Twin Cities is typical by national standards and isn't close to being as bad as that of Atlanta or other sprawl "bad boys," according to a new study being billed as the most sophisticated ever done.

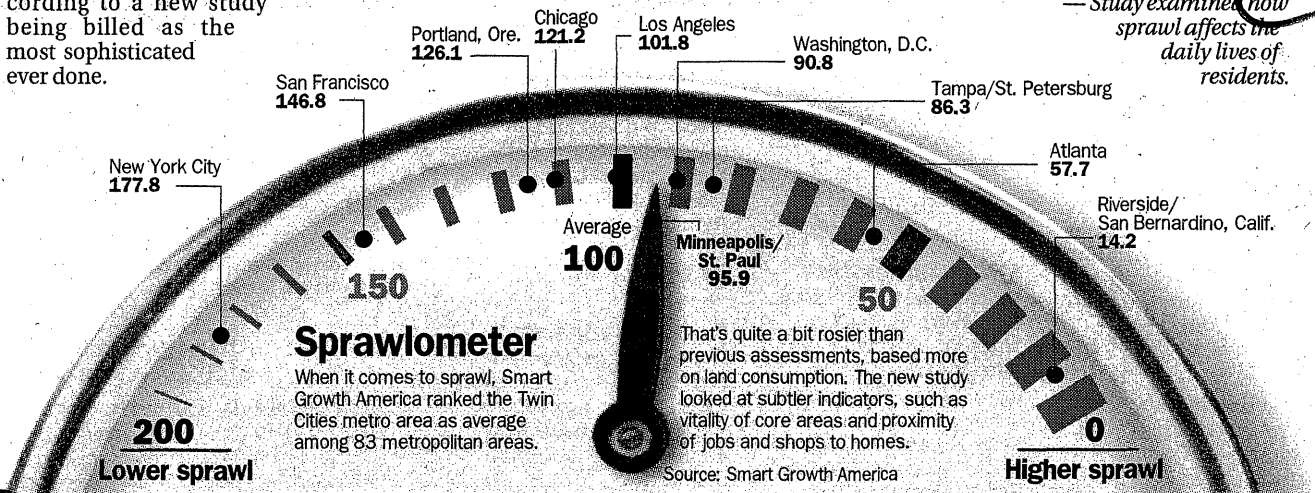
The study presents a picture that's very different from the one sprawl fighters in the Twin Cities area often paint. But on Thursday those same folks did not dispute the validity of the

new research, which was issued by Smart Growth America, a Washington, D.C.-based coalition of groups opposed to sprawl.

Metropolitan Council Chair-

man Ted Mondale said the study proves what he has long maintained, that "the argument that we're the worst place in the nation and terrible and all of this, is false."

SPRAWL continues on A12:
— Study examines how sprawl affects the daily lives of residents.



Neither best nor worst, area lands in middle of new study

"We northern Europeans are pretty good at painting dark pictures, we love black-and-white movies," Mondale said, "and Myron's right out of a Norwegian movie."

He was referring to Myron Orfield, the Minneapolis DFL state senator known for his warnings about the severity and effects of sprawl.

Orfield said Thursday that a region that is one of two in the country best known for its regional planning efforts shouldn't be too boastful of being merely average. "We should be better than average," he said.

The study, led by Rutgers University Prof. Reid Ewing and Rolf Pendall, an associate professor at Cornell University, doesn't just look at land consumption, the basis for most sprawl studies.

It also looks at how an area is developing: Are homes close to shops, for instance? And it looks at how an area is doing: Are the core areas prospering or dying?

On a scale of 0 to 200, with 100 being average and 200 being least sprawled, the Twin Cities area came in at 95.9. Most metro areas fell between about 75 and 125. Atlanta was at 57.7. Portland, Ore., the other metro area with extensive growth-management rules, landed at 125.

The researchers gave scores for various factors. The greatest strength the Twin Cities area has (a score of 108) is the vitality of its core urban areas, they found. The greatest weakness (88) is the extent to which planners have connected streets well. We're about average (95 each) in how spread out our homes are and how close they are to shops and jobs.

The study also examined how sprawl affects peoples' daily lives. In the most sprawling regions, it found, a family of four will drive 40 more miles a day than in the least sprawling. The difference in air quality between the most and least sprawling areas is the difference between air that's clean and air that's unhealthy for most individuals. And traffic death rates are a lot higher in the most sprawled areas, it found.

