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A publication of the Citizens League

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## New suburban services boost transit ridership

by Stephen Alnes

New suburban transit services introduced in the 1980s provide only a small fraction of all transit rides in the metropolitan area. But several of them also show signs of bucking the general downward trend in transit ridership, according to numbers compiled by the Regional Transit Board (RTB).

Some gains can be attributed to the fact that a service is now provided where none existed. And some ridership gains for the new services may merely reflect the fact that new operators now carry pas-

sengers who used to be carried by the Metropolitan Transit Commission (MTC).

Not all of the new services are gaining. But, in general, "ridership is doing quite well" on the new suburb-to-suburb and in-suburb services "in contrast to the decline on the overall regular-route system," said Judith Hollander, director of planning and programs for the RTB.

The MTC's regular-route service

is by far the region's largest carrier—providing a projected 65 million rides this year. That is down 6.8 percent from 69.8 million in 1988. The gains since 1988 in both new and a few established services only partly offset the losses on the conventional regular-route system. The overall 1988-91 loss in transit ridership is 4.1 percent.

Most transit rides in the suburbs are the standard work trip, or a part

of it, from a suburban residential area to a downtown workplace in the morning and back again in the late afternoon. With most new job growth now occurring in the suburbs, the work trip increasingly is from one suburb to another or within the boundaries of a single suburb. And that has been a tough market to serve with transit.

As an example, Michael Christenson, chief administrator of the Metropolitan Transit Commis-

Continued on Page 6

## A 'yes' and 'no' on St. Paul Council structure change

by Andy Driscoll

St. Paul voters will decide Nov. 5 on charter amendments that would make the City Council (1) a part-time legislative body with starting salaries of \$30,000 and staffs limited to one aide and one support person and (2) that would be composed of nine members, five representing districts (or wards) and four to represent the entire city at large.

The St. Paul Charter Commission studied those and other structural issues for a year before voting to put them on the ballot. Incumbent councilmembers who perceive their jobs in jeopardy, their supporters in the DFL party and several constituents active in St. Paul's district council system were vocal and often rancorous in de-

nouncing both notions. Key institutions—labor, the Chamber, the League of Women Voters, editorialists—have been supportive or split. St. Paul is ready to try a part-time council, and folks on the street agree.

The time has come to bring closure to unresolved issues in St. Paul's 20-year-old charter, among them the half-measures that created the present but ill-defined system of government and to swing the pendulum of perspectives and representation back to the middle.

The core of St. Paul's present charter was passed in November 1970. It ostensibly replaced the commis-

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by Mathews Hollinshead

A recent widely reviewed Kettering Foundation report finds that the conventional description of today's political dysfunction is "dead wrong," as Kettering President David Mathews says. Citizens are angry, not apathetic; they are avidly involved, but not in conventional structures.

The irony of the St. Paul charter proposals is that the city's unconventional district council/City Council structure is an acknowledged participatory success—the very kind of alternative government structure Kettering says is most needed.

The charter changes, by establishing four at-large council seats unaccountable to voters on a neigh-

borhood level and reducing ward seats to five, would effectively cut out neighborhoods' representative leverage. Supporters of the changes might argue the benefits of that, but the costs would be far greater and more numerous.

The four at-large councilmembers would need only one ward representative to carry any issue—whether it is a heliport, a waste incinerator, an unnecessary or inappropriate highway design, an unwise city investment, a recycling measure opposed by industry, or any other issue. A single St. Paul neighborhood—probably a wealthy one—could end up with five resident council members.

Continued on Page 4



# Report points to need for regional water approach

Of the many reports turned out over the years by the staff of the Metropolitan Council, few could possibly be more important than the recent "Water Supply Issues in the Metropolitan Area."

However, the Twin Cities region is coming off the second straight year of above-average rainfall. Key aquifers are recharged or recharging. Rivers and lakes are up, lowlands are soggy again, and we got through the summer without a whole lot of concern as to whether we live on the odd or even side of the street. It is not the best time to get people excited about managing water.

But if Gov. Arne Carlson wants the Metropolitan Council to come alive and take a leading role in metropolitan policy—as he said he did earlier this year—he could give it a leg up with some encouraging words and public backing on the water issue.

The metropolitan area gets about 75 percent of its water from surface sources—primarily the Mississippi, Minnesota and St. Croix Rivers. Because of extended low flows on the Mississippi in 1988, the Legislature directed the Council to produce a short-term and a long-term water-supply plan for the metropolitan area. The short-term plan went to the Legislature in 1990; the long-term plan is scheduled to be presented in February. This new report is a synthesis of eight technical studies of the region's water supply and problems.

The staff recommends mandatory conservation of water, reclamation

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## Muddling Through

by Stephen Alnes

and reuse of used water, greater use of surface waters where feasible and establishing water as the fifth "regional system"—along with transportation, open space, sewers and airports. Those are big steps. They will not be easy—whether for political, technical or financial reasons. But we better get at it.

For the most part, we haven't had to worry much about water supply and thus have evolved a local and fragmented approach to managing a regional resource. As the report notes, we have 111 municipal water-supply systems, 94 of which rely solely on groundwater. Groundwater reserves are being depleted. In some areas, local drawdowns during summer's peak use have violated "safe-yield" precepts, the report says, "caused primarily by the clustering of high-capacity wells within a small area and overpumping due to increased demand."

Without naming the city, Eagan,

the report cites "one fast-growing, outer-ring suburb" that estimates it will need 36 wells, 11 of them completed, to meet the projected peak demand of 51 million gallons daily when the city is fully developed. "This demand is equal to the volume of water used by St. Paul and all of the suburbs it supplies."

"Clearly," the report says, "before the city constructs 25 new supply wells...other supply alternatives should be explored—namely, conservation and wastewater reclamation." But "there is no way to compel the city to look at alternatives unless specific problems arise from the increased withdrawals." And Eagan is only a particularly noticeable example.

The need for a regional approach seems obvious. But we can expect strong objections to any plan that will impose regional decisions on local governments or that will reduce local government revenues from water utilities—which a conservation plan presumably would

do. Some local officials have expressed concern that a Metropolitan Council water plan could interfere with their communities' development efforts.

The Association of Metropolitan Municipalities (AMM) Metropolitan Agencies Committee supports a change in the law to require a water-supply plan as an element of a city's comprehensive plan. It also supports development by the Metropolitan Council of a comprehensive regional plan that cities "would use as a guide" when developing their water plans. However, the AMM committee urges the council to adopt a "review-and-comment advisory posture" regarding local plans rather than the approve-or-reject power implicit in making water a fifth regional system.

