

Metropolitan Council Governance Task Force

Rockwell Recommended motions

First Recommendation:

- Establish Metropolitan Council board positions as full time positions with commensurate pay.
 - Explanation: Accountability, credibility, more potential for representative members (rather than consultants and retirees). Time to meet with constituents and develop vision for the council and region.
- Provide each Board Member with two staff members that report directly and solely to the board members.
 - Explanation: Accountability and credibility – responsiveness to constituents; ability to be at meetings with constituents rather than spend time scheduling meetings; ability to develop policy ideas and analyze budgets/agency staff policy proposals without reliance on agency staff as personal staff.

Alternate First Recommendation:

- Curtail Metropolitan Board Member powers to be comparable to those of corporate board or directors—e.g. strategic oversight, budget approval, oversight of executive.
 - Explanation: Right-size responsibilities to current pay scale/time availability (potentially reduce pay scale).
- Combine the powers and duties of the Chair and Regional Administrator.
 - Explanation: like a private or non-profit corporation (or the U of M), establish a strong executive able to set vision and direction of the council.

Second Recommendation (this should only become law if the Metropolitan Council remains a gubernatorially appointed body):

- Rename the Metropolitan Council “The Governor’s Metropolitan Council.”
- Require that every Metropolitan Council meeting—including board meetings, board committee meetings, and meetings hosted by Metropolitan Council staff members and open to the public—open with the following declaration: “The Metropolitan Council is the seven county regional governing body and serves at the pleasure of the Governor.”
 - Explanation: nationally, some governor-appointed bodies are seen, by the public, as the political responsibility of the governor (the NY MTG, e.g.). Part of the challenge in Minnesota is that the public at large—and apparently the press—do not hold the governor directly responsible for the actions of the Metropolitan Council, even through the board members serve at the pleasure of the governor. Remedying this disconnect could help establish Council accountability,

The goals of the state transportation system are as follows:

- (1) to minimize fatalities and injuries for transportation users throughout the state;
- (2) to provide multimodal and intermodal transportation facilities and services to increase access for all persons and businesses and to ensure economic well-being and quality of life without undue burden placed on any community;
- (3) to provide a reasonable travel time for commuters;
- (4) to enhance economic development and provide for the economical, efficient, and safe movement of goods to and from markets by rail, highway, and waterway;
- (5) to encourage tourism by providing appropriate transportation to Minnesota facilities designed to attract tourists and to enhance the appeal, through transportation investments, of tourist destinations across the state;
- (6) to provide transit services to all counties in the state to meet the needs of transit users;
- (7) to promote accountability through systematic management of system performance and productivity through the utilization of technological advancements;
- (8) to maximize the long-term benefits received for each state transportation investment;
- (9) to provide for and prioritize funding of transportation investments that ensures that the state's transportation infrastructure is maintained in a state of good repair;
- (10) to ensure that the planning and implementation of all modes of transportation are consistent with the environmental and energy goals of the state;
- (11) to promote and increase the use of high-occupancy vehicles and low-emission vehicles;
- (12) to provide an air transportation system sufficient to encourage economic growth and allow all regions of the state the ability to participate in the global economy;
- (13) to increase use of transit as a percentage of all trips statewide by giving highest priority to the transportation modes with the greatest people-moving capacity and lowest long-term economic and environmental cost;
- (14) to promote and increase bicycling and walking as a percentage of all trips as energy-efficient, nonpolluting, and healthy forms of transportation;
- (15) to reduce greenhouse gas emissions from the state's transportation sector;
and
- (16) to accomplish these goals with minimal impact on the environment.