Blueprint or blunder?

The Met Council is in the process of creating a plan — dubbed Blueprint 2030 — to curb sprawl by channeling a much larger share of development into already developed areas, and into rural "growth centers" linked by transit with the core metro area.

Orfield said Blueprint 2030 could make things worse. In opening land around those rural centers, he said, the council is adding 241,000 acres of land to the urbanized area of the Twin Cities, which is about equal to "the entire urbanized area of Portland, a metro of 1.9 million people." That compares with a population of 2.9 million in the Twin Cities region.

Mondale denied Orfield's charge. "He is using numbers that I have told him are wrong, my staff has told him are wrong, and he continues to say that," Mondale said. "He is taking maps and saying, 'All of this will be developed.' It won't be."

On the contrary, he said,

"the market is moving to higher densities," with a trend toward fewer single-family homes and more townhouses. "The market itself is building at much higher densities — four units to an acre — than the much-feared 'central planners' have wanted."

'Comprehensive' look

Lee Ronning, of 1000 Friends of Minnesota, described the new study as "the most comprehensive ever, looking not just at land consumption but at dozens of things relating to quality of life."

Her organization issued a written analysis noting that the study found the Twin Cities to be the 38th most sprawled out of the 83 metros examined, and therefore still in the most-sprawled half of that group.

1000 Friends, Orfield and others have often noted that, as of 1990, the Twin Cities was the third least densely populated

of the 25 biggest metro areas.

Met Council analysts said Thursday, though, that that figure is now out of date. Census 2000 data show, they said, that the Twin Cities area has moved to 18th among the 25, not far short of our national population rank of 16th.

Curt Johnson, a national expert on urban trends and Mondale's predecessor on the Met Council, hailed the new study as a "clear step up from the methodology we're usually treated to, which has often been misleading and even destructive. This is the level of sophistication the argument needs."

"Instead of being 'worst' or 'best,' as often alleged, we're sort of in the middle," he added, "and I suppose there's some comfort in that. But there was a time, a generation or two ago, when this region took a lot of pride in being a leading-edge area, a policy mecca. One wonders if we're interested in getting that back."

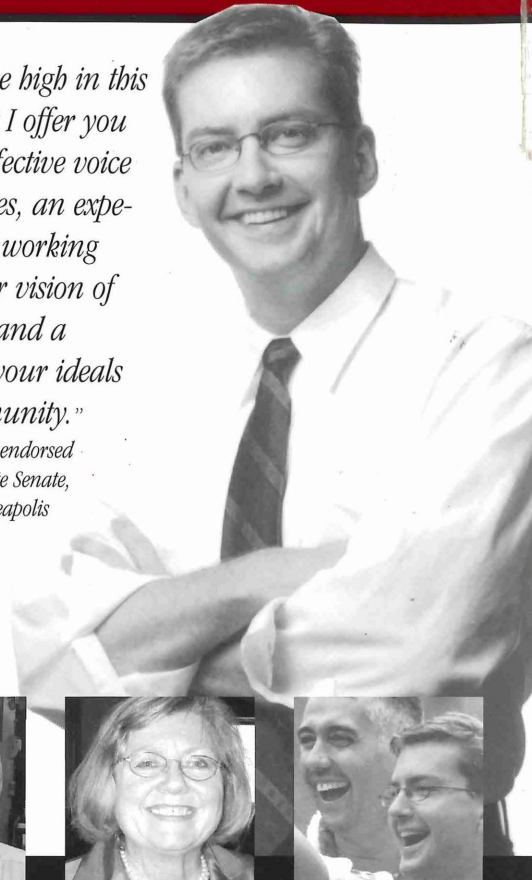
To read the study online:
visit <http://www.smartgrowthamerica.com>

— David Peterson is at dapeterson@startribune.com.

Vote primary election Sept. 10
 general election Nov. 5

"The stakes are high in this election. What I offer you is a strong, effective voice for your values, an experienced, hard working agent for your vision of government, and a champion of your ideals for our community."

- Scott Dibble, DFL endorsed candidate for State Senate, District 60, Minneapolis



"Scott worked hard to improve how the Minneapolis Police responds to civil rights issues."

- Roger Banks



"Scott's continuing efforts to promote sustainable energy policies and energy independence are vital to Minnesota's future."