I don't think review-and-comment and guides will get the regional job done. The job needs doing, and the Metropolitan Council is the agency to do it.

*The opinion expressed above is that of the writer and not of the Citizens League.*

# Airline aid attracts editorial eye

## On Balance

*Minnesota editorial writers view the scene from High Moral Ground, not yet designated an airport site.*

higher education—"too many campuses trying to be everything to every Minnesotan..."

**Red Wing Republican Eagle** said (Sept. 27) Gov. Arne Carlson "seems to have an uncanny knack for choosing a worthy cause and advancing it exactly the wrong way." It said he should have recognized the "high profile of the homosexuality issue" when agreeing to be honorary chairman for a gay-lesbian fund-raiser.

**International Falls Journal** agreed (Sept. 11) with Atty. Gen. Humphrey's proposal for a one-year moratorium on new forms of gambling in the state. A moratorium also was supported by **Republican Eagle** (Sept. 19), **Star Tribune** (Sept. 18), **Free Press** (Sept. 9) and **Brainerd Dispatch** (Sept. 9). **Pioneer Press** said (Oct. 4) legaliz-

ing more forms of gambling "would be just too risky a bet."

**St. Cloud Times** wondered (Sept. 26) if Gov. Carlson "is taking lessons in how to commit political suicide from Sen. Paul Wellstone." It said his decision to lend his name to the gay-lesbian fund-raiser was "politically naive."

**Star Tribune** said (Oct. 1) Independent-Republican convention delegates "pushed their party further toward the extreme edge of Minnesota's political spectrum" by reprimanding Gov. Carlson.

**News-Tribune** said (Sept. 6) a National Park Service Proposal for accommodating snowmobilers in Voyageurs National Park while maintaining most of the park as a wilderness "is a sensible approach that deftly balances environmental and other interests."

**International Falls Journal** said (Sept. 10) that designating 90 percent of Voyageurs National Park as a wilderness area "puts it under lock and key—a step we consider unwise..."

# At new site or old, we'll build a new airport

*Excerpts from five Citizens League Mind-Opener speeches concerning the airport site-selection process.*

**Bloomington Mayor Neil Peterson:** Our position basically is that we (should) retain the airport in its current location...As far as capacity is concerned, Minneapolis airport has the capacity to serve this area and the State of Minnesota...We're talking about adding the north-south runway, building the new west terminal and adding the north parallel (runway)...

If the question is environmental...the new Stage 3 aircraft...will reduce the noise impact from impacting 40,000 people down to impacting about 12,000 people. And this is just with the engine improvement...We contend that the airport acquisition removes prime farmland and natural habitat areas in Dakota County. An airport in southern Dakota County creates pressures for sprawl development in Dakota, Rice and Goodhue Counties that they're not planning on. And we don't have the ability to put the infrastructure to them...

The north-south runway will cost Bloomington \$100 million in existing development and \$550 million in future development...And Bloomington's noise mitigation ranges from \$15 million to \$310 million for home acquisition...I'm sorry that...part of our community is going to be blasted that way, but the fact remains it is not a Bloomington issue, it is not a Minneapolis issue. This is an issue for the entire state of Minnesota...We cannot afford, and we should not begin to plan on trying to spend the money to build a new airport. We've got to fix what we have...

**Minneapolis Councilmember Steve Cramer:** Under either track of the dual-track process, we are building a new airport. We're either building it at the current site in the middle of the metropolitan region or building it at a new location...We just have to recognize that an adequate 21st Century airport, an airport that can meet our full transportation needs, is a critical piece of modern infrastructure that, if we go without, we will fall behind other regions...

I don't believe MSP will ever be our 21st Century airport...The site is extremely small—3,100 acres... (and) constrained on all sides by either geography or fully develop-

ed urban communities. And in terms of the expansion option...the new north-south runway obviously has a dramatic effect on Richfield. It removes a neighborhood there...Bloomington obviously pays a high price in terms of lost hotel activity...Burnsville, Apple Valley, southern Eagan can all look forward to increased overflight activity from the north-south runway...

The (proposed new) west terminal changes the front door of the airport. And that will have dramatic effects on all of the transportation systems around the current site of the airport...Eventually there will be a second new runway at the airport...the third parallel...That will devastate South Minneapolis. It will also have dramatic effect on Mendota Heights and Eagan...

The simple extension of Runway 422, an existing piece of concrete at the airport, has taken over a decade to plan, and it hasn't yet been implemented. How in the world can we expect to pave 8,000 feet of new runway and build an entirely new terminal building within a 20 to 25-year time frame...There are also functional limits to the plan that's been laid out by the airports commission...The three parallel runways...can't be used for simultaneous operations. There are many crossing configurations...with the north-south runway, which makes the runway layout far less than optimal...compared to the layout at a new location...

**Dakota County Commissioner Joseph Harris:** The current airport site is basically centrally located. I don't think we could have found a better spot...And because that site was selected, the metropolitan area has grown around it over the last 30-40 years...The infrastructure around the current airport is massive...Personally, I have serious reservations that the airport is ever going to move, just because of the financial and economic impact that it would leave in the core cities of St. Paul and Minneapolis...

You can't replace good agricultural land once you take it away...The site that's been selected is some of the best agricultural land that's in the region...

I think the process has been flawed from the start. To come down and put a blanket over 75,000 acres...that's two and a half townships, 115 square miles—that's a lot of

land to put a blanket over, without (an) economic...or feasibility study. They keep saying...we need (a new airport) for the economic development of our region...Well, that's fine, but by moving it 30 miles south, what's going to be the economic impact on downtown Minneapolis, or Bloomington, or Richfield? What's going to be the economic impact on the northern suburbs?...I wish they would have done these studies that would have answered the questions, and I think it would have made the validity of...the siting process a lot more swallowable...

Do we know what...air travel is going to be 20 or 30 years from now?...Thirty years from now, planes might be landing vertically...Businesses are going to rely more heavily on telecommunications instead of air travel...We could possibly utilize existing facilities within the region better, thus making the current site more usable for what it should be used for, and that's basically passenger transportation...

**Jeff Hamiel, executive director, Metropolitan Airports Commission:** Today we have slightly over 20 million passengers passing in and out and going through the Minneapolis-St. Paul airport...Those 20 million passengers are predicted conservatively to grow to 39 million passengers by the year 2020...Today we have about 280,000 total takeoffs and landings...That includes the scheduled airline companies, the charters, the air freight, the military, general aviation and corporate aviation. That 280,000...will grow...to about 515,000 to 517,000 by the year 2020...

