

Minutes of the MEETING OF THE COMMITTEE OF THE WHOLE

Wednesday, June 5, 2013

Committee Members Present: Van Eyll, Kramer, Elkins, Wulff, Rummel, Schreiber, Chávez, Haigh, Munt, Reynoso, Melander, Cunningham, Duinick, Commers

Committee Members Absent: Brimeyer, Smith, Đoàn,

CALL TO ORDER

A quorum being present, Chair Haigh called the regular meeting of the Council's Committee of the Whole to order at 4:05PM on Wednesday, June 5, 2013.

APPROVAL OF AGENDA AND MINUTES

It was moved by Rummel, seconded by Chávez to approve the agenda. **Motion carried.**

It was moved by Schreiber, seconded by Van Eyll to approve the minutes of the May 29, 2013 special meeting of the Committee of the Whole. **Motion carried.**

THRIVE MSP 2040

Update on the Thrive timeline and approach to policy discussions—Gary Van Eyll, Thrive Working Group

The next Committee of the Whole meeting we will take a second look at the Agricultural and Rural Policy Issues and discuss decision making. Staff has been working hard at laying out a timeline for the discussions that will happen this summer. Gary reminded the group that we have a great backbone in the existing framework, and staff is available to provide clarification and answer questions about current policies. Today's goal is to define our policy direction and identify key tension points

Overview of Aviation Policy Issues—Denise Engen and Libby Starling

Libby and Denise provided a two page outline on the Aviation System Policy Issues. Minnesota statute 473.146 states that the Council's TPP should include "a long-range assessment of air transportation trends and factors that may affect airport development in the metropolitan area and policies and strategies that will ensure a comprehensive, coordinated, and timely investigation and evaluation of alternatives for airport development." There are 9 publicly owned airports in the region, all of which are at least 50 years old. There is one major airport (MSP—Minneapolis/St. Paul International airport), one intermediate airport (St. Paul downtown), and 7 minor airports (Forest Lake, Anoka County/Blaine, Crystal, Flying Cloud, Airlake, South St. Paul municipal, and Lake Elmo). Fifty years ago the airports were intentionally built in rural areas where there was very little development. As the development in our urbanized area has grown, so has the tension around land use around the airports. One of the Council's responsibilities is managing the compatibility between land uses of various sorts and the existence of the airports and aviation system which is one of the key pieces that people and businesses need for economic competitiveness. The Council shares responsibility for the regional aviation system with a few other major players, including the Federal Aviation Administration (FAA), the MN Dept. of Transportation, and the Metropolitan Airports Commission (MAC). Councilmember Chávez represents the Council at MAC meetings.

Discussion: Direction for Aviation Policy for Thrive MSP 2040

The first policy question that Libby posed to the group was whether the Council should take a proactive or reactive role when operational decisions by partner agencies (FAA, MAC) have the potential to increase aviation conflicts with existing land uses. Libby stated that in the current policy the Council has taken a reactive role, largely in not trying to lobby on behalf of the region for broader discussions, some of which happen at the MAC level, some of which take place at the FAA level. There would be an opportunity for the Council to take a

more proactive role in these conversations, recognizing that the decision to take a more proactive role might increase expectations of the Council's ability to have an influence when our ultimate influence in these conversations may go no further than simply being at the table.

The Council reviews each airport's long term comprehensive plan for consistency with the regional plan. The group asked what the scope of the Council's authority is if discrepancies/inconsistencies are found in an airport's plan. Staff will be returning with more information on this topic, however, it does depend on the specific issue.

The second policy question asked whether the Council will provide additional technical assistance to help communities plan for transitions to more aviation-compatible land uses when operational decisions create new conflicts between aviation and existing land uses. Currently the Council provides limited technical assistance when this occurs.

Fair Housing and Equity Assessment: Data, Timeline, and Opportunities—Beth Reetz, Libby Starling, and John Levin

Libby stated that we are hoping to wrap up the data stage of the FHEA by the end of June, deliberations will run through the end of July, and decision making will be happening June through September. Staff will be working on documenting the specific pieces of this work (data, deliberation, and decision-making) so the full FHEA document will be ready for the Council to review this fall. The final document needs to be submitted to HUD by the end of December. The FHEA document will summarize the components of Thrive MSP 2040 that connect to HUD's intent with the Fair Housing Equity Assessment and the equity conversations.

Beth shared a sampling of the data document. The areas of opportunity have been determined by measuring opportunity based on the following 5 indicators: high performing schools, job access by transit and automobile, environmentally healthy neighborhoods, safe streets and neighborhoods (based on crime data), access to social supports, necessities and amenities (specifically the types of services needed by low income people). A cluster analysis was done to determine the areas of high opportunity. Three distinct clusters were identified, all of which have tradeoffs. The differences among the clusters can point to the types of policies and investments needed to equalize opportunity around the region. Racially Concentrated Areas of Poverty (RCAPs) have also been identified using thresholds determined by the Council.

John presented an overview of Title VI in transit. Service equity analyses have been conducted since 2005. John stated that it is challenging to translate broad equity principles to real numbers and then further to statistical analysis. The impacts of service changes in transit are not immediately obvious and it is difficult to determine who benefits or suffers a loss from a service change. Metro Transit has lead industry in developing methodology and GIS tools for service equity analysis. John provided the Central Corridor as an example for a service equity analysis.

ADJOURNMENT

Business completed, the meeting adjourned at 6:10PM.

Emily Getty, Recording Secretary