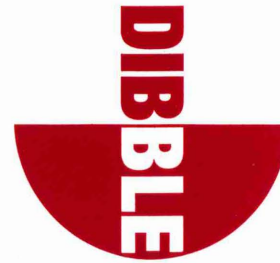
- Dee Long, former Speaker of the House



"Scott is fully dedicated to this community. His support comes from the thousands of people in our district he has worked with on a long list of community issues."

- David Maier

Primary Election
 Sept. 10



Volunteers for Dibble
 4207 Blaisdell Avenue
 Minneapolis, MN 55409

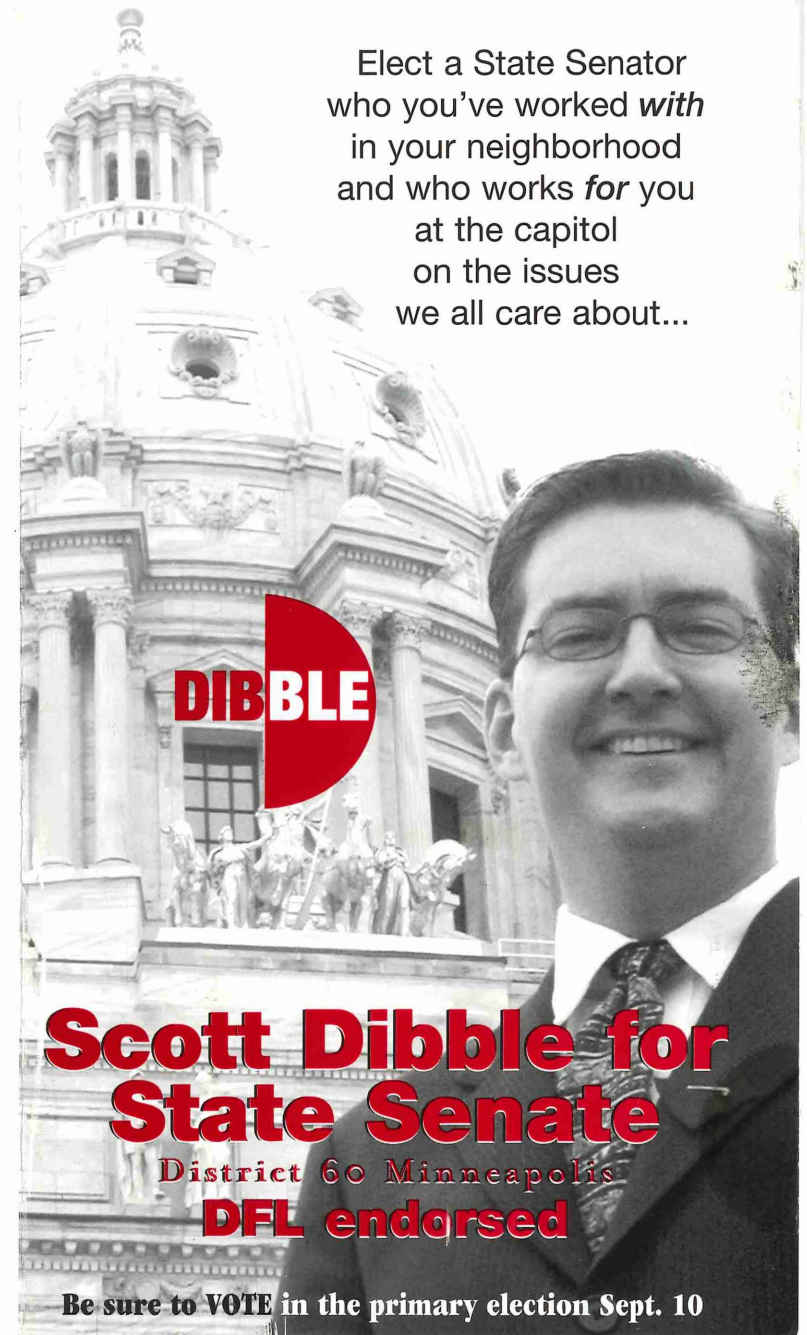
Scott Dibble for State Senate
 DFL endorsed



MINNAPOLIS DISTRICT 60
 55410
 AUTO-DIGIT 55410

POSTAGE PAID
 PERMIT #3844
 MPLS., MN

Elect a State Senator who you've worked *with* in your neighborhood and who works *for* you at the capitol on the issues we all care about...



Scott Dibble for State Senate
 District 60 Minneapolis
DFL endorsed

Be sure to VOTE in the primary election Sept. 10

Affordable Housing

The foundation of a stable community.