The trends, even conservatively calculated, tell us that the passenger traffic and the operations will continue to grow, placing greater and greater demands upon the existing airport facility, telling us that at some point in the future, something must be done...

Generally speaking...expanding the existing airport (to accommodate expected growth) is about a \$1.5 billion to \$2 billion project. Building an entirely new airport somewhere else...is about a \$4 billion project...With all of the improvements on the airport in recent years, the total real investment that you see on the airport as you drive in and drive out is somewhere in

the vicinity of between \$500 (million) and \$700 million...

Technology will change the way airports operate today. However, the actual operation of aircraft and the traditional configuration of aircraft, we think, will remain somewhat compatible with today's planning scenario...I fully expect that by the year 2010, we will have some configuration of a new...airplane that will...carry...close to a thousand, at least 750 passengers per flight...(We also may see) development of some sort of a high-speed supersonic transport...(that) would provide service from Minneapolis-St. Paul to Tokyo...in under 3 1/2 hours...

**Richard Beens, co-chair, Metropolitan Council Airport Search Advisory Task Force:** The two primary criteria that we used were access and environmental considerations. (Dakota County) was clearly the best (of three search areas) in terms of access. The northern boundary of the site is about 12-13 miles southeast of the present airport. And while no new airport could ever be quite as convenient as the present one...given the expansion and the densities around the urban area, this is clearly the most accessible that you can possibly have...

The area is primarily agricultural. It is high, sandy ground that's well drained...There's very little forestation...The proposed new airport would be capable of accommodating air transport needs...well into the next century...I think the economics of benefit to the area should be the underlying driving force. But there's no question that noise issues will have a huge concern...

As part of the Airports Commission's plan for expanding the present airport...all the communities surrounding the airport were asked to put together what kind of mitigation they would expect if there was an expanded airport...Minneapolis came up with a figure that was in the area of \$3 billion...If that number is even half right...the cost would add considerably to the cost of staying at the present airport. And the numbers may ultimately become very close to each other because of that. I guess my own sense is that we'll probably ultimately come down to a decision: Do we build a new airport at the present site or at a new site?



# Ramsey cities find ways to cooperate

Since the beginning of the year, five Ramsey County cities have been analyzing how they can better collaborate on delivering public services. Arden Hills, Mounds View, New Brighton, St. Anthony, and Shoreview put together a list of the major functions cities typically perform and determined the optimum size range for delivering each service. Determining the optimum size was a matter of disregarding existing political boundaries and applying several criteria, such as population density, community values and how much territory a service provider can efficiently cover.

The result? Of the 43 services the group examined, 33 had "significant" potential for collaboration. Three were already being provided cooperatively, and seven had minimal potential for collaboration.

Those services deemed unlikely for cooperation included economic-development activities, an area in which cities have customarily competed with one another. Some were services for which each city's needs differed so dramatically that cooperation did not seem feasible, such as internal and external communications. And other services, including payroll and accounting, didn't seem good candidates for cooperation because of technical and timing difficulties.

But the majority of services, including everything from apartment licensing to weed inspections, offered opportunities for improved cooperation—which ultimately could lead to services that are more economically provided. —Jody A. Hauer.

County governments came into the landfill-siting business in the early 1970s, arguing that private parties would no longer be able to get sites and that the power of government would obviously be needed.

## Sticker

Lew Hudson in the Brainerd Dispatch Oct. 1.

Do you like this bumper sticker? "Legalize gambling—Why Let Farmers Have All the Fun?"

## Take Note

In which your editors seek ever more excruciating tests of the "fraught-with-significance" standard.

It didn't work. Twenty years later, the number of new landfills sited by the power of government was: zero. Now a region-wide board of county commissioners is urging that the siting job be turned over to the private sector.

Not siting landfills did have one important effect for the counties: It provided the argument—about the region "running out of landfill space"—they used to support their proposal for resource-recovery plants (to burn or otherwise process trash). The Legislature obliged, requiring haulers to bring their loads to resource-recovery plants. Landfills are needed now mainly for the residue coming out the back end of the plants. —Ted Kolderie.

Three of the six health plans offered to state employees kept their premium increases below 7 percent for 1992. The state operates the largest employer-sponsored plan in the state, covering about 53,000 employees plus their dependents.

The State Health Plan, a self-insured plan administered by Blue Cross and Blue Shield of Minnesota, raised its premiums by 5 percent. It is the only plan available throughout the state. Medica Primary (formerly known as Share) and Group Health kept their increases to 6.2 and 6.4 percent, respectively. MedCenters raised its premium by 11 percent.

Group Health remains the lowest-cost plan in the Twin Cities area, with a monthly premium for family coverage of \$309.60. Because of the state's policy of paying almost all of the premium of the low-cost plan, all state employees pay less than 30 percent of the cost of family coverage. An employee enrolling in Group Health would pay \$18 a month. At the high end, a state employee choosing Medica Choice (formerly known as Physicians Health Plan) would pay about \$108 toward the monthly family coverage premium of \$399.16, or about 27 percent of the cost. —Allan Baumgarten.

A study of the transportation of solid waste across state lines completed last year showed that of the 48 contiguous states, only one, Montana, neither imports waste from other states nor exports waste to other states. Minnesota is known to import garbage from Iowa and Wisconsin, and to export garbage to Illinois and the Dakotas, according to the study done by the National Solid Wastes Management Association. Most of the exported garbage in the country, though, comes from the eastern seaboard states of New York and New Jersey. —J.A.H.

Budget cuts at the Metropolitan Council have claimed the Metro Monitor. The Monitor had a monthly production run of 87,000, 23,000 of which were mailed and the rest distributed at kiosks and through inserts. The next edition will be its last.

But according to Monitor editor Jim Martin, the Council intends to publish a new quarterly publication beginning next year. As yet unnamed, the new publication will be distributed to a much more targeted mailing list. —Phil Jenni.

Rhoda Stroud, a teacher at Webster Elementary School in St. Paul, is the 1991 Minnesota Teacher of the Year. It is not the first time the Minnesota Education Association has selected a member of the Minnesota Federation of Teachers. It gave the award about four years ago to an MFT member in Albert Lea. But the MEA holds the bargaining rights in Albert Lea. Stroud is the first teacher to win the award from a district in which the MFT holds the bargaining rights. —T.K.

