



# REGIONAL AVIATION POLICIES REVIEW

## 2050 Transportation Policy Plan Objectives

The following objectives were created to aid in guiding the 2050 Transportation Policy Plan to implement a regional transportation system to meet the region's goals for 2050. As a regional system, the Regional Aviation System exists to support the region's airports and operators and advance the region's goals found in the 2050 Regional Development Guide. Through the extensive planning process for the 2050 RDG and the 2050 TPP, the Met Council has established new regional goals and transportation objectives to meet these goals. Not all goals or objectives will be relevant for the regional aviation system and the intention is not to have aviation specific policies which meet each goal or objective. However, they are important to understand the direction that the region is intending to move towards to continue to plan for the orderly and economical development of the seven-county metro area to 2050.

### 1. Our Region is Equitable and Inclusive

- a. Historically disadvantaged communities are better connected to jobs, education, and other opportunities.
- b. We repair and eliminate disparate and unjust impacts and harms to Black people, Indigenous people, and people of color.
- c. We better meet the transportation needs of people who have disabilities or limited mobility.

### 2. Our Communities are Healthy & Safe

- a. People do not die or face life-changing injuries when using any form of transportation.
- b. People feel safer, more comfortable, and more welcome when using any form of transportation.
- c. We mitigate and avoid harms to people caused by nearby transportation infrastructure and use (e.g., air quality, noise).
- d. People are better connected to community and cultural resources that support their physical, emotional, and mental well-being.
- e. People can increase physical activity with more opportunities to walk, roll, or bike.

### 3. Our Region is Dynamic & Resilient

- a. People and businesses trust that transportation infrastructure and services will withstand and recover quickly from natural and human-caused disruptions.
- b. People have better travel options beyond driving alone to meet their daily needs, with a focus on improving travel times, reliability, directness, and affordability.
- c. People have more predictable travel times when traveling on highways, with a focus on reducing excessive delays.

- d. People and businesses can rely on predictable and cost-effective movement of freight and goods.

#### **4. We Lead on Addressing Climate Change**

- a. The region's transportation system minimizes its greenhouse gas emissions.
- b. People have more reliable access to zero emissions vehicle infrastructure.
- c. By 2050, the region reduces vehicle miles traveled by 20% per capita below 2019 levels.

#### **5. We Protect & Restore Natural Systems**

- a. The region's transportation system protects, restores, and enhances natural systems (for example, air, water, soil, vegetation, and habitat quality).

### **Policy Background**

The 2040 TPP included seven policy statements and 18 supporting actions to guide the regional aviation system. These are listed under the most regional goal below. However, the aviation system is unique and policies may not fit directly within the regional goals or transportation objectives. The main focus of this exercise is to understand where aviation system policies could play a role, not to dictate that it must relate to every goal or objective if it is not relevant.

#### **1. Our Region is Equitable and Inclusive**

- a. Policy 6: Promote public participation and awareness of aviation issues including involvement of traditionally underrepresented populations, system users, and individuals.

#### **2. Our Communities are Healthy & Safe**

- a. Policy 1: Airport safety standards should be maintained and improved where possible by addressing land use compatibility and air safety requirements in airport and local policies and plans.
- b. Policy 2: Conduct planning, development, and operation of regional airports to minimize the impact to adjacent communities. Ongoing impacts from aviation activities should be mitigated through local land use compatibility policies and other mitigation efforts.

#### **3. Our Region is Dynamic & Resilient**

- a. Policy 3: Coordinate planning and pursuing transportation investments that strengthen connections to other Minnesota regions, the nation, and world through air service at the region's primary and reliever airports.
- b. Policy 4: Coordinate the provision of adequate local access to the region's airports considering local context and role in the system.
- c. Policy 5: Prepare long-term comprehensive plans for MAC owned airports or local comprehensive plans for each airport following FAA requirements and submit it to the Met Council for review to ensure that plans for preservation, management and improvement of infrastructure at each airport are consistent with the regional aviation system plan.

#### **4. We Lead on Addressing Climate Change**

- a. N/A

#### **5. We Protect & Restore Natural Systems**

- a. Policy 7: Protect, enhance, and mitigate impacts on natural resources when planning, constructing, and operating the region's aviation system. This will include management

of air and water quality and identification of priority natural resources through the Natural Resources Inventory developed by the Met Council and Minnesota Department of Natural Resources.

## **Proposed Policies, Implementing Actions, and Performance Measures**

Consider these questions when drafting policies, implementing actions, and performance measure recommendations.

- What policies are needed to meet the objectives listed above?
- Are there existing policies that need updating or gaps based on the goals and objectives?
- What is the regional role or authority of the policy (i.e. investment priorities, comprehensive plan requirements, best practice and technical assistance, etc.).
- What actions are needed to implement the policy?
- Who should undertake the actions?
- What tools or technical assistance is necessary for planning partners to make progress on the objective or policy?
- What performance measures and targets could be used to evaluate progress?