Priorities:

- Building coalitions that will make affordable housing a priority for the city, county, region and state
- Connect transit alternatives and living wage jobs to affordable housing, ensuring residents have access to work, school and services
- Tax relief to low income senior homeowners
- Eliminate zoning barriers to low and moderate-priced housing
- Assist under-served communities in securing housing financing
- Lower rent application fees

Prepared and paid for by Volunteers for Dibble, Jill Schwimmer, Treasurer,
4000 Linden Hills Blvd., Minneapolis, MN 55410, (612) 824-3823



Transportation

The key to the prosperity and competitiveness of our city, region and state.

Priorities:

- New solutions for I-35W corridor including bus rapid transit
- Funding for light rail transit (LRT) and commuter rail
- Improved bus system
- Continuing development of Midtown Greenway
- Dedicated and reliable funding source for public transit and transportation
- Sensible regional growth
- Roadway design that preserves neighborhood livability
- More transit alternatives
- Mixed-use and transit oriented development

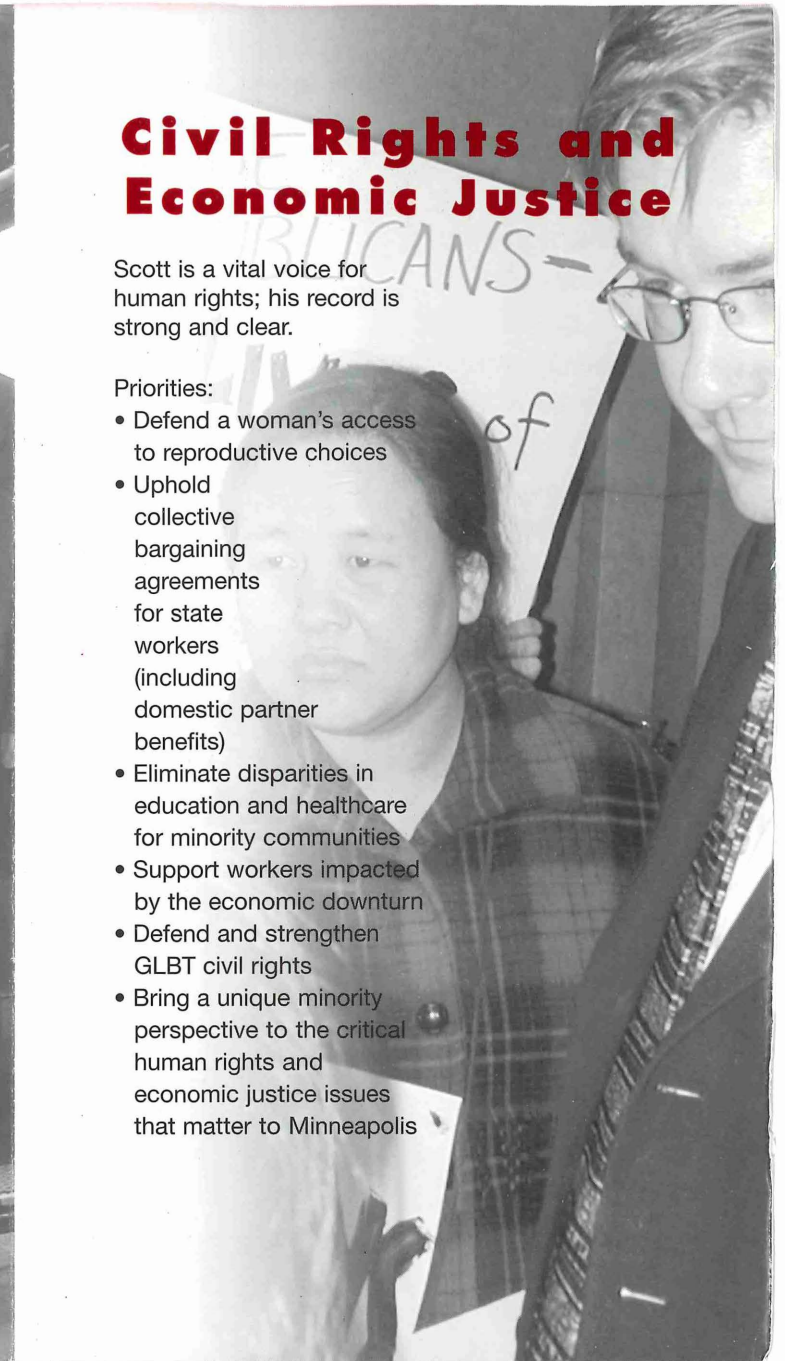


Civil Rights and Economic Justice

Scott is a vital voice for human rights; his record is strong and clear.