At the Mondale policy forum examining what is wrong with politics, former U.S. Senator Thomas Eagleton from Missouri dismissed the idea of limiting the number of terms elected officials can serve as an "aspirin tablet cure for cancer." —J.A.H.

Is the glass half empty or half full? The *Worthington Globe* headline Oct. 1 said 23% of state eighth-graders fail basic math. Covering the same story and leading with the same sentence on the percent of eighth-graders who could not handle basic mathematics, the *Fergus Falls Daily Journal's* headline read 3 of 4 state 8th-graders doing OK on basic math. —J.A.H.

# Vote 'Yes'

Continued from Page 1

sion form of government since 1916, with a strong mayor/council form. Unlike the commission form, in which councilmembers doubled as full-time city department directors, thus melding legislative with administrative duties, the new council would serve only as a legislative body, and make the mayor the city's full-time chief executive. The revised system clearly envisioned a balance of power between legislative and executive bodies.

What city parents did *not* do then was initiate a thorough examination and recodification of the city's two operating documents: the Legislative Code and the Administrative Code. Therein reside the nitty-gritty, day-to-day assignments for managing the municipality, and a myriad of administrative functions have, in this observer's view, remained inappropriately part of the council's purview.

Thus, today's twice-weekly council agendas—full of administrative

# Vote 'No'

Continued from Page 1

To claim that such a preponderance could deal fairly, patiently or knowledgeably with other neighborhoods, especially at-risk neighborhoods, is naive or disingenuous. To claim that such a preponderance would free the City Council to improve long-range governmental policy is uninformed.

The best strategy for St. Paul, as a central city in a large metro area, is to press hard for innovative long-range policy improvements at the metro level and concentrate in city government on local neighborhood viability and competitiveness (including downtown).

At-large seats are also vulnerable to corruption due to large campaign-financing needs, especially media buys from the majorities, television and radio. Such contributions come largely from organized special interests which, the Kettering research emphasizes,



October 15, 1991

## Welcome new members

- Clifford Athorn
- Elizabeth Athorn
- David Banham
- Barb Betcher
- Carol Brieschke
- Leon Carr
- Tim Crimmins
- Jeffrey Dieken
- David Dobrotka
- Anne Eriksen
- John Eriksen
- Linda Falkowski
- Mary Finlayson
- Robert Fletcher
- D.E. Garretson
- Sue Gens
- Peg Guilfoyle
- David Hess, Jr.
- Mary Hicks
- Cynthia Hummel
- Joel Jacobson
- Josie Johnson
- Leslie Johnson
- Terry Lane
- Seymour Levitt
- Mark Moilanen
- Eleanor Montgomery
- Yvonne Moore
- Judy Nagel
- Theodore Nagel
- John Nemo
- Peter Netteberg
- Sam Newlund
- Brad Pappas
- Daniel Peterson
- Marjorie Peterson
- Jim Pfau
- Robert Polta
- Rita Reuss
- Ronald Reuss
- Mark Shafer
- Rebecca Sieve
- Candi Thilquist
- Paul Thomas
- Nan Toskey
- George Tyler
- Mary Ann Van Cura
- Robbie Wigley
- Donn Wiski

# Citizens League Matters

News for Citizens League Members

## League begins two new studies

Research started on the elective process and delivering local government services

This month two new Citizens League study committees begin work. One committee, with chair Ann Wynia and vice-chair Nancy Zingale, is examining the obstacles to seeking elective office. Wynia is a teacher at North Hennepin Community College, a member of the University of Minnesota Board of Regents, and a former state legislator. Zingale is a professor of political science at the University of St. Thomas, a League Board member, immediate past chair of the League's Community Information Committee, and co-chair of the League's 1988 study on the judicial selection process.

The committee will review public offices at all levels, from school boards to the governor's office, with the exception of U.S. Congressional offices and judicial offices. The committee is to

It hopes to complete its work by April of 1992.

The second of the study committees, co-chaired by Bill Blazar and Larry Bakken, will study local government services. Blazar is the manager of public affairs for Dayton Hudson. He is a past member of the League's Board of Directors. Bakken is the mayor of Golden Valley and a professor at the Hamline University Law School and Graduate School. He is the immediate past president of the Association of Metropolitan Municipalities.

The committee will study how local services are organized, keeping an eye on how services can be more effectively and equitably delivered while maintaining accountability. It will examine when it is appropriate to restructure

One committee will study what prevents otherwise qualified people from running for public office. The second will study the effective delivery of local government services.

identify what barriers prevent otherwise qualified individuals from running for these offices.

After examining the barriers to running for office, the committee will discuss proposals for removing the barriers. The charge to the committee approved by the Board asks the committee to study campaign finance reform and the arguments for and against limiting terms of elected officials, as a check on the power of incumbency.

the delivery of services. This includes assessing when centralization of services is desirable as well as when decentralization is appropriate. The committee will determine when it is appropriate for local governments to contract for services with other local governments, other levels of government, or private organizations.

The local government services committee expects to finish its work by next spring.

## Forum will relay east side story

Mark your calendars for a two-part forum in November on the future development of St. Paul and the surrounding eastern metropolitan region. The forum will explore what makes the eastern half of the metro area unique, how the area can build on its strengths, and the implications of its development for the seven-county area.

The forums will be held from 5:30-7:30 p.m. on two successive Thursdays, November 14 and 21. Watch your mail for details on the unfolding of the 'east side story.'

## In-depth research on managed health care available on disks

Interest is strong in the data file sets created for the League's *Minnesota Managed Care Review 1991*. Purchasers so far include three hospitals, two local HMOs and a national managed care company, a law firm, a state agency, and a specialty physicians group.

The 20 files include data on enrollment, revenues and expenses, balance sheets, and hospital and ambulatory care utilization for HMOs and other managed care plans. The data sets are available in spreadsheet formats for PCs and Macintosh computers, at a cost of \$75. Contact Allan Baumgarten at the League (338-0791) for more information.



Does consolidating Minnesota's post-secondary education system make sense?

Mind-Opener breakfasts invite you to explore the future of higher education in the state

In its second series of this season's Mind-Opener breakfasts, the League concentrates on the maze of reorganization in which our higher education systems find themselves following the 1991 legislative session.

Duane Scribner, vice-president of the Higher Education Coordinating Board, spoke on October 8 about the role and relevance of the Board in the context of several planning initiatives mandated by the Legislature this year.

This four-part series will highlight the efforts now underway to chart the future for our technical colleges, community colleges, the state university system, and the University of Minnesota.

Sen. Roger Moe, DFL-Erskine, will speak October 15. Sen. Moe was the chief proponent of the 1991 law that consolidates the higher education systems, with the

exception of the University of Minnesota, under one governing board.

Rep. Connie Morrison, IR-Burnsville, will discuss on October 22 the 1991 law that creates an Inter-System Council to induce cooperation among the heads of the post-secondary governing boards.

On October 31, Connie Levi, chair of the Governor's Commission on Higher Education, will describe the commission's work. The

commission will look at educational quality, graduation and retention rates, and affordability and accessibility.

Mind-Opener breakfast meetings are open to the public, cost \$6 for League members (\$12 for non-members), and provide a continental breakfast. All Mind-Openers take place at the Central Lutheran Church, 333 East 14th Street, Minneapolis. Free parking is available in the parking lot south of the church. Call 338-0791 for reservations.

Citizens League Calendar at a Glance: October 14-November 15, 1991				
14 MONDAY	15 TUESDAY	16 WEDNESDAY	17 THURSDAY	18 FRIDAY
	<b>Mind-Opener</b> , 7:30-8:30 a.m., Central Lutheran Church, Mpls. <b>Elective Office Cmte.</b> , 5:15-7:15 p.m., MN Dept. of Health	<b>Government Services Cmte.</b> , 4:30-6:30 p.m., Lurie, Besikof, Lapidus Education Center, Mpls.	<b>Board of Directors</b> , noon-2 p.m., Town & Country Club, St. Paul <b>AIDS Subcmte.</b> , 5:00-6:30 p.m., State Office Bldg., St. Paul	
2 1	<b>Mind-Opener</b> , same time and location <b>Elective Office Cmte.</b> , same time and location	<b>Government Services Cmte.</b> , same time and location	<b>Marketing &amp; Communications Cmte.</b> , 7:30-9:00 a.m., Thresher Square, Mpls	<b>Community Information Cmte.</b> , 7:30-9:00 a.m., US West Community Link office, St. Paul
2 8 Want to know who to call when you've got a gripe about government? Order the League's <i>Public Affairs Directory</i> . (338-0791).	<b>Mind-Opener</b> , same time and location <b>Elective Office Cmte.</b> , same time and location	<b>Government Services Cmte.</b> , same time and location	<b>AIDS Subcmte.</b> , same time and location	Nov. 1
4	<b>Mind-Opener</b> , same time and location <b>Elective Office Cmte.</b> , no meeting	<b>Government Services Cmte.</b> , same time and location	<b>AIDS Subcmte.</b> , same time and location	<b>Community Information Cmte.</b> , 7:30-9:00 a.m., US West Community Link office, St. Paul
1 1 Follow the work of a research committee without attending the meetings -- become a correspondent member.	<b>Mind-Opener</b> , same time and location <b>Elective Office Cmte.</b> , same time; place to be announced	<b>Government Services Cmte.</b> , same time and location	<b>Executive Cmte.</b> , 8:00-9:00 a.m., First Bank, Mpls.	1 5

hangers-on from the old commission days—should be excised of what are clearly administrative functions—liquor licensing, sewer and sidewalk installation ordering, among others. (Perhaps half a typical agenda. Add to the mix the remarkable amount of the work-day present councilmembers spend on constituent response, and the situation cries out for ratcheting back to a more efficient and more accessible part-time council.)

Once the new structure is in place, a pluralistic committee or task force of citizens and officials should wade into those codes and bring responsibilities in line with the system.

A part-time council opens up prospects of broader representation, allowing more citizens to fill a stint at elected office without abandoning careers or other gainful employment. It encourages fulfillment of the citizen-legislator concept, discouraging "professional" officeholders from leaving the real world of work and becoming isolated in a womb of narrow, self-serving and self-perpetuating ideas and behavior.

are very different from the citizen, or public interest. Without comprehensive campaign-financing reform, at-large seats introduce to the City Council level the problems we have now with the Minnesota Legislature and the U.S. Congress.

History cautions against at-large structure because its original reason for being no longer pertains. It was a means of eliminating corrupt ward bosses. Its companion reform, civil service, was instituted to eliminate political patronage power. These reforms purged responsive but corrupt ward machines and bosses and established unrepresentative but clean civil services and at-large representatives. Since then, civil service alone has proven sufficient to prevent precinct- and ward-level corruption, so cities have reestablished neighborhood participation in government by readopting ward council systems, among them St. Paul's in 1980.

Research shows that another unwelcome consequence of at-large seats would be a relative decline in the representation of minorities.

Cries to the contrary, that access to councilmembers will disappear, a part-time council, meeting as it should at least one night a week (as in most other cities), will be more available to working people. Moreover, the reduced hours will force focus on proper legislative policy and budget roles, leaving less time to quibble and posture over minuscule and irrelevant details best left to staff researchers and the city attorney.

The same will prove true, I believe, if we can bring balanced representation onto the council. Starting as a body of seven members elected at large, the council went to an all-ward system by initiative petition in 1980, circulated by an unlikely alliance of Republicans and minority community advocates. While the former council was viewed as an entrenched bastion of labor-controlled DFLers, the latter version has come to be suspect as a group of narrowly focused, parochial micromanagers for whom constituent service is the road to reelection at the peril of policy. And the DFL party's dominance has reasserted itself after an initial influx of other political perspectives, not a healthy circumstance

The part-time proposal also has grave weaknesses. Supporters argue it would force councilmembers to neglect constituent service and concentrate more on research and policy. This argument falsely assumes (1) that service and policy are unrelated or contradictory and (2) that policy-making is better if research is done by elected officials personally.

Constituent service does not compete with policy—it complements and contributes to it. Council members who curtailed service would not meet their responsibilities. Those who didn't curtail service would be underpaid. And those who tried to divorce policy from service would be making decisions in the abstract, cut off from the people those decisions affect.

Either way, a \$30,000 salary would select out those who make more now in jobs offering no flexibility for public service.

Reducing council staff, the final proposal, would reduce the council's legislative oversight and constituent service even further. This

even for this DFLer.

It is past time for a mix of each, bringing to the body a balance of parochial and citywide concerns. Under a mixed system in St. Paul, each voter could vote for a majority of the council, not just one ward representative but one ward representative and four other councilmembers.

The focus of all-ward councilmembers is too often on placating complaining constituents, which, while proper in some measure, diverts attention from larger issues, encouraging legislative micromanagement of the city administration and caring less about issues occurring outside their own bailiwicks. At-large members will force a balanced perspective.