Priorities:

- Defend a woman's access to reproductive choices
- Uphold collective bargaining agreements for state workers (including domestic partner benefits)
- Eliminate disparities in education and healthcare for minority communities
- Support workers impacted by the economic downturn
- Defend and strengthen GLBT civil rights
- Bring a unique minority perspective to the critical human rights and economic justice issues that matter to Minneapolis

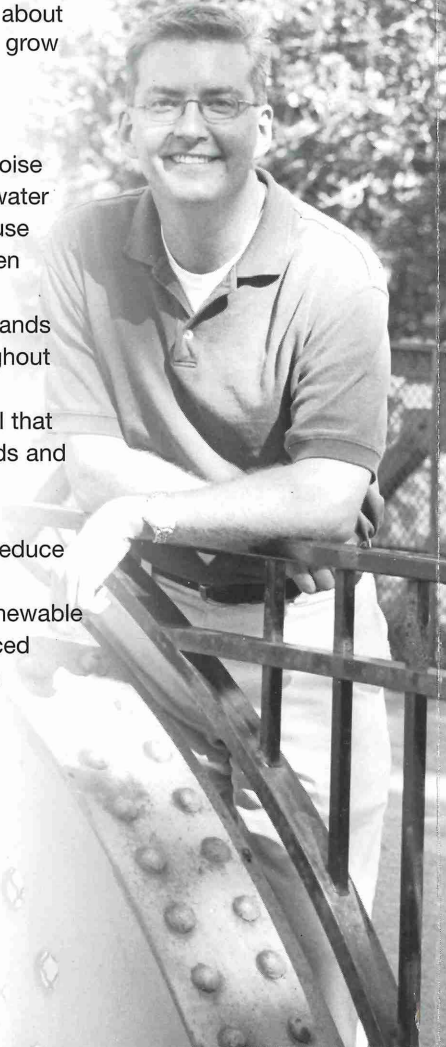


Our Environment

Scott is committed to making the environment a part of all decisions about how we nurture and grow our communities.

Priorities:

- Reduce airplane noise
- Eliminate air and water pollutants that cause cancer and threaten public health
- Conserve natural lands and wildlife throughout the state
- Fight urban sprawl that consumes wetlands and open spaces
- Expand public transportation to reduce auto emissions
- Increase clean, renewable and locally produced energy production