Mixing ward representation with at-large members will do more, not less, to improve opportunities for electing minorities and provide St. Paul's ethnic enclaves with more representation, not less. In fact, the city's first minority councilmember, current Council President Bill Wilson, was initially elected at large, defeating four whites, most with significant name

recognition and political endorsements to boot.

Moreover, St. Paul voters have consistently elected minorities to the all at-large School Board, often giving them the largest margins. Police Captain William (Corky) Finney, in his first-ever election in 1989, captured the most votes of any board candidate. And we'll likely elect our first Hmong member in November, Choua Lee. More minorities should be running, yes. And elected, yes. And they will if they do.

If adopted, both of the proposed issues will mean another sea change in St. Paul's governance, but they will, I believe, begin the process of this urban center's rethinking about its future—its housing, its jobs, its neighborhood service delivery and tax base—in the face of an aging and ever-more-diverse population and its reexamination of its role as a core community in the 15th largest major market in the country.

Andy Driscoll is a member of the St. Paul Charter Commission and chair of its Council Structure Committee.

undo much of the reconnection of neighborhoods to city government, thereby marginalizing ordinary citizens—exactly what the Kettering report warns against.

With some exceptions, St. Paul, due to its unconventional participatory structure, has conserved its neighborhoods. Nothing is gained by placing that success at risk. The task is rather to build on it. The resources most needed are indigenous to each neighborhood, including downtown—not those that come from organized special interests in support of city-wide campaigns. The structure most needed is the current district council/ward system, not a hybrid explicitly designed to be less accountable to the individual, unorganized voter.

If there are candidates who feel excluded now, perhaps it is because they cannot, or will not, compete in the present grass-roots system. That is no excuse for sacrificing it.

Mathews Hollinshead is president of the Meriam Park Community Council.



# Transit

Continued from Page 1

sion, cited the recent combination of three suburb-to-suburb routes—78, 88 and 89—into two routes because of a lack of ridership. The new service, called the BE Line, for Bloomington-Edina, is operated by Medicine Lake Lines instead of by the MTC.

Christenson said the MTC is examining its suburban operations closely. "We have had very few success stories in carrying suburban-to-suburban transit users on 40-foot buses," he said. MTC would like funding for a comprehensive review of its routes in a search for opportunities to cut back old services and initiate others that might serve the suburbs better, Christenson said. MTC also needs some "R&D" money for suburban demonstration projects, he added.

Meantime, Christenson said, MTC is buying smaller buses that it believes will work better and be more acceptable on suburban routes. And it is "chasing developers" in the suburbs to find ways to serve their new employees. He said MTC plans to offer a suburb-to-suburb service for the Mall of America when it opens next year. It is important, Christenson said, to create opportunities, like the high-occupancy lane on I-394, that permit the bus to meet or beat the car.

The RTB owes its creation in 1984 in part to legislative perception that new approaches to transit were needed to serve the growing residential areas and jobs in the suburbs. Hollander, who worked for the MTC before joining the RTB, said, "I think the feeling was that the MTC was doing a good job at running the bus system and that's what they should focus on. But somebody needed to pay attention to these other unmet needs."

RTB collects transit taxes, stimulates transit ideas, approves transit plans, contracts for service and sets transit subsidy standards. For example, the subsidies on the 78, 88 and 89 routes were running about \$6 to \$9 a rider, and that was judged too high, said Howard Blin, RTB planning manager. Under the new configuration and new operator, he said the subsidy is expected to drop to the "\$3.50 range."

Metro Mobility, a service for per-

sons with disabilities, is easily RTB's greatest success in adding transit riders—"our growth market," as Hollander called it. In 1988, Metro Mo carried 1.26 million riders; this year, it's projected to carry 1.76 million—up a half-million riders. The service is provided by several operators; it is "demand-responsive"—it comes when someone calls—and it takes passengers door to door.

Less visible than Metro Mobility and more important in the long run in the effort to build a base of suburban transit users are such services as the Anoka County Traveler, the Roseville Circulator and Southwest Metropolitan Transit.

Anoka County Traveler is the region's first county-wide, dial-a-ride service for the general public, Blin said. Formed from some existing services that served primarily the elderly and disabled, it began operating in mid-1990. It's expected to carry 60,000 riders this year, up from about 20,000 last year. The Traveler also serves customers who previously were served by Metro Mobility, offering a potential saving.

Where the Anoka Traveler is a "demand-responsive," dial-a-ride system, the Roseville Circulator runs on fixed routes and regular schedules. It serves Roseville, Shoreview, Falcon Heights, Lauderdale and parts of Little Canada. It carried 80,000 riders in 1989, its first year, and is projected to carry 168,000 this year. The operator is the Morley Bus Co.

Southwest Metropolitan Transit serves Eden Prairie, Chaska and Chanhassen. It contracts with the MTC to provide commuter service into the city and reverse-commute service from the city to the suburbs. It contracts with Morley Bus Co. to provide dial-a-ride service in the communities. It carried 164,000 riders in 1988 and is projected to carry 255,000 this year.

Southwest Metropolitan is one of five transit operations formed in communities that decided they could provide better service with the transit taxes they paid than they were getting from the MTC. These are called "opt-out" services. Other "opt-out" operations are Shakopee, Plymouth, Maple Grove and the Minnesota Valley Transit Authority, serving Apple Valley, Burnsville, Eagan, Prior Lake, Rosemount and Savage. Shakopee offers local dial-a-ride; Plymouth provides commuter express, reverse commute and dial-a-ride; Minnesota Valley and Maple Grove offer peak-period express service to downtown Minneapolis.

The Plymouth, Shakopee and Maple Grove operations are projected to show increases this year over last; Minnesota Valley, in its first year, is expected to carry 815,000 riders.

Another category of transit is what RTB calls "small urban" services. These are local demand-responsive services provided by local authorities in addition to whatever regular-route service is offered by MTC. They include the Hopkins Hop-A-Ride, the Hastings TRAC, Northeast Suburban Transit (NEST) serving Maplewood, North St. Paul and Oakdale, St. Louis Park Emergency Program (STEP) for medical appointments only and White Bear Lake Area Transit. Although Hastings ridership is down about 2 percent since 1988 and White Bear's is down 25 percent, the category as a whole is up a projected 25 percent to 146,000 riders this year.

Still another category is "rural" transit. It includes Carver County Rural Transportation Services, Dakota Area Resources and Transportation for Seniors, Dakota County Volunteer Transportation Program (for all county residents), Washington County

Human Services, Inc., for the elderly and disabled, Scott County Human Services, Senior Community Services in western Hennepin County, Senior Transportation Services for the elderly and disabled in northwestern Hennepin County and Westonka Rides in southwestern Hennepin County. Collectively, these rural services, which include the Anoka Traveler, are expected to carry 323,000 this year—up about 39 percent from 1988.

The new services use a variety of smaller vehicles—including taxis and vans—and sometimes volunteer help. Per-passenger subsidies in 1990 on the MTC's regular routes averaged \$1.12. The "small urban" subsidies ranged from \$1.35 to \$3.48. "Rural" subsidies ranged from \$1.16 for Westonka Rides to \$6.66 for the Anoka County Traveler. "Opt-out" system subsidies were \$3.66 to \$4.31.

A new regular-route service, called Western Suburbs Rte. 55, provided by MTC and started in 1990, is expected to carry 320,000 passengers this year. It offers local service in Golden Valley, New Hope and Crystal and runs to downtown Minneapolis. Valley Transit Rte. 80, a restructuring of a previously existing service, provides regular-route service in Stillwater, Oak Park Heights and Bayport and is projected to carry 38,000.

North Suburban Lines, a long-time provider of regular-route, local and peak-hour express in more than a dozen communities, is expected to carry 276,000 passengers this year, up 15 percent from 1988.

Blin said RTB, working on a concept similar to the hub-and-spoke operations of airlines, has built or plans eight "major" transit hubs—at Rosedale, Brookdale, Northtown, Maplewood Mall, Southdale, Mall of America, Plymouth Rd. and 394 and Louisiana Av. and 394—and 10 "minor" transit hubs—at Apache Plaza, Knollwood Plaza, Hennepin and Lake, Midway Shopping Center, Hillcrest Shopping Center, Highland Village, Sun Ray Shopping Center, Eden Prairie Center, the airport and Burnsville Center.

The idea, said Blin, is that riders can use one of the local transit services to get to the hub where they can transfer to a vehicle taking them to another one of the hubs or to downtown.

# Health-insurance plan offered, another pledged

Minnesota Council of HMOs proposed a health-insurance plan for the uninsured that would be financed by a 6 percent tax on inpatient hospital services. It would also require all employers to offer health insurance to employees working 20 hours a week or more and to their dependents.

Gov. Arne Carlson said he will propose a universal health-care insurance plan to the 1992 Legislature that would be financed by special taxes rather than a general tax increase. Gov. Carlson also said he will veto future expansions of gambling in Minnesota.

A 1990 Minnesota law that sought to limit campaign spending by candidates for federal office was ruled invalid by the Federal Elections Commission on grounds only the federal government has such authority.

Northern States Power Co. said it will not need to build any major power plants in the next 15 years but will develop several smaller natural-gas turbines for use in periods of peak demand and will get some power from wind turbines in southwestern Minnesota. It also hopes to cut demand 1,700 megawatts by offering incentives to use less power.

Boise Cascade Corp. was fined \$535,000 for air and water pollution at its paper mill in International Falls. St. Paul City Council approved a proposal of BFI Medical Waste Systems for a plant that will use steam to sterilize medical wastes.

United HealthCare, Minnetonka, said it signed a letter of intent to buy Physicians Health Plan of Ohio, Columbus, for \$67 million, which would make the buyer one of the nation's largest health-care companies. The firm also said it will shut its Hibbing operation in November.

University President Nils Hasselmo said the institution will raise tuition by about 9 percent next year if the Legislature does not provide funds for a pay raise for faculty and others. Enrollment in Minnesota's Community Colleges hit a record, for the seventh straight year, at 56,541, despite a 9 percent tuition increase and the smallest high school graduating class in the last 28 years. Enrollment in the State University Sys-

tem fell 593 to 63,665 students.

McKnight Foundation approved grants totalling \$39 million over the next five years to the Central, Northeastern, Northwest and West Central Initiative Funds.

The zebra mussel, a fast-multiplying species that attaches itself to solid objects and has caused millions of dollars of damage in the Great Lakes, has been found in the Mississippi River.

Lobbyists spent a record \$4.4 million in the year ending June 30, according to the Ethical Practices Board.

Children's Museum will move from St. Paul's Energy Park to Seventh St. between Wabasha and St. Peter in downtown in 1994. Computer Petroleum Corp. said it will move its 40-employee firm from Woodbury to downtown St. Paul on the strength of a loan from the city's business-attraction fund. Standard & Poor's dropped the rating of St. Paul Port Authority's major bond fund to the Double-B level. West Publishing Co., moving its headquarters to Eagan, will give its downtown St. Paul building to Ramsey County. Minnesota Trade and Economic Development Department said it will move from three downtown St. Paul buildings across the river to the former Amhoist Bldg. The Public Service Department will also move across the river.

Arvai Group, a consulting firm, supported state financing of Northwest Airlines' maintenance base, calling it a "win-win" situa-

## Keeping Up

Unable to break the habit, Minnesotans kept on committing news, to wit.

tion. St. Louis County Board approved backing general obligation bonds for \$27 million of the proposed Northwest Airlines maintenance base. Great Lakes Airlines, Spencer, Iowa, said it will offer service between Duluth and Chicago.

Gerald W. Christenson said he will retire as chancellor of the Minnesota Community College System next June after nine years. Ralph Church resigned as commissioner of public safety for "personal reasons." Gov. Carlson retained Orville Pung as commissioner of corrections and James Solem as commissioner of housing finance. Elizabeth Pegues, North Oaks, was elected president of the State University System. Rep. Linda Scheid, DFL-Brooklyn Park, said she will resign to become vice president for Burnet Realty. Jerry Sue Owens, president of Lakewood Community College, will leave to become president of Cuyahoga Community College, Cleveland. Polly Peterson Bowles, Edina attorney, was appointed to the Metropolitan Council by Gov. Carlson. Rhoda Stroud, St. Paul, was named Teacher of the Year.

Medicare will begin paying urban and rural doctors the same fees Jan. 1, ending a system under which rural doctors got less.

Red Wing School Board approved a merger of its technical college with Dakota County's. School boards in Willmar, St. Cloud and Hutchinson announced a study of merging the technical colleges from the three districts. Voters in Zumbrota and Mazeppa school

districts approved consolidation. Eden Valley-Watkins School District voters approved a \$4.5 million building plan.

St. Cloud Township voters turned down a proposal to exceed the state levy limit. Yellow Medicine County Board rejected a proposal for a regional landfill with Chipewewa County.