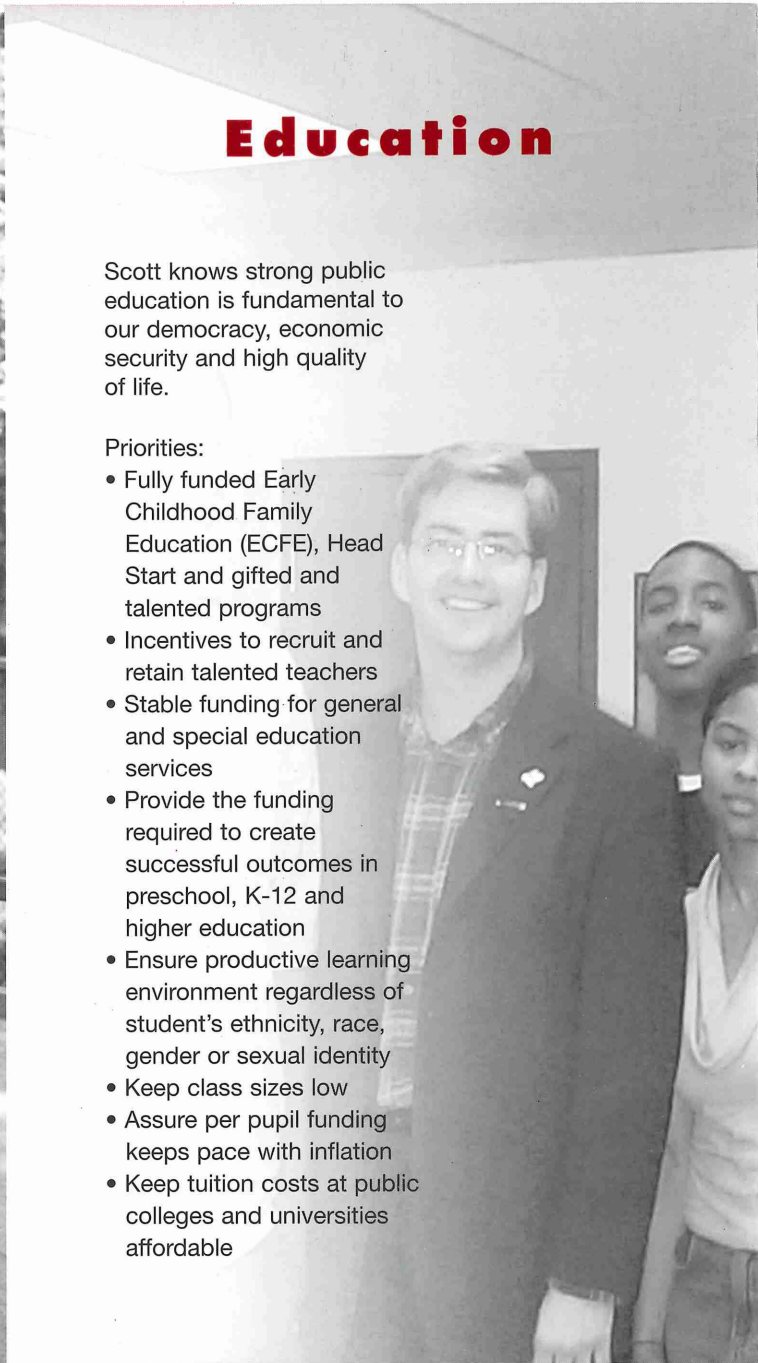


Education

Scott knows strong public education is fundamental to our democracy, economic security and high quality of life.

Priorities:

- Fully funded Early Childhood Family Education (ECFE), Head Start and gifted and talented programs
- Incentives to recruit and retain talented teachers
- Stable funding for general and special education services
- Provide the funding required to create successful outcomes in preschool, K-12 and higher education
- Ensure productive learning environment regardless of student's ethnicity, race, gender or sexual identity
- Keep class sizes low
- Assure per pupil funding keeps pace with inflation
- Keep tuition costs at public colleges and universities affordable