The United District Hospital and Home in Staples is undergoing a \$4.4 million expansion. Itasca County voters approved expansion of the county-owned Itasca Medical Center and Itasca Nursing Home.

Mankato and Blue Earth County officials approved the merger of the sheriff and police departments.

LeSauk Township and Sartell agreed to spend \$2,500 to study annexation.

Mankato State University's faculty organization did not rescind its vote of no confidence taken on President Margaret Preska last year.

St. Cloud City Council postponed a controversial plan to establish a downtown taxing district.

The Lake Region Times newspaper in Madison Lake was sold by its 31-year owners to the wife of the city's mayor, Marie Groebner.

Brown County approved a new shoreland management plan.

Mankato School Board approved a fiberoptics interactive TV system to link Mankato Technical College and Mankato State University with other post-secondary schools.

Crow Wing County Attorney Jack Graham withdrew his resignation.

# Minority population up 72%

From Population Notes, Minnesota State Demographer, September 1991.

Overall, the minority population in Minnesota grew 71.7 percent during the 1980s. The rate of minority increase in Minnesota was the fourth highest in the U.S. By comparison, the white non-Hispanic population in Minnesota rose a

modest 4.7 percent, about the same as the national average of 4.4 percent... (Minnesota's minority representation remains relatively small. About 6.3 percent of Minnesotans are members of minority groups.)

Many parts of Minnesota continue to be racially and ethnically very homogeneous. Fifty of the state's

87 counties have fewer than 500 minority persons, and nine have less than 100...

Like other Minnesotans, people in minority groups became more suburbanized in the 1980s. The minority population living in suburbs in the seven-county Twin Cities area more than doubled from 1980 to 1990.



# Project to help small towns plan health care

The drastic changes occurring in the health-care system are nowhere so keenly felt as in Minnesota's small, rural communities and the surrounding countryside.

As the crisis deepens, ordinary people feel helpless, tensions worsen between those who provide health care and those who seek it, and residents of one small community find themselves pitted against those of another—competitors in the business of health care.

The Southwest and West Central Minnesota Initiative Funds have launched a project—named Health Connect—designed to assist Minnesota's rural communities in planning their health future. Pilot communities already chosen for participation are Dawson and Madison (two neighboring towns with strong economies but in danger of losing their hospitals) and Parkers Prairie (a town that has recently closed its hospital and must now plan a health-care system without it). These communities mirror existing conditions in countless rural areas in Minnesota and across the U.S.

Sherry Ristau, Southwest staffer for the project, views leadership as a key to success. "We first want to identify and train community leaders who are able to understand and pursue the points of view of the health-care consumers," said Ristau. "The best future for rural communities includes a health-care system that is responsive to the health needs of the community."

William F. Henry, a leading Min-

by Diane Neimann

nesota expert on health-care planning, points out that rural residents have yet to understand fully those changing needs. "Health-care needs in Minnesota's rural areas have changed, but patterns of practice have not. While people will always require access to emergency care, it is now the prevalence of chronic rather than acute conditions that characterizes rural health-care needs," Henry said.

"People are living longer and are more likely to acquire one or more chronic diseases that require not acute or hospital care but education, prevention and ongoing management. Unmet needs in chronic conditions give rise to increasingly costly, debilitating acute episodes."

Changes in the rural health-care system can seem overwhelming to residents. Rapid centralization of health-care services, the reimbursement squeeze from government and private insurers, and the closing of many small town hospitals and clinics threaten a sense of security. There is an ongoing conflict between cost containment and access goals.

"Fiercely independent communities fight to retain their own hospitals, fail to cooperate and plan effectively, and create a vacuum where distant urban systems can move in to colonize rural areas and thus expand their own market share," Ristau said.

The Health Connect Project has been designed to respond to the

problems in the delivery of rural health-care services. It will provide education, training and technical assistance for communities to plan and implement needs assessments. It will help them to prepare for future community health needs, and it will assist residents to form collaborations with other communities to provide more cost- and time-efficient services. Central to the project is leadership training in managing the conflict that these changes will engender.

It is expected that the project will develop a process that can be used by other communities facing similar issues.

"The essence of that process," Henry said, will be to "foster cooperation among neighboring communities by developing a clear and widely shared vision of what is needed to address real health-care needs. Then, those communities can work together to develop the systems and even to negotiate with larger providers in other areas."

Such cooperation will be a dramatic change from the sometimes fierce competition that has characterized hospitals that are only "an oxcart day's drive" apart from each other.

The project will develop training manuals and other publications that rural community leaders can use to implement the process in their communities. Materials will assist communities in identifying local health leadership, assessing needs, fostering cooperation with

neighboring communities, negotiating with larger providers and other topics.

The project was initiated by the people it will serve—residents of southwest and west central Minnesota. A health-care advisory committee composed of residents from both of those areas has been working for two years in the creation of Health Connect. They anticipate completion of the first training session by November. Partners are being sought to keep the project going. Judith K. Healey, a consultant to the National Council on Foundations and to Health Connect, is assisting the advisory committee in locating foundation partners.

"This project, if successful, could provide an excellent model. Many funders are cognizant of the serious health-care problems in rural America and are looking for ways to make a difference," Healey said.

The communities of Dawson/Madison and Parkers Prairie were chosen on a competitive basis from among 19 groups of applicants. The six finalists received visits and a review by the advisory committee. The active interest expressed in participation is a "clear indicator of the growing concern by consumers and providers," Ristau said. "We hope that Health Connect can provide leadership for other rural communities."

*Diane Neimann is principal consultant for ForeSight Strategy Associates, Inc., St. Paul-based health-system consulting organization.*

## A lot of lobbying

*From the Ethical Practices Board report on lobbying disbursements for July 1990 through June 1991.*

Lobbying disbursements disclosed by 1,364 lobbyists totaled \$4,402,997 from July 1, 1990 through June 30, 1991, according to reports filed with the Ethical Practices Board...821 associations and individuals reported disbursements for lobbying purposes (71 percent of the associations and individuals for whom lobbyists are registered)...

Lobbying disbursements for legislative lobbying in 1990-91 totaled

\$2,965,591 (67 percent of total lobbying disbursements), compared with \$1,693,655 (79 percent) from July 1989 through June 1990. Administrative lobbying disbursements in July 1990 through June 1991 totaled \$1,356,013 (31 percent of total lobbying disbursements), compared with \$456,221 (21 percent) from July 1989 through June 1990...Lobbying disbursements seeking to influence the official actions of metropolitan governmental units from January through June 1991 totaled \$81,393 (2 percent of lobbying disbursements).

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