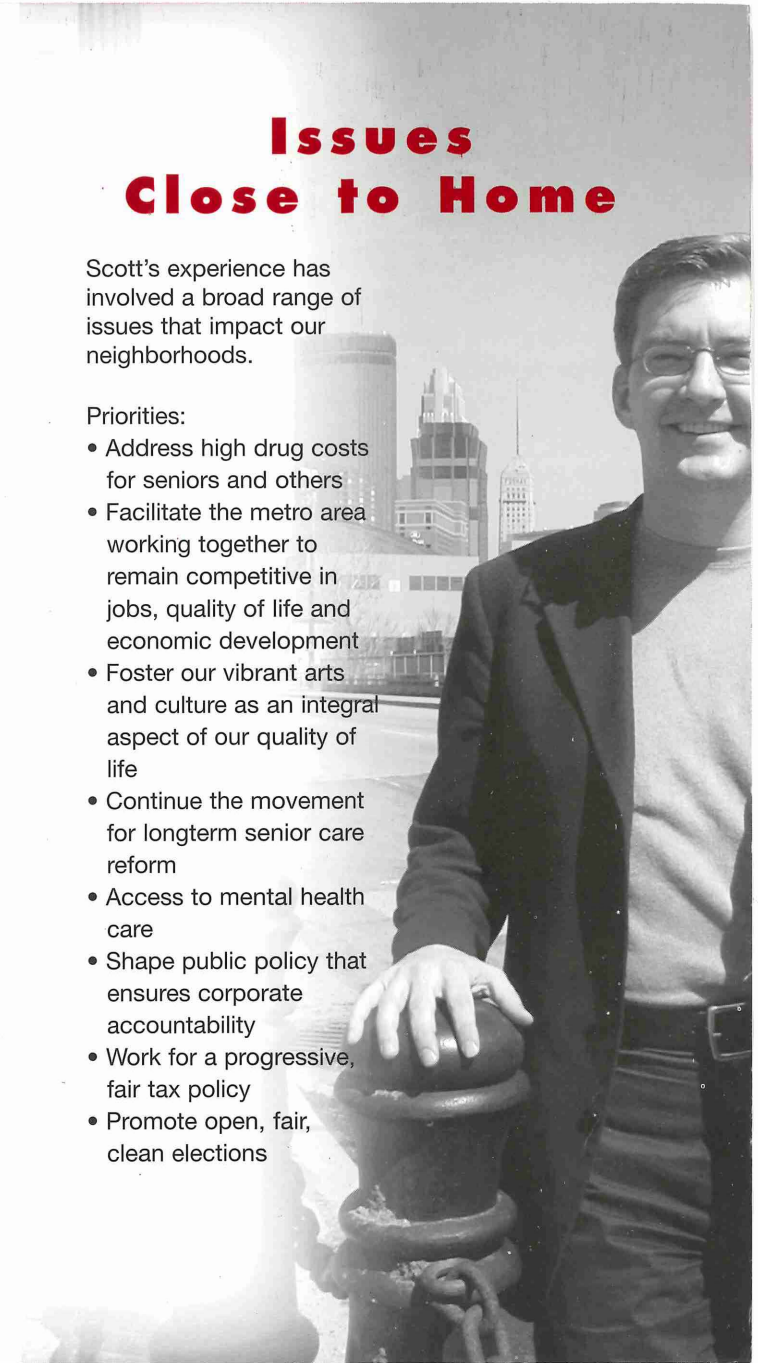


Issues Close to Home

Scott's experience has involved a broad range of issues that impact our neighborhoods.

Priorities:

- Address high drug costs for seniors and others
- Facilitate the metro area working together to remain competitive in jobs, quality of life and economic development
- Foster our vibrant arts and culture as an integral aspect of our quality of life
- Continue the movement for longterm senior care reform
- Access to mental health care
- Shape public policy that ensures corporate accountability
- Work for a progressive, fair tax policy
- Promote open, fair, clean elections



Broad community support

Endorsements to date:

DFL

AFSCME • AFL-CIO • Minneapolis Central Labor Union Council • Teamsters D.R.I.V.E. • Clean Water Action Alliance • Minnesota Medical Association • Minnesota Trial Lawyers • Education Minnesota • Minneapolis Federation of Teachers • Abortion Rights Council • Gay and Lesbian Victory Fund • Progressive Minnesota • Stonewall DFL • Minnesota Nurses Association



Scott Dibble for State Senate

District 60 Minneapolis

Meet Scott

You can know Scott by the company he keeps... by his record and the vision for the future he shares with you...

SCOTT'S RESUME: currently State Representative, District 60B Minneapolis • Policy Fellow: Humphrey Institute Public Policy Forum, University of Minnesota • former Executive Director, Stevens Square Community Organization • former Executive Director, Citizens for Loring Park Community • former aide to City Council Member Dore' Mead, Ward 11 • Partner: David Maier, 15 years • Homeowner: Kingfield neighborhood • Board Service: YouthLink/Project OffStreets; Stonewall DFL; Progressive Minnesota; DFL GLBT Caucus; Neighborhood Transportation Network

Know the issues

For years, Scott's been working shoulder to shoulder with your neighbors... on issues that effect your community... that move you to care and take action... Support Scott, join the campaign.

www.scottdibble.com

or call 612/824-3823

or email scotofmpls@aol.com

To make a donation send to: Volunteers for Dibble, 4207 Blaisdell Avenue, Minneapolis, MN 55409



"Scott's commitment to students is first hand; he shows up in the classroom and works with students."

- Nick Schommer, high school teacher, curriculum and training



"Scott is a champion for the values we share, a courageous fighter for civil rights and economic justice, a tireless worker for government that serves all people and a talented consensus builder so he gets things done at the capitol."

- Minnesota US Senator Paul Wellstone



"Scott has fought to ensure that students have an opportunity for well rounded experiences in our schools."

- Pat Mulligan, music education teacher



"Scott knows transportation is the foundation of livable, sustainable, vital neighborhoods and cities. He has worked hard toward achieving that vision."

- Jeanne Massey



"Scott knows the importance of connecting affordable housing to access to schools, jobs and services people use."

- Adele Della Torre, Sowers of Justice from the Christ the King Church



"Scott is a valued leader in the legislature for expanding and defending access to opportunities."

- Ann Bancroft, Explorer and founder, Ann Bancroft Foundation



"Scott's tirelessness and creativity in partnership with the thousands of residents impacted by airport noise has been indispensable."

- Sara Strzok Residents Opposed to Airport Racket (ROAR)